



SIR ARTHUR YOUNG UNVEILING THE MEMORIAL TABLET ON SIR STAMFORD RAFFLES'S STATUE. CENTENARY DAY, 1919

ii. *Frontispiece*

ONE HUNDRED YEARS OF SINGAPORE

GENERAL EDITORS
WALTER MAKEPEACE
GILBERT E. BROOKE
ROLAND ST. J. BRADDELL

WITH AN INTRODUCTION BY
C. M. TURNBULL

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ONE HUNDRED YEARS OF SINGAPORE

BEING SOME ACCOUNT OF THE CAPITAL OF THE
STRAITS SETTLEMENTS FROM ITS FOUNDATION
BY SIR STAMFORD RAFFLES ON THE 6TH
FEBRUARY 1819 TO THE 6TH FEBRUARY 1919

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VOL. II

WITH NUMEROUS ILLUSTRATIONS

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ONE HUNDRED YEARS OF SINGAPORE

CHAPTER XII

SINGAPORE HARBOUR

THE TANJONG PAGAR DOCK COMPANY

*By Sir John Rumney Nicholson, Kt., C.M.G., formerly
Chairman*

ON the 11th September 1863 a meeting was held in Singapore, at which the following were present : Messrs. M. F. Davidson, Chairman ; C. H. Harrison, C. H. H. Wilsone, Tan Kim Ching, J. K. Smith, Thos. Scott, S. Gilfillan, Syed Abdullah, Pochajee Pestonjee, Wei Kow, G. H. Brown, C. Puttfarcken, G. Cramer, Th. Wagner, C. P. Lalla, J. Watson, Geo. Lyon, J. Cameron, R. Riley, J. Fisher, and Ong Kew Ho.

On these gentlemen promising to take up shares in a company to provide facilities for ship-repairing, Mr. Thomas Scott proposed and Mr. S. Gilfillan seconded : " That the support the scheme has met with from the number of shares applied for warrants expense being incurred for plans and estimates for the undertaking."

Plans and estimates were to be called for by advertisement in the newspapers for a patent slip and graving dock at Tanjong Pagar.

A Committee was appointed, with Mr. Thomas Scott as Secretary, to carry out the necessary arrangements and draw up a prospectus.

The Committee met on the 14th September, and resolved that the patent slip be not undertaken, but that a graving dock be constructed on Messrs. Guthrie's land of the following dimensions : 550 feet in length, 65 feet width of entrance, 23 feet depth of water on the sill. This was a very large dock in those days, and on the advice of Messrs. John Baxter, John Clunis, J. L. Kirby, and E. M. Smith the Committee reduced the width to 51 feet and the depth to 20 feet, and decided that the dock be built of wood, with a granite entrance, and be divided by gates in the middle. At a subsequent meeting of the Committee it was resolved that Mr. George Lyon be engaged to carry out the work at a remuneration of \$200 per month, and Messrs. Baxter and Turnbull be asked to advise. A proposal was put forward by Mr. Lyon that wharves be built so as to combine the business of ship-repairers and wharfingers. Friends in England were to be advised of what was being done, with a view to their taking an interest in the undertaking. Plans and estimates were to be sent to England, the Committee expressing the opinion that Mr. Lyon's judgment, checked by Messrs. Turnbull and Baxter, was quite equal to that of any person from England. We have here the expression of an opinion, which it is feared lasted to the end of the Company, that Singapore could learn nothing from England. A plan of a dock was received from London in June 1864, and submitted by Colonel Collyer.

On the 29th September 1864 "The Tanjong Pagar Dock Company, Limited," was registered, with a capital of \$300,000.

Work on the building of a retaining wall and of a piled wharf had been carried on for some time, but as the wall had fallen in and other troubles had arisen in the construction, it was decided to obtain an engineer from England. Mr. W. J. Du Port was engaged, and arrived in September 1865, Mr. Lyon resigning, as he declined to act under Mr. Du Port.

New plans for a dock 450 feet long, 65 feet width of

entrance, and 20 feet depth of water on the sill were got out and work commenced. This dock was formally opened, and named the "Victoria Dock," by His Excellency the Governor, Sir Harry Ord, K.C.B., on the 17th October 1868, when the Colonial steamers *Peiho* and *Rainbow* were docked together.

For some time previous to this ship-repairing had been carried out, the ship *Moneka*, in June 1865, being the first, and the bill for \$200 was remitted. George Hayes, the first shipwright from England, arrived in March 1866. About this time an endeavour to purchase or to come to an agreement of amalgamation with the Patent Slipway and Dock Company was made, but without success.

At the end of 1866 a wharf 1,440 feet long had been almost completed, and during that year thirty-three steamers and twenty-eight sailing ships had been berthed alongside it. The growth of traffic to town had so increased that the Directors proposed to construct a road on the same site that Anson Road now runs on, and pave it with granite to carry steam traction engines, another proposal being to run a railway round Malay Point.

Although the undertaking seemed on the fair way to success, there was considerable difficulty in raising the money to complete the dock. An issue of debentures at 10 per cent. in 1868 had not been readily taken up. Mr. E. M. Smith took charge of the Company's business as Manager and Secretary on the 1st November 1867, retiring from the service on the 30th June 1881.

In February 1870 we have the first mention of congested godowns, and it is interesting to note the amount of traffic which passed over the wharves in that year: coal inward, 24,164 tons; coal outward, 37,667 tons; total, 61,831 tons. General cargo inward, 54,485 tons; general cargo outward, 28,485 tons; total, 82,970 tons.

It was estimated that about 75,000 tons of cargo was for the town, and the balance for transhipment at the wharves.

In June 1870 the Bon-Accord Dock was leased by the Company, in conjunction with the Patent Slip and Dock Company, from Messrs. Buyers and Robb.

The competition of the Patent Slip & Dock Company and the Bon-Accord Dock appears to have been felt, as we find the Chairman stating, in his report in August 1871, "that the dock has not proved remunerative. There has been very little business offering as compared with former years, and your Directors are not sanguine of large returns from this part of the works. The employment of steamers in place of sailing vessels, or iron in lieu of wood, must render docking all over the East less profitable than in former years."

From the Directors' minutes it appears that a railway company was being promoted in Singapore, as an entry in May 1871 states that a petition signed is to be sent in by the Directors praying the Legislative Council to give favourable consideration of the Railway Company's claim. The Directors seem to have recognised the value of a railway, as in the following year they decided to lay a railway, 4 feet 8½ inch gauge, behind the wharves. This railway was laid and worked by horses, but did not appear to be a success owing to sickness amongst the horses. In carrying out the new reconstruction works this old railway was come across.

In the following August, 1872, however, the Chairman was able to announce a dividend at the rate of 12 per cent. per annum, which indicated the increasing prosperity of the undertaking. No doubt the opening of the Suez Canal was having a beneficial result to the Company.

We have an entry in the minute book on the 26th October 1873, which sounds somewhat mediæval: "The watchmen were to be increased, and armed at night with cutlasses and rattles." We also note that it was considered dangerous to send goods to town by Chinese boats. "Watchmen were to be given an occasional half-holiday for diligent and good service." It is interesting to note prices then: Ballow timber, cut into planks,

38 cents per cubic foot, and coke from the gas-works, \$6 per ton delivered.

On the 30th June 1874 a serious accident to a vessel in the dock occurred. The ship *England* fell over, and was considerably damaged, so much so that she was purchased by the Company. She was afterwards repaired and sold.

Business seems to have increased in the Dock Department to such an extent that in July 1874 the Board recommended the construction of another dock, and an engineer, Mr. Parkes, came out from England to determine its site and design, Mr. Jackson being engaged as the Resident Engineer. The funds of the Company now allowed the commencement of a policy which the Directors consistently carried out: the purchase of adjoining lands. Duxton and Spottiswoode estates were bought.

Passenger traffic to town must have considerably increased, as in May 1875 the Directors agreed to allow a Mr. Kugelman to erect a resting-room on the premises, and run a service of omnibuses to town every fifteen minutes.

A notable event occurred on the 13th April 1877, when a fire broke out in the upper storey of the blacksmiths' lines, and rapidly spread through other coolie lines to the coal sheds, which were in a few minutes ablaze. The Government fire-engine and a large number of volunteers were soon on the spot, together with soldiers and sailors from the men-of-war in harbour. Their task seems to have been an arduous one, as the fire was not got under control until the 23rd April, when practically the whole of the coal not removed was burnt or damaged. Up to this time most of the coal sheds were attap-roofed, and it would be difficult to confine the fire within limits. There would be another difficulty in supplying the fire-engine boilers with fresh water, as up to this time the request of the Directors that the property should be connected to the town water supply had been refused. The fire pro-

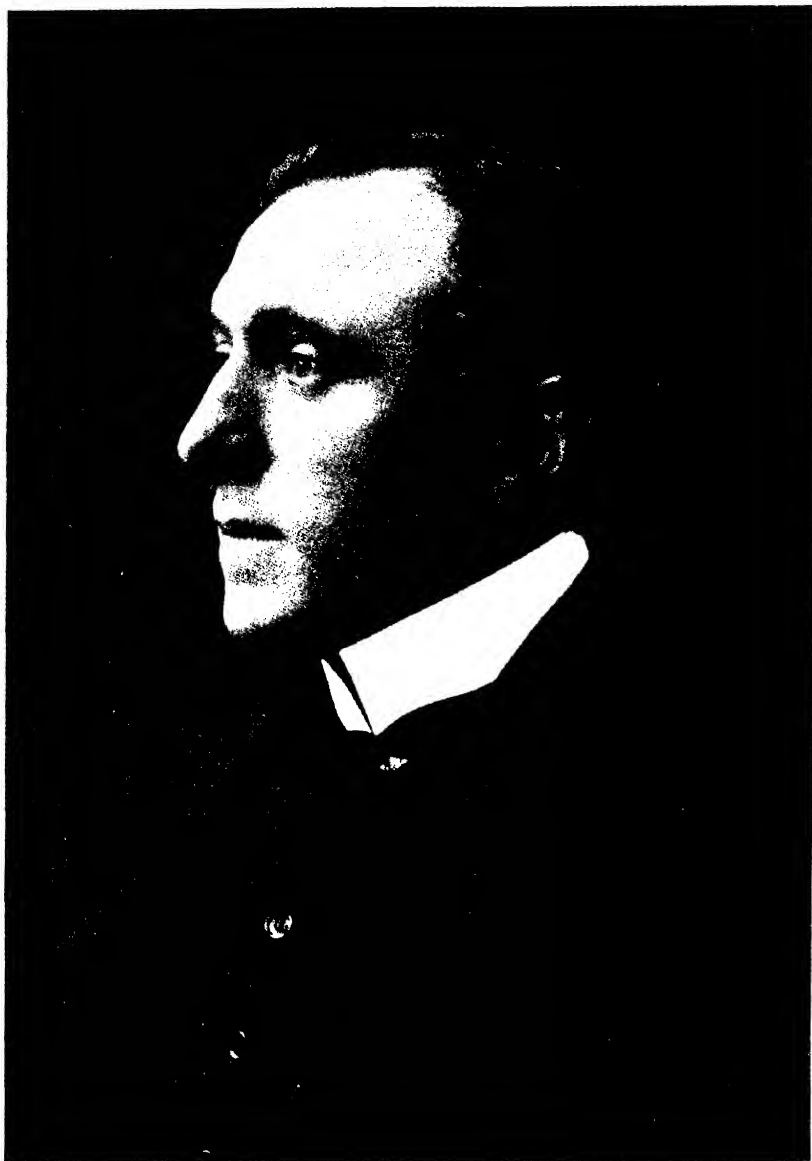
bably hastened a change of opinion in the City Fathers, as the connection was made a few months afterwards. The Company's loss in buildings and expenses in extinguishing the fire amounted to \$53,209. The Insurance Companies' loss must have been a heavy one.

The purchase of the Mount Palmer lands was completed in 1877, and in the following year the top of Mount Palmer was handed over to Government for a battery in consideration for which and the purchase by the Company of a right of way through Mr. Guthrie's property the Government agreed to construct a road from Collyer Quay to the docks, now known as Robinson and Anson Roads.

The number of men employed daily at the end of 1878 was 2,450.

On the 1st May 1879 His Excellency the Administrator of the Government, Sir Archibald Edward Anson, R.A., K.C.M.G., before the Directors and a large number of guests, opened the New Dock, which had been commenced in September 1876, naming it the "Albert Dock," the Government yacht *Pluto* and the Company's tug *Sunda* entering the dock. This dock, which is 496 feet long, 59 feet width of entrance, with 21 feet depth of water on the sill, was not completed without trouble. When the dam was removed it was found that a drain under the sill connecting the body of the dock with the pumping sump for the purpose of keeping the dock dry during construction had not been properly filled in, thus allowing the sea to flow into the dock. After various attempts to close it had proved failures, the dam had to be reconstructed, and the drain was then effectively closed.

The question of lighting the wharves and docks had often been considered by the Board, and various methods proposed and experimented with. A limelight apparatus had been tried, afterwards purchased by Mr. C. B. Buckley. Electric light was first installed in the workshops in 1878.



STANLEY LANE.

The Present Chairman, Singapore Harbour Board.

Keen competition existed between the Tanjong Pagar Dock Company and the New Harbour Dock Company as regards ship-repairing, although the companies worked amicably together in many ways, being joint owners of tugs and other interests. An agreement, known as the "Joint Purse Agreement," was made between the two companies, and came into operation on the 1st July 1881, whereby the two companies received a fixed percentage on the profits of their dock work.

In 1881 the Directors considered the dredging out of the lagoon behind the wharves (site of Empire Dock) and making a canal to town, the existing coal-sheds to be used as godowns.

In 1881 also a proposal was put forward by the large shareholders in England that they should be represented by a Board in London. This matured in 1883, when a number of gentlemen, who had when in Singapore been directors, were appointed as the "London Consulting Committee." With the view of developing the Company's property, the Engineer-in-Chief to the Chinese Government, Mr. D. M. Henderson, was asked in 1882 to advise, but as he was unable to visit Singapore, it was decided to get a competent engineer from England to report. Mr. Du Port, who was asked, not being able to visit Singapore, Captain McCallum (now Sir Henry) made certain recommendations for a new dock and wharf extension to the eastward, also the deepening of the Victoria Dock.

In 1884, the Municipality having raised the assessment on the Company's property, the matter was taken to the Courts, and settled by the Appeal Court upholding the Chief Justice's decision in favour of the Company.

In December of that year application was made to the Board for the storage of Japanese coal at the wharves. This was at first refused, but afterwards granted somewhat tardily, and with many restrictions. The Board, believing Japanese coal to be very liable to spontaneous combustion, their cautious action can very

well be understood with the memory of the great fire before them.

In April 1885 the London Consulting Committee advised the Board that the time had arrived when a large dock, capable of taking in modern warships, should be constructed with Government assistance. This is the first mention of what for many years was spoken of as the "Admiralty Dock Scheme," upon which Sir John Coode reported, proposing a site between Jardine's wharf and St. James.

The Borneo Company's wharf and property were purchased by the Company, as from the 1st July 1885, for \$1,000,000, and the Manager reported that the wharf connecting the two properties was completed in November of that year.

On the 1st July 1886 the London Agency of the Board was established. We have the first mention of what was to be the Straits Trading Company on the 8th July 1887, when the Directors decided to lease part of the Bon-Accord property (purchased in 1882) to Messrs. Sword and Muhlinghaus.

At the beginning of 1889 the Tanjong Pagar octopus laid one of its tentacles on the Slipway Company at Tanjong Rhu by commencing to buy its shares, and shortly after another one on Prye Dock, Penang, by leasing that property in conjunction with the New Harbour Company.

The Trustees of the late Mr. Edward Boustead having offered to build the "Boustead Institute," the Directors not having a suitable site on their own property, purchased the site on which the building now stands, and handed it over to the Trustees in April 1891.

The Singapore Tramway Company, whose lines had been laid down in 1884, not having proved a success, the Directors were approached as to the purchase of its Collyer Quay to the Docks Section, which the Directors did not entertain; but in December 1889 they purchased the whole undertaking for \$186,000 on joint account with the New Harbour Dock Company.

A proposal in 1891 to form a Volunteer Company amongst the European employees of the Company for the defence of the Company's property did not mature, the men being of opinion that to be efficient too much of their rest time would be taken up, which after their arduous duties during the day in the sun was a necessity.

The tramways proving unremunerative, it was decided to cease running the Rochore Section at the end of 1892. The competition of the rikishas proving keen, the expense of upkeep of rolling stock and permanent way being heavy, electrical traction had been considered, but not found to be sufficiently attractive to warrant further expenditure. The Collyer Quay and Keppel Harbour Section was kept running, as it was considered of some use in facilitating the transport of goods to town, until the 1st June 1894, when the whole service was discontinued, and the rolling stock and plant disposed of.

In April 1894 the Directors, being urged by several of their largest shippers, started a lighterage department, which has ever since proved a very unremunerative branch of the undertaking. It was handicapped at the start by several of the lighters being old, the repairs were heavy and have always absorbed any profits that the working accounts show and a great deal more. The department has been continued by the present Board as an adjunct to the port's facilities, but it is a very questionable policy.

The electric light was extended to the wharf in 1897, much to the benefit of working vessels.

In September 1897 plans and specifications were submitted by Mr. J. E. Tuik and Mr. Hartwig for a large new graving dock, estimated to cost £305,000. It was decided to ask the Admiralty to contribute 85 per cent. of the cost. The site proposed was to the west of the Victoria Dock, afterwards changed to the east of the Albert Dock. Negotiations were opened with the Admiralty, and continued until 1899, when no agreement was

arrived at, the Company's proposals not being acceptable to the Admiralty.

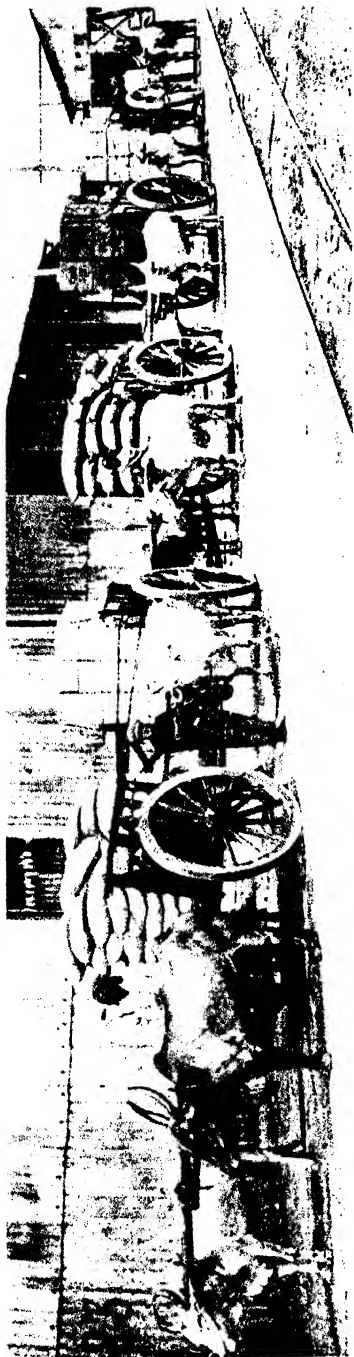
At the general meeting held on the 28th February 1899 a proposal was laid before the shareholders, that as the value of the Company's assets was greatly in excess of the nominal capital, a new Company, registered under the same name as the old Company, be formed to take over the property, at a price of \$3,000,000, as from the 1st January 1899. This was unanimously approved of and carried out, the shareholders of the old Company receiving two shares in the new Company in respect of every share held in the old Company.

In 1900 the Company completed the purchase of practically all the land known as the " East Reclamation " from the liquidators of the Tanjong Pagar Land Company, who had reclaimed this area by depositing the spoil from the land near Mount Palmer during the construction of Anson Road.

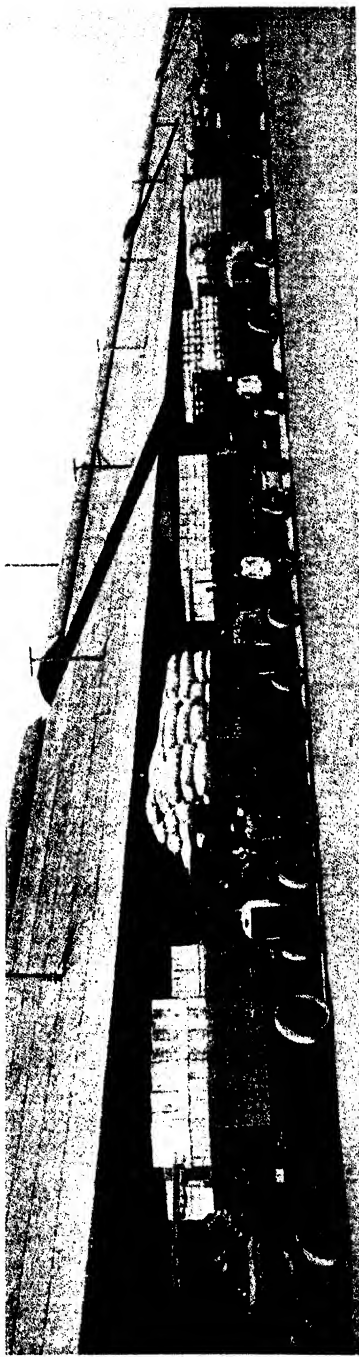
Although the joint purse arrangement between the Company and the New Harbour Dock Company had worked for years without trouble, it was decided to purchase the New Harbour Dock Company (it has been called an amalgamation, but purchase is a more correct definition of the arrangement), whereby the New Harbour Dock Company received 7,000 \$100 paid-up shares of the Company and \$1,050,000 5 per cent. five-year debentures ; also \$50,000 for expenses. The purchase was as from the 1st July 1899.

The Prye Dock property was purchased as from the 1st January 1899, there being an option in the lease allowing of this.

During 1899 the lack of facilities to deal with the increased trade of the port exercised the mind of the Directors, and schemes of extension were again considered ; the dredging of the lagoon behind the main wharf and building wharves there was considered preferable to an extension to the eastward. An engineer was asked for from London to report, and early in 1900 Mr. Edward Manisty arrived in Singapore (in January),



OLD TRANSPORT OF CARGO TO TOWN.



PRESENT TRANSPORT OF CARGO TO TOWN.

and was asked to advise as to an extension of 8,000 feet of wharfage.

The New Harbour Dock Company having previously commenced to excavate a dock on the site of " Clough-ton's Hole " (the old original mud dock), it was decided to complete it, the dock to be of the following dimensions : length 500 feet, width of entrance 65 feet, and depth on the sill 35 feet H.W.O.S.T. This work was afterwards abandoned, and the excavation was filled in. The shipbuilding sheds now occupy the site.

At the end of 1900 the Board again decided to ask London to send out an engineer to advise as to mechanical appliances for handling cargo. Mr. Thomas Scott resigned the Chairmanship of the Board on the 2nd May 1901, on retiring from Singapore ; unfortunately his time of leisure, after many years of strenuous work, was short, as he died at Brechin on the 28th June 1902.

In December 1901 the head offices were removed from Collyer Quay to the new building at Tanjong Pagar. The first meeting of the Board was held in the new offices on the 27th December 1901.

During the 'Nineties it became very evident that the shipping facilities at Tanjong Pagar were totally inadequate to meet the growing requirements. From time to time various schemes were evolved to remedy matters. There existed a chronic state of congested godowns, consignees not being able to obtain delivery of their cargoes. A similar block of the roads existed behind the godowns, as all cargo to town or for trans-shipment had to be moved by bullock-carts, often leading to perfect chaos. Proposals to extend to the east alternated with the idea of dredging behind the wharves like the pendulum of a clock. Mr. Manisty's eastern scheme was replaced by the Dock Manager's proposals, for which a dredger was ordered, but before its delivery the scheme had changed to an eastern one again, on which the dredger was put to work in material for which it had not been built and was totally unfitted to

deal with. For this vacillating policy the difference of opinion between the Singapore and the London Consulting Committee may have been somewhat responsible ; the former wanted relief as soon as possible, the latter required a definite scheme which would allow of gradual extension and of a permanent construction. Mr. Manisty recommended a scheme of wharves to the eastward providing for 10,500 linear feet of wharfage at an estimated cost of £1,017,000. He also recommended the construction of a large graving dock.

After the retirement of Mr. Scott it was decided to appoint a Managing Director. Mr. George Rutherford arrived in Singapore on the 13th February 1902 to take up the appointment. His time was all too short to make his high qualities and ability felt, as he was murdered by burglars in his residence on the 10th April 1902.

Mr. Nicholson arrived on the 11th January 1903 as Managing Director. His principal instructions received from the London Committee were to draw up a scheme of extension which would be the basis of development.

In order to become familiar with the requirements of the port he did not issue his report until January 1904. The scheme advocated in the report was the construction of a dock in the lagoon behind the wharves, the reconstruction of the wharves, and the construction of a graving dock, involving an estimated expenditure of \$12,078,153. This report brought the differences between the Board of Directors and the London Committee to a head. The scheme being adopted by the Board, the Chairman advocated the issue of the report to the shareholders immediately ; but the London Committee were of opinion that as it involved a very large expenditure, it should not be issued unless accompanied by a scheme showing how the money was to be raised. On this difference of opinion the Chairman resigned. The Government had been approached for a loan, and the outcome of this was that before taking any further action the Colonial Office referred the scheme

to their Consulting Engineers, Messrs. Coode, Son and Matthews. This reference resulted in Mr. Nicholson proceeding to England, and in conjunction with Messrs. Coode, Son and Matthews a joint report was issued in October 1904, embracing the first report in its main features. The estimated expenditure for the work was : wet dock, £790,000 ; reconstruction of wharves, £740,000 ; total, £1,530,000. A separate estimate was made for the graving dock, the time of completion being fifteen years.

On the 1st October 1904 a conference took place in London between officials of the Colonial Office and members of the London Committee on the question of carrying out the works proposed in the above report, and at their meeting we had the first mention of the word " expropriation," should the Company not take definite steps to provide increased facilities.

Matters now moved rapidly. On the 21st December 1904 a telegram was received in Singapore from the London Committee stating that they had been notified by the Colonial Office that Government had decided to expropriate the Company's property, and that failing a settlement the value would be decided by arbitration.

On the 17th January 1905 an interview took place between His Excellency the Governor, Sir John Anderson, K.C.M.G., and three of the Directors, Messrs. Waddell, Shelford, and Nicholson, when His Excellency proposed \$240 per share as a fair price. The Directors suggested \$700 per share as nearer the value. The shares then stood in the market about \$230.

The Ordinance to expropriate passed the Legislative Council on the 7th April 1905. As no satisfactory agreement was arrived at as to the value, arbitrators were appointed : Sir Michael Hicks-Beach, P.C., M.P., Umpire ; Sir Edward Boyle, Bart., K.C., Arbitrator for the Company ; James Charles Inglis, Esq., Arbitrator for the Government. Lord Robert Cecil, K.C., was the leading Counsel for the Company, and Mr. Balfour Browne, K.C., the leading Counsel for Government.

The Court sat in Singapore from the 16th to the 26th October 1905. The Umpire issued his award on the 4th July 1906, giving a sum which, after all liquidation expenses were paid, amounted to \$761.76 per share.

A contract was made on the 10th February 1908 with Messrs. John Aird and Co., of London, to construct the wet dock and reconstruct the main wharves, as recommended in the report referred to, for the sum of £998,700. The wet dock was to be completed within two years and the wharf in four years, the Engineers' (Messrs. Coode, Son and Matthews) and Mr J. R. Nicholson's estimate for the work being £1,518,000. This dock, 879 feet long, was opened by His Excellency the Governor, Sir Arthur Young, K.C.M.G., and named the King's Dock, on the 26th August 1913. Another contract was made, on the 1st January 1909, with Messrs. Topham, Jones and Railton, for the construction of a large graving dock for the sum of £342,794, to be completed in three years. Towards the end of 1909 the contractors for the wet dock, Messrs. John Aird and Co., raised difficulties as to their contract, alleging that it was a physical impossibility to carry out some of the walls in trenches, and consequently stopped work on them. After prolonged negotiation, endeavouring to get the Contractors to proceed with the work, a demand for arbitration under the contract was served by the Board on the Contractors in October 1910. An action was brought in London by the Contractors, and commenced on the 30th January 1911, to stay arbitration proceedings, during which they charged the Engineers with misrepresentation in the drawings, and it became evident that they did not intend to proceed with the contract, and thereupon the Board determined it, and the action was directed to stand over. The hearing was reopened on the 28th October, and lasted to the 20th December 1912.

The Interlocutory Judgment was delivered by Mr. Justice Parker on the 20th December 1912, and com-



THE KING'S DOCK.

pletely exonerated the Engineers from any misrepresentation. As long as the Contractors persisted in their charge of fraud it was impossible to enter into negotiation with them, and on the judgment being given a settlement of their claim was arrived at by consultation between Mr. Thomas Cuthbertson, Mr. Malcolm Aird, and Mr. J. R. Nicholson.

The Board having seized the Contractors' plant as a result of the decision to cancel the contract, carried on the work themselves until a new contract was made, on the 6th June 1911, with Messrs. Topham, Jones and Railton, who successfully completed the whole of the work.

The first ship to enter the new dock was the s.s. *Valdura*, on the 2nd June 1914. His Excellency the Governor, Sir Arthur Young, G.C.M.G., on the 25th October 1917, named the new dock the Empire Dock, in commemoration of the completion of the whole scheme, including the dock and the reconstruction of the wharves, the final certificate for payment to the Contractors having been signed on the 24th May 1917, Empire Day.

It is interesting to note the early payments of the Company. The minutes of the 18th December 1867 say :

“ The following statement of the employees of the Company and their salaries was examined.

Mr. E. M. Smith	\$400
Mr. W. J. Du Port, £1,000 per annum at current rate • of exchange	385
Mr. R. H. Smith	175
Mr. Hughes	65
Mr. P. Reutens	50
Keat, Chinese clerk	8
Achong, foreman carpenter	20
„ „ blacksmith	24
Ferry, engine-driver	8
Tone, engine-driver	6
Achong, machine	15
Likman, machine	15

Friday, machine	\$10	
Achong	8	
Ahque, coppersmith	10	
Aheng, fireman	6	
Ah Seh, fireman	6	
Beng Sue, fireman	6	
John Arrais, apprentice syce	5	
	<hr/>	1,222
1 head syce	7	
4 syces @ \$5	20	
2 grass-cutters	5	
Pencharee, Mandore	20	
Tay, 2nd Mandore	8	
	<hr/>	60
		<hr/>
		1,282

WHARVES

Mr. Wells	100	
2 Chinese clerks at \$20 each	40	
1 Chinese clerk	8	
3 godown coolies @ \$8 each	24	
6 wharf coolies @ \$6 each	36	
4 Malay coolies @ \$6 each	24	
1 Serang (Dolay)	7	
2 engine-drivers @ \$9 and \$7	16	
Firemen	11	
2 watermen	10	
	<hr/>	276

OFFICE

Mr. G. Ridings	120	
Mr. P. P. W. Oliveiro	30	
2 messengers @ \$5 and \$4	9	
	<hr/>	159
		\$1,717

LIST OF CHARGES FOR WHARFAGE LABOUR, ETC.,
SINGAPORE, 1ST JANUARY 1869

WHARFAGE

On every ton of cargo landed or shipped over the wharf	25 cents	
On every ton of general cargo taken on board from lighters while alongside the wharf	12½ "	
On treasure	2½ "	per cent.
On opium per chest	10 "	
On horses and cattle, each	25 "	



SITE OF THE PRESENT EMPIRE DOCK.

COAL

Store rent on coal is 4 cents per ton per month. Coal is stored, with ventilators through the heaps, in sheds of small width.

Coolie hire discharging coal ships is charged for at the rate of $12\frac{1}{2}$ cents per ton, and storing, $12\frac{1}{2}$ cents per ton. Removing from sheds and putting on board ships, 25 cents per ton.

Steamers requiring great despatch can be supplied with coolies at 50 cents per day and 75 cents per night for working general cargo.

The Company is open to make special arrangements with consignees of coal to rent their sheds at a monthly fixed charge.

Coal stowed by the Company is not covered by insurance.

The list of Managers is :

G. Lyon, 4th February 1864 to 30th October 1865,
1 year 9 months.

C. H. H. Wilsone, Secretary and General Business
Manager, 29th July 1865 to 1st November 1867,
2 years 3 months.

E. M. Smith, 1st November 1867 to 30th June 1881,
13 years 7 months.

J. Blair, 1st July 1882 to 30th April 1896, 13 years
9 months.

W. M. Robertson, 1st May 1896 to 1st May 1898,
2 years.

W. E. Mouldsdale, 18th June 1898 to 6th April 1900,
1 year $9\frac{1}{2}$ months.

J. Sellar, 14th November 1900 to 12th May 1907,
6 years 7 months.

G. Rutherford, 13th February 1902 to 10th April
1902, 2 months.

J. R. Nicholson, C.M.G., 12th January 1903 to
30th April 1918, 15 years 4 months.

The list of Chairmen of the Company shows how much Mr. T. Scott had to do with the concern. He was in office 1865, 1867-72, 1881-3, 1884-5, 1888, 1895-6, 1898, and 1900. Mr. J. Finlayson's years were 1883-4, 1887, 1889, 1890-94, 1895, while his partner, Mr. J. R. Cuthbertson, four times filled the chair. In continuous service Mr. J. R. Nicholson easily comes first, 1904-18, with a very short interval when Mr. W. P. Waddell was Chairman in 1905.

TANJONG PAGAR DOCK COMPANY, LTD.

Year.	Capital.		Debentures.	Rate of Dividend per annum.
	Authorised.	Paid up.		
1865 .	300,000	256,725	—	—
1866 .	300,000	298,042	18,500	—
1867 .	300,000	298,042	200,000	—
1868 .	300,000	298,042	234,400	—
1869 .	300,000	298,000	226,900	—
1870 .	300,000	298,000	226,400	4
1871 .	300,000	298,000	272,100	5
1872 .	600,000	378,970	348,900	12
1873 .	600,000	600,000	272,500	10
1874 .	600,000	600,000	272,500	12
1875 .	600,000	600,000	272,500	12
1876 .	600,000	600,000	343,269	12
1877 .	800,000	640,000	357,400	12
1878 .	800,000	800,000	454,326	12
1879 .	1,000,000	879,460	500,000	7
1880 .	1,000,000	1,000,000	500,000	7
1881 .	1,000,000	1,000,000	500,000	10½
1882 .	1,000,000	1,000,000	500,000	10
1883 .	1,000,000	1,000,000	650,000	11
1884 .	1,000,000	1,000,000	650,000	7½
1885 .	1,000,000	1,000,000	650,000	10
1886 .	1,200,000	1,200,000	650,000	10
1887 .	1,200,000	1,200,000	850,000	10
1888 .	1,400,000	1,397,330	830,000	10
1889 .	1,400,000	1,400,000	759,500	10
1890 .	1,500,000	1,500,000	909,500	10
1891 .	1,500,000	1,500,000	909,500	10
1892 .	1,500,000	1,500,000	1,000,000	10
1893 .	1,500,000	1,500,000	1,000,000	10
1894 .	1,500,000	1,500,000	1,000,000	14
1895 .	1,500,000	1,500,000	1,000,000	14
1896 .	1,500,000	1,500,000	926,000	14
1897 .	1,500,000	1,500,000	675,000	19
1898 .	1,500,000	1,500,000	614,500	20
1899 .	4,500,000	3,700,000	1,576,000	12
1900 .	4,500,000	3,700,000	1,435,000	12
1901 .	4,500,000	3,700,000	1,435,000	12
1902 .	4,500,000	3,700,000	1,365,500	14
1903 .	4,500,000	3,700,000	1,615,500	12
1904 .	4,500,000	3,700,000	1,615,500	26

7% plus \$2 bonus
7% plus \$3 bonus
7% plus \$3 bonus
10%
6% plus \$1 bonus
6% plus \$1 bonus
6% June half-year
20% Decr. half-year

HARBOUR IMPROVEMENTS

A report dated the 10th December 1901 was made by Messrs. Coode, Son and Matthews on Harbour Im-

provement at Singapore. It recommended the construction of breakwaters totalling 13,030 feet in length enclosing the harbour, and having three openings. These breakwaters were afterwards struck out of the scheme, and an inner breakwater 5,650 feet long constructed to protect the wharves at Teluk Ayer recommended to be constructed in the report. A contract was let, on the 9th May 1907, to Sir John Jackson, Limited, to construct some of the works recommended in the report.

The wharf at Teluk Ayer was originally to be 4,990 feet long, but as the work progressed it was found that near the centre the depth of mud was so great that there was difficulty in carrying out the cylinder sinking, and as the result of a Committee of Engineers in London reporting in March 1911, 850 feet of wharf was left out, and so formed an entrance to the tidal basin proposed by the Committee to be constructed behind the wharf.

During 1917 an embankment was constructed, carrying a road 36 feet wide, also a railway across the bay between the East Reclamation and the Teluk Ayer wharves, thus connecting them with the Tanjong Pagar and the Federated Malay States railway system.

Plans have been got out and estimates obtained for the construction of a wharf between the King's Dock entrance and the P. and O. Co.'s property. This wharf it is proposed to fit with mechanical conveyors for the rapid handling of coal, but owing to the circumstances brought about by the War the construction has been postponed.

SIR JOHN NICHOLSON, KT., C.M.G.

Mr. John Rumney Nicholson (as Singapore knew him) is from Cumberland, with all the force of character of a fell man. He was born at Langwathby, Cumberland, went to school at St. Bees, and from there to the College of Science, Newcastle. Having served his term in the works of Black, Hawthorn and Co., of Gateshead, he became Resident Engineer of the Newcastle Electric

Supply Company when he was twenty-two years of age. He then had a spell of five years on the Quebrada and South-Western Railway, Venezuela, where he learned Spanish, and incidentally a good deal about the handling of men other than British. Back again home in 1895, he was Resident Engineer of the Port Talbot Dock for three years, after which he became Chief Engineer to the important Bridgewater Trust. He came to Singapore as Managing Director of Tanjong Pagar Dock Company in 1902, then became Chairman, and when the Singapore Harbour Board was formed he was appointed Chairman and Chief Engineer, holding the post of Chairman for over fifteen years. From the time he began to study the port with an eye to its requirements, on his arrival, there has been no more strenuous worker. His first report involved works needing an expenditure of over twelve million dollars, and on action which was to be taken in this matter the then Chairman resigned. Mr. Nicholson proceeded to London for consultation with the Colonial Office engineers, Messrs. Coode, Son and Matthews, and a joint report was issued in 1904. The expropriation of the concern took some time, during which the Engineer-in-chief was perfecting his plans, all the while he was carrying on the work of the port and advising the Government. It was not till 1908 that construction of the Empire Dock was commenced, and in less than two years afterwards began the troublesome and difficult task of settling the difficulties with Messrs. John Aird and Co., the Contractors. The work on the dock was not stopped, and this naturally meant more work for the Chief Engineer and the resident staff. But "dogged does it," and Mr. Nicholson carried through his schemes successfully in less than the time at first estimated, and when he retired in 1918 he could look round with pride on his work, which is going to stand for a long time, and disprove many of the criticisms directed against it.

The man who could carry out this great work was bound to meet with criticism, and it required a vast amount of self-control not to suggest that the critics



SIR JOHN RUMNEY NICHOLSON, C.M.G.

did not know what they were talking about. "J. R." may not always have succeeded in keeping his patience; but harm seldom comes from knowing what one wants done, and then going straight to do it, especially when the result proves so satisfactory, as in the case of his work. Although conversant with every detail of what was going on, the Chief Engineer liked to have a clear desk, as he said it wasn't his duty to tell others what they had to do (though he did). He also had a somewhat rare quality for an engineer, a keen commercial instinct. The business of the engineer is often said to be "common sense applied to matter." And few engineers will admit that a job is impossible if you are prepared to spend the necessary money on it. Mr. Nicholson has the "common sense" applied to matter and also the less common sense of knowing whether a work was worth doing from a commercial point of view. This may have been the result of the double training he had, as a member of the Institute of Civil Engineers and also of the Institute of Mechanical Engineers. Mr. Nicholson was created a Companion of the Order of St. Michael and St. George in 1914, and was presented with his insignia in the Council Chamber. His strenuous work through the War will always be remembered, and it was rather characteristic of him that in the mutiny he was one of the first to be sworn in as a special constable, and took his turn of duty with the rest. Mrs. Nicholson, who is a daughter of the late Sir Herbert Croft, Bart., resided almost continuously in Singapore with her husband, and there were few pleasanter houses to visit than Holme Chase, where they lived. She was as unstinting in her work for Singapore as was her husband, and among other good work she helped in the foundation of the Union Jack Club. She was made a member of the Order of the British Empire for her services during the War.

The Birthday Honours list of 1919 contained the name of "Mr. John Rumney Nicholson, C.M.G., to be a Knight Bachelor."

CHAPTER XIII

THE COMMERCE OF SINGAPORE

COMMERCE AND CURRENCY

By C. W. Darbishire, formerly Chairman of the Chamber of Commerce and Member of the Legislative Council.

I

VISIT any Malay village on the coast of Singapore, say Pasir Panjang or Bedok, and you have a very good idea of what the port of Singapore was like a hundred years ago—a group of primitive huts upon the shore, a few fishermen with their boats and tackle. True, it was the seat of the Tumunggong, a higher official than the usual village headman, but his residence was by no means an imposing one. Of commerce, in the ordinary sense of the word, there was none.

It was Sir Stamford Raffles who first saw the enormous possibilities lying in the heart of that little Malay village. He dreamed of a great port to rival those of the Dutch, of a world-wide trade, of a gateway for the British Empire; and, with what seems like the touch of a magician's wand, his dream came true. Refer to any of the records of those who touched at Singapore in the first years of its existence, and one cannot but be struck by its extraordinarily sudden and rapid development, and the great attraction which the place was soon to have for traders from all parts of the Eastern Archipelago, turning it, in the course of a few years, into a thriving and prosperous port.

Before the founding of Singapore the only British centres in this part of the world were Penang and



HON. MR. C W. DARBISHIRE.

Bencoolen. The Dutch controlled the ways to China and Japan through the Straits of Malacca and the Straits of Sunda ; they headed us off at Malacca and Batavia ; in fact, the whole archipelago was practically in their hands. A short-sighted British Government had been responsible for Holland's supremacy in these Eastern waters ; but, nothing daunted, Raffles was determined upon a last great effort to gain for England a firm footing in the Far East.

The British Settlement at Singapore filled a long-felt want, though there were few then in authority who recognised this, or fully realised its importance. Raffles, who had made the study of Eastern politics and trade his lifework, alone understood what was required ; he knew that, to use his own words, " we must set up shop next to the Dutch," and that Singapore was the place in which to do it.

There had been other places in the mind of Raffles before he decided on Singapore for the fulfilment of his purpose ; he writes of Simangka Bay, for instance, as an entrepôt to rival Batavia, and also of the importance of Rhio on the island of Bintang. But eventually it was Singapore that was decided upon, in spite of considerable opposition. Bengal and London were doubtful, while the Government of Penang was of opinion that the time had passed for obtaining a station to the eastward, and that the interests of Penang Island would be endangered.

The opposition he received would have disheartened most men, but Raffles was no ordinary man. It was in the midst of this discouragement that we find him writing on the 31st January 1819 : " If I am deserted now, I must fain return to Bencoolen and become philosopher." He was not actually deserted, but he got no support ; he was practically left to work out his theories, and to stand or fall by the results. The British Government's hands, however, were soon forced by the phenomenal success of this great man's stroke of genius.

In the first year we find merchants collecting fast.

According to Farquhar, "nothing could exceed the rising trade and general prosperity of the infant Colony; it was already one of the first ports of the East." We are fortunate in having more than one narrative to which we can refer in our quest for some idea of the aspect of the port and of the conditions of its trade in those early days. We find a chorus of wonder and admiration; one and all, these writers marvel at the busy scene in the harbour and at the still greater stir and bustle which confronted one on landing at one of the quays in the river mouth. Farquhar tells us that merchants of all descriptions were "congregating here fast," and that their one complaint was the lack of more ground to build upon. During the first two and a half years, 2,889 vessels entered and cleared from the port, 383 being owned and commanded by Europeans. In 1820 the town was rising most rapidly in importance and wealth; it was already, according to its enthusiastic founder, "a great and flourishing city." Raffles goes on to tell us that it continued to rise as rapidly as the out-stations of the Dutch declined; and there are other witnesses to the damage done to Dutch trade—at that time hampered by innumerable duties and restrictions—by the opening of the great free port of Singapore.

The neighbouring Dutch port of Rhio lapsed into a somnolent state; even the 40,000 Chinese on the island of Bintang, where Rhio lies, planters of pepper and gambier, shipped the greater part of their produce from the northern part of the island to Singapore: they preferred the free port of Singapore to selling to the Dutch, and they would not visit Rhio because there were no enterprising merchants there. In 1833 Earl tells us that there was no longer any appearance of commercial activity at Rhio; he saw but one solitary ship lying at anchor near the town, not a soul stirring on board, and the long wooden jetty occupied only by the native crew of a Dutch war prahu, lazily mending their sails. In Singapore everything was different; even the gaol, we are told, was a strong and cheerful-looking building,

though it had the misfortune to be situated in a morass.

To "the magic of free trade" was what Raffles attributed the unprecedented success of his venture. But for the first few years he was troubled lest all his work might be in vain; there was still opposition from home, from India and from Penang. The East India Company, with monopoly bred in their very bones, could not tolerate the free and open-handed way in which Singapore invited all to its shores. Nevertheless, the Colony steadily grew, its trade increased, in spite of opposition and jealousy. "Considering all the disadvantages under which Singapore has been placed," Raffles writes, "the want of confidence in its retention even for a month, the opposition of the English Settlement of Penang and of the Dutch, a stronger proof of its commercial importance could hardly be afforded."

We can see him in those dark days, though fretting and tortured with doubt, his indomitable soul aglow with hope, penning the lines which follow: "What may we not expect hereafter when the British merchant has fair play for his industry and speculation?" The British merchant did not disappoint him. The East India Company's monopoly of the Indian trade had been broken in 1814, the public was interested and excited, and there was powerful mercantile feeling in favour of Raffles. It is recorded authoritatively that "it was most probably to the mercantile interest excited in favour of Singapore that we are indebted for its preservation."

Raffles had his way; in 1822 the Settlement was recognised by Great Britain, and in 1824 Holland acknowledged by treaty the British right to the island. From that day to this Singapore has never looked back; there have been ups and downs in trade, due more to commercial crises or panics in other quarters of the globe rather than to any weakness or lack of enterprise in this; nevertheless, Singapore has risen above them, and held on its way triumphant.

It was to Raffles, with his breadth of vision, that the initial, the irresistible impetus was due. The merchant, so he insisted, was to have fair play for his industry and speculation ; no taxes on trade or industry were to check the rise and prosperity of the Settlement. He was alone, unfortunately. We see him surrounded by his bureaucratic underlings ; he leaves the Colony for a few months, only to discover, on his return, his lieutenant steeped in the East India Company's tradition. It was after one of these disappointments that we find Raffles complaining that he was "remodelling everything and no one to put in charge." There was, indeed, no one his peer ; no one with his discernment ; no one who knew why Singapore was Singapore—a great emporium with doors thrown open to trade from every quarter of the globe. And so it must for ever remain, if its great founder's charter of freedom be kept sacred.

Luckily the early merchants were quick to draw in his teaching. As the Pilgrim Fathers fled from the intolerance of the Old World to seek a new and freer one, so we find merchants from lands where their operations were trammelled and hampered, where they were hedged around with duties and restrictions, "congregating here fast." The earliest records, and those written later in the century, present to us a picture of the sturdy, independent merchant, insistent upon his rights, ready to strike out at any attempt on the part of Government to curtail his privileges or to interfere with the freedom of the port.

II

What were the conditions of trade in those first years ? Trade centred round the river ; vessels anchored as near its mouth as possible, and the bulk of the commerce of the place was done over Boat Quay. Collyer Quay was not finished till 1864, and up to that date the backs of the houses on that side of Raffles Square abutted on the open sands of the roads. Before the advent of steamers trade was largely seasonal, the arrival of

junks depending upon the favourable monsoon winds. From China, Siam, and the Celebes, the north-east monsoon carried fleets of junks, which returned when the winds veered round to the south-west. There is a description of the junks from China with their rudders up, looking like shops, with samples hanging about in all directions. They brought tea, raw silk, camphor, earthenware, etc. Then, as now, the Chinese were the middlemen, the backbone of our trade. They took over the cargoes from the junks on arrival, and, in exchange, loaded the vessels with the manufactures of the more civilised world, together with pepper, birds' nests, and other produce of the Archipelago. The most important trade was, at first, with China. Though the actual monopoly of Indian trade was broken before the founding of Singapore, the trade with China, and the tea trade generally, was, up till 1834, still confined to the East India Company. Singapore therefore offered attractive opportunities for dealing in the products of China; here transhipment could be effected, and the sole surviving monopoly of the East India Company thus avoided. When the tea trade was freed from monopoly, the custom of using Singapore as a transhipment port between China and Great Britain resulted in a certain amount of this tea trade coming our way. We read of the first chest of tea being saluted with some ceremony in Singapore, when, on the 22nd April 1834, the old Charter of the East India Company expired. Over 6,000 chests were brought by junks that season. Lack of experience, or adulteration (a practice to be guarded against even in these days), sometimes led to unpleasant scenes at the auctions in London. Of one parcel it was said that "not a single particle of tea was in the goods, it was rubbish! poison! and the objectionable article was withdrawn." Taken as a whole, however, the Singapore shipments were of good quality; but the tea trade soon died out as direct shipment from China took its place.

The trade from the Celebes was of considerable im-

portance in those early days. It was conducted by the Bugis, who were described by one writer as being the carriers of the Malay Archipelago. Their fleets arrived in October and November, bringing to us spices, coffee, gold dust, etc., and returning with iron, opium, steel, cottons, gold thread, and other articles. In very early days the Bugis imported slaves, and not only sold them at the river-side, close to the Resident's house, but, in order to ingratiate themselves with Raffles and the Resident, and to induce them to countenance the trade, they offered them presents of these human goods !

From Siam and Cochin-China came junks with sugar and rice during the north-east monsoon, returning later with their cargoes of Western and Indian wares. We read of a large trade with Calcutta, our imports being chiefly wheat, opium, and raw cotton, and our exports gold dust, tin, pepper, gambier, and treasure.

Thousands of ships from the surrounding countries continually entered the harbour ; among them were Arab ships from Java, flying the Dutch flag, and a varied assortment of smaller coasting craft. One early writer tells of the stir and life which this commerce with nearly all the nations of the East created, and already he prophesies that Singapore will surpass, both in wealth and importance, most of the old-established marts of the world. The trade with Europe developed slowly but steadily, and the number of " square-rigged vessels " visiting the port was soon considerable. Most of them touched here on their way to and from China. In those days the Captain and members of the crew had some interest in the trading of their ships, whether junks or square-rigged vessels, either by being allowed to trade on their own account to a certain extent, or by having some share of the space in the ship allotted to them. There is in Duncan's diary, in 1824, an instance of this custom being taken advantage of by an artful Singapore merchant. The story runs as follows :

' We have shipped by the good ship . . . thirty chests Persian opium to Canton, hoping to get it disposed

of before the news of its fall in Calcutta gets wind at Canton, and as the supercargo of the brig is a speculator in Turkish opium to a considerable amount himself and carries no letters, or only conditionally to deliver them when there can be no detriment to his own views, and being, too, the first vessel that has gone to that place, there is a probability, if there is a market for opium at all, it may turn out a losing concern. But at the same time there is a great risk, as accidents may occur and numerous vessels are on his heels."

Later on in the diary it is recorded that the news of this deal "was not agreeable," and it is to be feared that an accident did occur, or it may be that the supercargo was even a little more artful than our merchant friend.

As an entrepôt, Singapore was soon supreme; but attempts were also made to establish local industries and agriculture. The art of manufacturing pearl sago (said to have been invented by the Chinese in Malacca, in 1816) was introduced into Singapore in 1824, and was, in 1830, the chief manufacture. There were also two shipbuilding establishments here at that time.

Nutmegs and cloves were freely planted; but the clove trees died off in five or six years, and the nutmegs, owing to disease, did not survive much longer. The hope expressed by Mr. Canning in the House of Commons, in 1824, that in a very short time the island of Singapore would be able to supply all the spices needed by the civilised world, was thus dashed to the ground. Cotton was planted with every prospect of success; but the conditions soon proved unsuitable. Sugar met with much the same fate. Pepper, pineapples, and gambier fared better; but there was not much money to be made in agriculture: capital found a larger and quicker return in commerce, and it was into trading concerns that people put their money. The lack of success in agriculture was partly attributed to the system of land tenure which then prevailed, and to the inefficiency of the police, which rendered agricultural pursuits unsafe. Tigers, too, were a terror all over the island. The seas

had even worse terrors. They were infested with pirates, and there was a constant outcry and appeal to Government for more energetic measures in dealing with them.

It was not till 1821 that the first ship arrived from England. The first steamer seen here was the Dutch s.s. *Van der Capellan*, which called here on the 17th April 1827, and the *Nemesis*, the first steamer from England round the Cape of Good Hope, arrived on the 30th October 1840. The merchants of those early days led a free and easy life, being an independent community, intent on business. There were nine mercantile houses at the beginning of 1823 ; and it was, no doubt, a member of one of these firms who, taking the law into his own hands, locked up in his godown, for some trifling offence, a captain of one of the ships consigned to the firm.

III

Although the Chamber of Commerce was not formed until 1837, prior to that, on more than one occasion, merchants had combined to defend their interests, or to air their grievances. We find them assembled, in 1823, to bid Raffles farewell, and to receive from him, on his departure, a confirmation of the permanent Charter of Freedom to which he had pledged himself in founding the Settlement.

In 1830 we find them again assembled, this time to meet the Governor-General of India, who was visiting the port. Three of their number were then deputed to voice certain grievances—grievances which went to show that trade was not quite so free as it should have been had the intention of Raffles been fully adhered to. Amongst other things, the merchants requested that American vessels might be allowed to trade here. This was an old complaint, yet the absurd restriction was not removed until a few years later. In 1835 we read of American ships anchoring at Pulo Bulang, fourteen miles from our Roads, communication being maintained by smaller craft. Thus was an excellent cash customer prevented from freely trading here. Another request

was that tea might be allowed to be transhipped to foreign vessels ; for, as we have seen, the East India Company did not relax its grip upon the tea trade till 1834. Further, they raised the old questions of the Dutch duties and of the lack of local currency, and they asked that war stores might be admitted freely.

It is interesting to note, with regard to these Dutch duties, that Holland had hoped to destroy our commerce by imposing heavy duties on British goods, and on goods carried by British ships ; also by restricting foreign trade to a few of their ports. At one time Batavia was the only port in Java where Europeans could trade, and a duty of 35 per cent. was placed upon English cotton and woollen goods imported into Java.

The Dutch soon found, however, that protection did not pay, and that their unsound policy only played more and more into our hands. Finally, they realised that, if Dutch commerce and prestige were to be maintained, the example of Singapore must be followed. But they learned this too late to shake the foundations of Singapore's greatness, so well and truly laid. We read from a narrative by a Captain Mundy, in 1843, that

“ Singapore owed its prosperity as much to the ill-advised measures of the Dutch as to the sagacity of Sir Stamford Raffles ; it was the strong contrast between Dutch rapacity and English liberality which told in its favour. In former years the Dutch loaded all the native traders with heavy harbour dues and all sorts of exactions ; but they have now in some measure thrown open their ports, and are endeavouring to rival us in liberal offers to native traders.”

This altered policy soon justified itself. It is said that it takes two to make a quarrel ; equally true is it that it takes more than one to do a deal. All trade is mutually profitable, and there is no better proof of this than in the records of trade between Singapore and the Dutch East Indies.

A hundred years ago we lived in undisguised hostility with our nearest neighbours ; in 1823 a circular letter

announcing the appointment of Mr. Crawford as Resident at Singapore was returned to us unanswered by the Governor-General of Java, and, when Raffles was on his way to England with his wife, on touching at Batavia, the party was made the object of studied insult. After the repeal of the Dutch duties, however, this old feeling of animosity gradually passed away, friendly intercourse increased, and trade has now so grown that we can claim that our trade with the Dutch East Indies is, next to our trade with the Malay Peninsula, larger than that with any other country. In the last trade returns published (1915) our imports and exports were \$110,000,000 out of \$654,000,000, or 17 per cent.

In 1831 we read of merchants petitioning Parliament on the subject of the Court of Justice, as no Court had been held in the Straits Settlements for fifteen months. The following year a new Recorder was appointed.

In 1834 the local Government proposed to levy dues on shipping, but nothing was done. Two years later an attempt was made to tax imports and exports, in order to meet the expenses incidental to the suppression of piracy ; but at once the merchants were up in arms, protesting against " such an impost." Government had to give way, though within a few months a further suggestion of a tonnage duty on all square-rigged vessels was made. This was inveighed against in the Press, and came to naught.

In 1835 the merchants, with W. H. Read in the chair, met to make rules for the sale of goods. There had been a series of failures in the Bazaar. Trade was barter pure and simple in those early days ; goods were sold for payment in three to four months, staple produce under promissory notes. Trade had been pushed to too great an extent ; importations of European goods of all descriptions flooded the market, and were forced upon it ; buyers had the whip hand, and piece-goods houses did not enforce payment of their promissory notes when they fell due. It was in an endeavour to

bring the merchants into line that the meeting referred to was called ; and, as a result of it, a cash system was decided upon, which, we are told, was working well a year later.

The Chamber of Commerce was first established on the 8th February 1837, and there sat on the Committee, in addition to British members, an Arab, an Armenian, and a Chinaman. Any member elected to the Committee who refused to serve was fined \$50, and, having agreed to serve, he was mulcted in a fine of \$5 for non-attendance at a meeting.

The Chamber soon got to work, one of the first items on its agenda being the question of the infringement of the Dutch Treaty by the prohibition of the import of British manufactured goods into Java. The Chamber seems to have come into existence at the end of a period of bad trade, perhaps as a result of it. Prior to this merchants had probably been too busy making money to worry about co-operation. It is recorded that trade, which totalled over four million pounds sterling in 1829, fell to less than three million in 1836. By one writer (Earl) the retrogression was attributed to the death of the founder of the Settlement and the consequent neglect of our commercial interests in the Archipelago, together with the unwarrantable impositions and restrictions of the Dutch. That this question was the first to engage the attention of the Chamber lends colour to this view.

Disturbed conditions in the old country (we were nearing the Hungry 'Forties) were probably reflected here, and may have accounted for the set-back, which seems, however, to have been short-lived ; for ten years later we find Davidson writing that the trade of Singapore had gone on steadily increasing. Later in that year there had, apparently, been severe losses in the Bazaar, due to giving credit to Chinese " men of straw." Attempts were again made to establish a cash system. The agreement amongst merchants to combine with this end in view had evidently been honoured more in the breach

than the observance, as, indeed, have been all such attempts down to the present day.

At this time there were misgivings as to the future of our trade; the acquisition of Hongkong and the opening up of commerce with China were expected to affect our interests injuriously; it was thought that the zenith of Singapore's prosperity had been reached. Later, when Labuan was ceded to us, many were the evil prognostications in circulation. And so on down the century we have always had from time to time these gloomy forebodings. In our own time most of us can call to mind doleful prophecies that Singapore's supremacy must decline in these advanced days of communication and direct shipment. A sound knowledge of the principles which regulate trade should, however, assure us that, granted the freedom of the port of Singapore, there is nothing to fear from any competition; such competition will but lead to an increased flow of capital and encouragement to local enterprise. Certain branches of our trade may suffer, but the volume of it will undoubtedly steadily grow.

The records of the Chamber of Commerce extend back to 1859, and we find reference in those early days to questions which have agitated us in more recent times. In 1860 a resolution was passed in general meeting opposing a suggested income-tax on the grounds, firstly, that it was unnecessary, because there was no deficiency in the revenue of the Straits Settlements; secondly, that no Government is justified in taking even the smallest sum of money from the people unless it can be clearly shown that it will be productive of some advantage to them; and thirdly, that the effect of such an inquisitorial and oppressive tax would be deeply injurious to the commerce and revenue of the Settlement, by tending to drive the migratory population, and with it the trade, to the neighbouring country of Johore and other foreign possessions. Very much the same objections were raised when this question cropped up again fifty-one years later. In the same year we find the

Chamber again strongly objecting to a proposal to levy port dues as being likely to prove injurious to trade.

In 1862 the following firms were members of the Chamber :

Messrs. J. d'Almeida & Sons.

„ Geo. Armstrong & Co.

„ Behn, Meyer & Co.

The Borneo Co., Ltd.

Messrs. Busing, Schroder & Co.

„ B. H. Cama & Co.

„ Cumming, Beaver & Co.

„ Guthrie & Co.

„ Hamilton, Gray & Co.

„ Hinnekindt Frères & L. Cateaux

„ A. L. Johnston & Co.

„ Wm. Macdonald & Co.

„ Maclaine, Fraser & Co.

„ Martin, Dyce & Co.

„ Middleton, Harrison & Co.

„ Paterson, Simons & Co.

„ Puttfarcken, Rheiner & Co.

„ Rautenberg, Schmidt & Co.

„ Reme, Leveson & Co.

„ Shaw, Walker & Co.

„ Smith, Bell & Co.

„ Wm. Spottiswoode & Co.

„ Syme & Co.

„ Zapp, Rittershaus & Co.

The Oriental Banking Corporation.

The Chartered Bank of India, London and China.

The Chartered Mercantile Bank of India and
Australia.

The P. & O. Steam Navigation Co.

T. O. Crane, Esq.

Byramjee Pestonjee, Esq.

Of these thirty firms, all have disappeared but the following six :

The Borneo Co., Ltd.

Messrs. Guthrie & Co., Ltd.

Messrs. Paterson, Simons & Co., Ltd.

„ Syme & Co.

The Chartered Bank of India, London and China.

The P. & O. Steam Navigation Co., Ltd.

The firm of Boustead and Co., which is still so well known in Malaya, does not appear to have been a member of the Chamber in 1862, though it is known that the firm took part in the founding of the Chamber, and, of course, has rejoined it since 1862.

In 1862 there is evidence in the minutes of the Chamber of attempts by the Dutch to draw trade away from Singapore, and the Government was approached with the suggestion that “ much useful information in this respect might be obtained from the nakhodas of native prahus arriving from the eastward were the Registrar of Imports and Exports directed to question them.” In 1865 we find that cannon-shot was removed from the Chamber of Commerce stock list ; so, apparently, the dealings in war stores, which had so interested the merchants in 1830, had ceased.

Those early committees jealously guarded the interests of merchants, and also the finances of the Chamber. On one occasion we find them objecting to a charge of \$6 per annum imposed by the Post Office for delivering certain expresses. Correspondence ensued ; eventually the Postmaster-General refused to cancel or even modify the charge. In solemn conclave the assembled Committee, no doubt after a long discussion, decided not to reply to this last communication, but to treat it with the contempt it deserved.

It was not until 1878 that the present building, comprising the Club and Chamber of Commerce, was built. The gates were installed nine years later, as it was found that the exchange room afforded a convenient haven for loafers.

IV

By this time the outline of the town and sea-front, as we know them to-day, had begun to take shape. Collyer

Quay was finished in 1864. It had been designed by Colonel Collyer, Chief Engineer of the Straits Settlements, when it was found that the river was silting up ; the traffic on it had become congested, and trade demanded more elbow-room. The year before the opening of Collyer Quay the Tanjong Pagar Dock Company was formed, and its wharves were at once found to be a great adjunct to the port.

We were then on the eve of a great development of Eastern trade, caused by the opening of the Suez Canal. This development resulted in increased traffic from Europe to the China Sea, and in the more general employment of steam-vessels of a large class, requiring much greater wharfage room than sailing-vessels. Thus the Tanjong Pagar wharves began to handle an ever-increasing volume of cargo and coal.

An opposition scheme for a screw-pile pier, jutting out into the harbour near Finlayson Green, at right angles to Collyer Quay, fell through ; but that it was contemplated was evidence of the then existing need of wharfage accommodation.

In 1867 the Settlement was transferred to the Colonial Office. For some years previously it had been obvious that control from India was prejudicial to our development. So far back as 1859 the Chamber of Commerce, in general meeting, had resolved that a petition to Parliament should be prepared, and submitted to a public meeting, praying that the Straits Settlements be disjoined from the Government of Continental India and placed directly under the Secretary of State for India with a Legislative Council.

We needed a local Government with the power to pass laws demanded by the requirements of the port ; legislation dealing with bankruptcy, ports and harbours, stamps, passenger ships, and other matters was long overdue.

Almost fifty years of our history had then been run, and we started the new era with little more than our credit behind us. So low were our finances that, in 1871,

the Governor, in addressing Council, said that he aimed at having a balance of \$50,000 in hand, as a reserve, a provision for "dark days" ahead.

That year an attempt was made to link up the wharves at Tanjong Pagar and Keppel Harbour with the town by means of a railway. Prior to the opening up of Tanjong Pagar, there had been a dry dock at New Harbour—the "snug cove," as described by Earl in the early 'Thirties. This dock, now known as Keppel Harbour, was acquired by the Patent Slip and Dock Company, afterwards converted into the New Harbour Dock Company. When the opening of the Tanjong Pagar Dock Company's wharves showed that there was business to be done, the rival concern built a wharf and competed for the import trade. A controversy between the two parties eventually took place concerning the railway to the town. This dispute was known as the "Long and the Short Line." Much excitement was caused thereby in mercantile circles for a year or two, and the correspondence between the two companies and Government, which can be found in the Council proceedings of the period, is both interesting and amusing reading to-day. The quarrel culminated in a public meeting, at which the Tanjong Pagar party seem to have carried the day. The Secretary of State, however, decided that, if a railway were made, it should be under Government control; he was averse to entrusting its concession to any one faction. This proposition did not appeal to either party, and little more was heard of the railway. Although at the time it was urged that the railway would so cheapen transport as to drive out the bullock-cart, it is doubtful if it would have done so, judging by the utter failure of the attempt which was made, a few years later, to run a steam tramway to and from the wharves.

In 1872 trade with the Native States of the Malay Peninsula was beginning to have some attraction for Singapore merchants; but they were plainly told by Governor Ord that their operations were entirely at

their own risk, and that they would receive no countenance or protection from Government—a policy no doubt dictated from Downing Street. The call from the Peninsula could not, however, long be ignored, and force of circumstances soon caused a change in the official attitude.

About this time the silting up of the Singapore River was causing grave concern. As early as 1823 the importance of the river to the trade of Singapore was recognised. In that year Crawford writes: "The existence of the river, or rather creek, of Singapore forms one of the most valuable and striking features of the place as a commercial port, and some scheme of dredging it is indispensable." Attempts had been made to dredge it, but without success. In 1878 a Committee, the first of many, was appointed to report on the condition of the river and its requirements. Though forty years and more have elapsed, though reclamations of huge areas in the harbour and developments at the docks have increased the wharfage accommodation of the port enormously, the Singapore River, which still remains in this year of grace (1919) one of the most valuable and striking features of the place, has had no attention bestowed upon it beyond a cursory dredging in the middle of its channel. It remains undeveloped—useless for traffic for more than twelve hours of the twenty-four. A Commission is now sitting to decide what is to be done. Let us hope that it will be the last, and that it will tackle the problem with foresight and a wide sense of its responsibility.

In 1879 the first reclamation in Telok Ayer was approved by the Secretary of State. The work was completed eight years later. An area of eighteen acres was thus added to the commercial part of the town, and the fact that \$9½ per foot has just been paid for some of that land is proof of the wisdom of those who pressed the scheme forward forty years ago.

V

In 1886 Government resolved to treat the Chamber of Commerce as a representative body, and the right to

nominate an Unofficial Member to sit on the Legislative Council of the Straits Settlements was conceded. At this time the question of bankruptcy was again to the fore. The Ordinance of 1870 had quite broken down. It was said that the way to wealth for the dishonest native trader was through the Bankruptcy Court, and it was authoritatively stated that the great majority of failures were fraudulent. The 1870 Ordinance was founded on the English Act of 1869, the leading idea being that creditors could be trusted to look after debtors themselves. The result here, however, was that compositions were preferred to bankruptcy proceedings, which often wasted much time and caused much trouble. The English law of 1883 made insolvency something approaching a crime, and on this our new legislation was based : proceedings, once commenced, could not be withdrawn without the consent of the Court. A satisfactory feature of recent years, whether due to our legislation or not, is the decline not only in the number of failures, but in the fraudulent character of those failures.

In this year (1887) commercial men were agitated by the new import tariff established in French Indo-China. In view of the fact that trade had hitherto been free, it was serious enough that any tariff should be raised against us ; but what we protested against most strenuously was that we should have to penetrate the maximum and not the minimum tariff. Our contention was that, as Singapore was a free port with no tariff of any kind, its merchants were entitled to the lower rate. Our representations, however, were not well received, and we were advised by the Foreign Office to let the matter drop. It was raised again in 1893, 1895, and 1896, with no better results.

It is interesting to reflect that this differential tariff was the direct result of the decision of Canada and other British Colonies to give preference to British goods, and this retaliation by the French affords us food for thought in these days, when there is so much talk of Imperial

Preference. As our trade is largely barter, the high tariff imposed at Saigon practically stopped imports from Singapore, and this resulted in our ceasing to buy our rice and salt fish from Saigon. We were driven into the arms of the Siamese for these two vital necessities, and a large and important trade was diverted to Bangkok. Our relations with France at that time were not, of course, as cordial as they are now, and as we hope they always will remain.

During the Great War these Saigon duties have been to some extent relaxed. May we not hope that they may ere long be swept away altogether, and that we may, by freer trade, return to a larger intercourse with our neighbours and allies in the East? In this connection it is interesting to note what a hold Singapore still has on the Bangkok trade. In spite of many attempts to do a direct trade between Europe and Bangkok, these have generally proved unsuccessful. The Singapore dealer has an agent or a branch in Bangkok to ship rice to Singapore in exchange for piece goods, and this interchange of commodities is still considerable.

In 1888 we find the first attempt on the part of Government to deal with a very much disputed question in commercial circles, the Registration of Partnerships. The Government, in introducing a Bill to deal with this subject, professed to meet the wishes of the mercantile community. They were justified in the attempt, for there had been for some years agitation on the part of the Chamber of Commerce for registration. In 1860 the Chamber memorialised Government "regarding the necessity of passing an Act for the Registration of all Partnerships and changes of Partners in firms trading in the Straits Settlements." In 1864 the Chamber resolved, "That the Chinese and other dealers in the bazaar be invited to enter their Chops and the names of the various partners trading thereunder in a register to be kept by the Chamber, and that any changes be communicated." The Chinese, no doubt, refused to do anything of the kind, and interest languished for some

years ; in fact, there seems to have been a reversal of opinion on the part of the Chamber of Commerce, for when the Bill of 1888 was introduced, it was opposed by their member of the Council (Mr. Adamson), and was withdrawn. A few years later Government again took up the matter. A Bill was introduced and carried, the Chamber of Commerce member (Mr. Thomas Shelford) being the only one to vote against it. But the Chamber of Commerce in general meeting opposed the Bill, and Government decided not to proceed further. After lying dormant for eleven years, this question was again raised in 1905, when a new Bill was introduced into Council. In the following year it passed its second reading by nine votes to four, and was then referred to a Select Committee ; but the Chamber of Commerce, the Chinese Chamber of Commerce, and the Chinese Advisory Board were all found to be against legislation, and the Bill never got as far as the third reading. Three attempts have now been made to frame a workable measure, but the obstacles to the success of registration are great. It would be difficult to decide where to draw the line and where to start, and, further, it would be almost impossible to prevent evasion and fraud, where fraud was intended. The strongest argument from the mercantile point of view is that registration is unnecessary, that there is little demand for it from those most concerned, and the less interference and inquisition on the part of Government, the better for the trade of the port.

In 1889 a matter of some interest to traders was brought before the Chamber of Commerce, namely, the advisability of introducing legislation for the registration of Trade Marks. It cropped up again in 1892, 1896, 1904, and 1918, but the unanimous opinion of the Chamber has always been that registration of trade marks is unnecessary and unworkable here, and would lead to endless confusion. Adequate protection has always been obtained under the present law, and it is interesting to learn that, even in the old country, manufacturers are

nowadays beginning to rely less upon registration and more upon the right of prior user, which prevails here.

In 1897 there came into existence an association of shipowners and shippers, known as the Straits Home-ward Conference, which caused endless heartburning and turmoil in mercantile circles for a number of years. Government appointed a Commission, in 1902, to investigate the grievances under which the trade of the port was alleged to be suffering, but nothing was done. Agitation showed its head again in 1905, and then in 1908, when Government refused to take any action, pending the issue of the report of the Royal Commission on Shipping Rings. Even after the publication of this report opposition to the local Conference still continued. Government sympathy was enlisted, with the result that in 1910 a Freight and Steamship Bill was introduced and passed in Council, with but one dissentient voice. It aimed at freeing the port from the incubus of Conference vessels. As the time drew near for the Ordinance to come into operation, the possibility that Conference tonnage would be withdrawn, and that there would be little or no outside tonnage to take its place, caused some alarm. The date of the commencement of the Ordinance was postponed, in order to enable the Governor, Sir John Anderson, who was going to England, to interview the Conference shipowners, with a view of finding a way out of the impasse. The chief complaints against the Conference were :

(1) That, by a system of deferred rebates, shippers were irrevocably bound to the Conference, and had to ship at rates which were considered too high ; they were unable to take advantage of any cheap tramp tonnage which might be in the neighbourhood.

(2) That at the inauguration of the Conference it had been arranged that a sum, amounting to 5 per cent. on the total freight earned (known as the secret rebate), was to be divided annually, and paid over in varying proportions, to certain firms which had made a sacrifice

of chartering business, in order to support the Conference, or which might have been of service in other ways, such as being able to control large shipments of cargo.

The Conference supporters replied to these complaints :

(1) That, though rates undoubtedly were above current market freights, there were compensations in a more regular service, by higher class steamers, to a larger number of ports in Europe.

(2) That the extra rebate paid was a preference which large and influential firms would always obtain, even in a free market.

As a result of the discussion in London, the deferred rebate system was maintained, but with triennial periods, at the end of which any shipper could break away from the Conference without forfeiting his rebates. In actual practice this triennial chance of freedom is of little or no value. The "secret rebate" was done away with, the firms being compensated for their loss in lump sums, at the expense of the shipowners. The result of this has been that shipowners now pocket 5 per cent. more freight than they did in the past. The bulk of this sum represents dead loss to the producers in the Colony and elsewhere, in whose interest Government was urged to act. To explain : in the old days, as a result of competition, the recipients of the "secret rebate" were compelled to give most of it away in purchasing produce, thus ensuring a better price for it than would otherwise have been obtainable.

VI

Let us now turn to the question of currency. Originally the Spanish dollar was the standard of value adopted here. It was in this coin that payment was made to the Sultan and the Tumunggong, under the treaties which transferred to us, first the Harbour, and later the island of Singapore. The Spanish dollar was the popular

coin even in Penang, where one would have expected the rupee to find favour. As Sir Robert Chalmers records :

“ In spite of the fact that the East India Company, in 1787 and 1788, struck a silver coinage consisting of rupees with half- and quarter-rupees, and copper cents, half-cents, and quarter-cents, the trade relations of the Settlement (Penang) constrained the mercantile community to adopt as their standard not the Indian coin, but the universal Spanish dollar, the coin familiar to the conservative races with whom they had commerce.”

Low, in his *Dissertation on Penang*, tells us that the dollar was the favourite coin in the Straits. Indian rupees were also in circulation, but gold was hardly ever seen.

In 1835 the East India Company revised its currency legislation for the whole of its territories, including the Straits Settlements, and made no exception in favour of the dollar-using Colony when enforcing the rupee as the standard coin ; but later a concession was made by which it was provided that the Indian regulations should not apply to the copper currency of the Straits Settlements. These copper coins, cents, half-cents, and quarter-cents, were struck at the Calcutta Mint, and were legal tender only for fractions of a dollar. But even this concession was withdrawn by an Act of 1855. The intention of the East India Company was, undoubtedly, to force the rupee into general circulation in Singapore, as it had already attempted to do, many years before, in Penang.

The project was countermanded by the Home Authorities, however, as the result of a report by Sir Hercules Robinson, in which he dwelt upon the great inconvenience experienced and the public demonstrations which took place against the change of currency. In his report Sir Hercules Robinson also pointed out the unsoundness of the system then prevailing, under which coins not in circulation were declared by law a legal tender, and under which the public accounts were kept in the

denomination of one currency, whilst the real monetary transactions of both the Government and the public were conducted in another. It was, as he said, a system productive of nothing but endless labour and confusion.

In actual fact, as far as the mercantile community was concerned, all the Indian Acts favouring the rupee were nugatory—"Law is powerless against public convenience"—and the dollar, in all its varied forms, held the popular fancy. In 1863 the Chamber of Commerce advocated the coinage of a British dollar. The Hongkong Mint, which opened three years later, met this demand to some extent by striking a coin modelled on the Mexican dollar. The Hongkong Mint, however, closed in 1868, and this source of supply was therefore cut off.

In 1867 (the year of the transfer of the Settlement to the Colonial Office) an Ordinance was passed by the local Government repealing all laws which made Indian coins legal tender, and declaring that, from the 1st April 1867, the Hongkong dollar, the silver dollar of Spain, Mexico, Peru, and Bolivia, and any other silver dollar to be specified from time to time, should be the only legal tender. Subsidiary coins were at first supplied by the Hongkong Mint, but later on were obtained either from England or India. By an Order-in-Council of 1874, the American trade dollar and the Japanese yen were admitted to unlimited legal tender. In 1872 the question of a British trade dollar was again raised. At that time it was felt that a recent decision of the Mexican Government to remit the export duty of 8 per cent. on dollars, and to allow the free export of silver bars, would have the effect of so increasing the price of dollars on the London market, and reducing the number in circulation, as to render it necessary for the Government to coin a British dollar for the protection of the trade of the Colony. The alarm subsided, however, as the Mexican Government soon revised its financial policy.

In 1874 the Singapore Chamber of Commerce joined hands with the Hongkong Chamber in advocating the

introduction of a British dollar, for general circulation in the Straits and China. It was very generally held that it was most unsatisfactory to be entirely dependent for our coin on two foreign countries, Mexico and Japan. The Home Government, though sympathetic, refused to carry out the suggestion, as they feared it would be impossible to lay down a coin as cheaply as the Mexican dollar. Nothing further was done until 1886, when the Chamber of Commerce passed a resolution unanimously proposing that the Mexican and other dollars, and the yen, be demonetised, and that a British trade dollar, weighing 416 grains and of 900 fineness, should be accepted as the only legal tender in the Colony. The Legislative Council approved and passed a similar resolution; but the proposal did not appeal to the Home Government, and again the matter dropped. In 1890 all previous laws regulating legal tender were repealed. The Mexican dollar was constituted the standard, and the American trade dollar, the Japanese yen, and the Hongkong dollar and half-dollar were made unlimited legal tender. The Straits Settlements half-dollar and other subsidiary silver coins of 800 fineness were made legal tender for an amount of two dollars, and the Colonial copper and mixed metal coins for an amount of one dollar.

In the following year an Ordinance was passed, giving the Governor-in-Council power to prohibit the importation or the circulation of such coins as were not legal tender. The American trade dollar and Japanese yen were soon afterwards demonetised, and the importation of the latter coin was prohibited, except for transshipment.

This is how matters stood, when, in our search through the records of the past, we first came across, in 1893, the suggestion that something should be done to secure some stability in our standard of value. In that year the average value of the dollar was 2s. 7½*d.*, having dropped nearly 10*d.* in three years. The Sherman Act had just then been repealed in America, and,

further, the Indian mints were closed to the free coinage of silver. A further fall in the price of silver was feared.

A local Committee, consisting of Government officials, members of the Chamber of Commerce, and representatives of the Chinese community, was appointed to consider the matter. The Committee could not agree : half the members, including a banker and three Chinese, were against the introduction of a gold standard ; while the other half were in favour of it, provided that the Indian scheme for fixing the value of the rupee was successful. They further held that the gold standard could be best established here by extending the circulation of the Indian currency to the Straits Settlements. This latter recommendation causes some surprise in view of former oft-repeated expressions of aversion to the rupee. It was based upon the fear that the difficulties in the way of bringing the dollar on to a gold basis were insuperable.

Bankers had all along been antagonistic to fixity ; probably they quite naturally regarded the scheme as an attempt at control of a commodity in which they were primarily interested. They were supported in their opposition by many planters and miners, who were of the opinion that a falling dollar had the effect of giving an impetus to planting enterprise and production generally. One banker even went so far as to assert that any attempt to fix the rate for a British dollar would be a great failure, and would not work satisfactorily.

It is amusing to recall that the Chinese members of the Committee were of the opinion that though fixity of exchange might attract capital to the Colony, it would also afford means for the withdrawal of all money of timid capitalists from the Colony. The Executive Council, to which body the report was then referred, were equally divided between a gold standard and free silver. Accordingly it does not occasion any surprise that no action was taken by the Secretary of

State with fixity in view. In the meantime a Departmental Committee had been sitting at the Colonial Office, under the presidency of Lord Herschell, to consider currency questions in the Eastern Colonies. It made no recommendation in regard to any change in the standard of value in the Straits Settlements, but advised that owing to the scarcity of Mexican dollars at that time, a British dollar should be issued for circulation here and in other Eastern Colonies.

As a result of this, in 1894, the Bombay Mint began the coinage of a British dollar weighing 416 grains and of 900 fineness, and in the following year the Governor was able to state, in his annual address to Council, that he had heard of no unwillingness to accept it as legal tender in the Colony.

It was in 1880 that the Lords of the Treasury, having a short time previously refused to sanction the coinage of a trade dollar, threw out the suggestion that there should be a Government issue of one-dollar notes. In the following year Legislative Council passed a resolution favouring such an issue for a sum not exceeding \$300,000. However, the Lords of the Treasury, on reconsidering the matter, decided that the necessity for the dollar note had not been shown, and refused to authorise the issue. Four years later Council again voted in favour of an issue of \$500,000 in one-dollar notes, and also recommended Government control of the note issue. But apparently the time was not yet ripe for action, for the whole question was dropped for some years, owing to lack of public interest.

It is a remarkable instance of the tenacity of our *laissez-faire* policy that even with regard to currency—a matter which, it is generally conceded, should be subject to Government control and regulation—the bulk of opinion during the first eighty years of the Settlement's existence was antagonistic to any Government interference. For it was not till 1896 that we come to the first serious attempt, on the part of Government, to legislate in currency matters. In this year the Currency

Note Bill was introduced into Council. The Unofficial Members unanimously opposed it, as also did the Chamber of Commerce, the reasons advanced being that it was feared that Government intended to oust the banks' note issues, and, further, that it was not advisable that Singapore should be the only place where notes could be encashed. It was held that provision for encashment should also be made in Penang. Government persisted, however, and the Bill was passed. The issue of notes began on the 1st May 1899. In that year a new Currency Note Bill, on very much the same lines as the 1897 Ordinance which it repealed, was introduced and passed without opposition.

It is odd that, in view of previous demands for dollar notes, we find that none was actually issued until 1906. In the meantime the question of fixity of exchange had again forced itself into prominence. In 1896 the average value of the dollar was approximately 2s. 2½*d.* In the following year, after a further and sudden fall in the value of silver, a sub-committee was appointed by the Chamber of Commerce to enquire into the local currency and the question of a gold standard. The Committee reported in favour of fixing the value of the dollar at 2s.

The report met with some criticism, both from the Government here and in the Federated Malay States, and nothing was done until 1902. In that year exchange dropped from 1s. 10½*d.* to 1s. 6½*d.*, and was on the downward grade all through the year. The Chamber of Commerce then addressed a letter to Government asking if they were prepared to reconsider the question of fixing exchange. In reply, the Governor invited the views of the Chamber of Commerce on the advisability of attempting some arrangement with neighbouring countries as to a uniform relative value between local currency and gold. The Chamber was of opinion that such a scheme of co-operation was impossible, and they asked for enquiry by an expert. The correspondence was forwarded to the Secretary of State, with the

request that the whole question might be referred to an expert, preferably with Indian experience.

The Barbour Commission of 1903 was the result. The chief recommendations of that Commission were :

(1) The introduction of a Straits dollar of the same weight and fineness as the British dollar then current.

(2) The demonetisation of Mexican and British dollars as soon as the supply of the new dollars was sufficient.

(3) That the coinage of the new dollar should then cease until its exchange value had reached whatever value in relation to the sovereign might be decided on by Government.

The recommendations were approved both by Government and by the Chamber of Commerce, and the suggested conversion scheme was carried out with certain modifications, found necessary in the course of trade. In November 1904 the recoinage of the old dollars was completed, and some thirty-five million new Straits dollars had been received in the Colony. The demonetisation of British, Hongkong, and Mexican dollars had been proclaimed two months earlier.

The way was now open for fixing the gold value of the coin. This was not done till, on the 29th January 1906, it was fixed at 2s. 4d., the intervening period being one of great anxiety both to the Government and to the commercial community, owing to a rise in silver and to violent speculation in exchange. It is a very interesting and instructive story, but too long to relate here, and those interested cannot do better than refer to Kemmerer's *Modern Currency Reforms*, or to *Currency Reform in the Straits Settlements*, by J. O. Anthonisz.

It was hoped that our currency troubles were then at an end, but we had not reckoned upon silver. On the 29th January 1906 an Ordinance was passed providing for the issue in Singapore of notes for gold at the rate of \$60 for £7. Further, the Currency Commissioners were empowered to issue notes in Singapore

against telegraphic transfers in favour of the Crown Agents for the Colonies in London, at a rate which would cover the cost of remitting the gold from London to Singapore. Later in the year another Ordinance was passed legalising the reverse operation, namely, the acceptance of notes by the Currency Commissioners in Singapore in exchange for gold paid in London by the Crown Agents, as also the issue of gold in exchange for notes in Singapore.

Under these Ordinances a sum of a million sterling was quickly accumulated. Simultaneously the dollar note was made unlimited legal tender. In this year silver rose to such a height as to render it necessary to review the situation anew. There were two alternatives before us, either to reduce the silver content of the dollar or to raise its nominal value, already higher than was at first anticipated or desired. The former course was decided upon, and there were then two possible ways of depreciating the value of the dollar, by reducing either its fineness or its size. It was decided to reduce its size, and the old fineness (900) was retained, the weight being reduced to 312 grs. To obviate a drain on the silver reserve during recoinage British sovereigns were made unlimited legal tender, and so were the 50-cent pieces.

In view of the popularity of the dollar notes, it was unnecessary to remind the whole of the thirty-five million Straits dollars; therefore only nineteen million were reminted into dollars and fifty-cent pieces, the latter being changed to exactly half the weight of the dollar and of the same fineness; at the same time the opportunity was taken of withdrawing the subsidiary silver of 800 fineness, and of replacing it with coins of 600 fineness. Once more it was thought that the value of silver had no further terrors for us. The Governor, in alluding to these proposed reforms, remarked: "We shall then have placed our currency on an impregnable basis." But, as we shall see later, our troubles were by no means at an end.

In 1908 the important step was taken of legislating to enable the Crown Agents in London to hold, in gold, part of the coin reserve of the Note Guarantee Fund, which hitherto they had been only able to hold temporarily for the purchase of silver or investments. At the end of 1907 there had been a run on the Currency Commissioners in Singapore, and the gold reserve had been rapidly exhausted. Exchange was maintained by selling telegraphic transfers on the Crown Agents against loan moneys advanced against the security of the Currency Commissioners' investments. Probably it was immaterial, then, where the gold was; whether in London or Singapore our reserve would have run dry. But, as the Governor pointed out in Council, it was better to keep our gold in the proper place for it—London. Though unofficial opinion held that the proper place for it was where the notes were issued, Government won the day, and it can hardly be denied that they had the better of the argument, and acted wisely.

In 1913 a new Currency Bill was introduced, and though it was passed in 1915, it has not, owing to the War, yet been put into force. The chief feature of this Bill was the creation of one fund to take the place of the three funds, namely, the Note Guarantee Fund, the Depreciation Fund, and the Gold Standard Reserve Fund, which are now in operation.

The proportions of silver and gold were also to be altered, as follows :

Present law	Proposed law
Silver, one-sixth of note issue.	One-fifth of note issue.
Gold, one-third of note issue.	Three-tenths of note issue.
Securities, one-half of note issue.	One-half of note issue.

The Great War brought more currency troubles; silver rose to a height which made it profitable to melt the dollar; the "impregnable basis" of ten years before was no more. An Ordinance was passed, in 1917, relieving the Commissioners from the obligation to pay out dollars for notes. Later, our subsidiary silver

vanished in a miraculous way, and, as a result of a Commission of Enquiry, it was resolved to reduce still further the fineness to 400, and, as a temporary measure, to issue twenty-five-cent and ten-cent notes. At the same time it was decided to reduce the fineness of the dollar to 600.

This is how matters now stand ; and one of the questions for future consideration is, whether it is necessary to hold such a large proportion as one-fifth of our reserve in silver. The dollar note has ousted the metal coin in popular favour. There is, in normal times, little or no demand for a silver dollar ; in abnormal times, when dollars are demanded, Government withholds them. The reserves against our note issue are very strong, and there is little fear now of any serious breakdown in our currency scheme. In view of the fact that, twenty-three years ago, unofficial opinion was so jealous of any interference with the Banks' note issues, it is of interest to reflect that at that time there were in circulation some \$6,000,000 bank-notes, while to-day this is reduced to \$164,000—whereas the Government issue has attained the enormous total of over \$80,000,000.

VII

In the limits of this short history of the " Commerce and Currency " of the last hundred years, it has been found impossible to include statistics showing the details and the ramifications of the trade of Singapore ; and little reference has been made to the various articles of merchandise which are dealt in.

One word, however, must be said with regard to rubber, which is now such a large factor in the trade of the port. When it was first suggested that rubber auctions should be started here, under the sheltering wing of the Chamber of Commerce, mercantile opinion was by no means unanimous as to the prospect of success—the powerful interests behind Mincing Lane terrorised some. However, we went ahead, and now it can be safely said that Singapore will, under wise guidance, ever

remain as it is now, pre-eminently the rubber market of the world; 51,161 tons were offered at the auctions in 1918, of which 31,665 tons were sold. In addition to the rubber sold at the auctions, the business done by private treaty is increasing rapidly. In the twelve months ending the 30th September 1918 the value of rubber exported from Singapore was \$153,455,920 out of a total trade of \$512,229,753, a tonnage of well over 100,000 tons, easily surpassing tin, which used to be the article of most value handled here.

In closing we cannot do better than set down an extract from a letter of Sir Stamford Raffles to the merchants of Singapore, written on the eve of his final departure from the Colony :

" It has happily been consistent with the policy of Great Britain and accordant with the principles of the East India Company that Singapore should be established a Free Port ; that no sinister, no sordid view, no considerations either of political importance or pecuniary advantage should interfere with the broad and liberal principles on which the British interests have been established."

These are notable words, and they set up for us a high standard of what our policy in these Eastern Seas should be. Let us ponder before we commit ourselves to any course of action which would in any way prejudice the traditional policy of maintaining inviolate the freedom of the Port of Singapore.

OPIUM, LIQUOR, FARMS, AND THE MONOPOLY

By the late J. R. Brooke

At the very beginning of the Colony revenue from opium and spirits was to the fore. On the 2nd November 1819 the Resident proposed to put restrictions on the sale of these articles. In the following March Raffles wrote from Bencoolen that he thought this highly objectionable, although there were Farms at Penang and Malacca. The Farms, however, were sold, and four opium shops yielded \$395 a month, arrack produced

\$160, and gaming-tables \$95. The money was spent in paying the police, the Assistant Resident, and the Tumunggong for assisting in police duties. Mr. Crawford, Resident, in 1823 established, instead of a monopoly in favour of an individual, licences for each branch of the revenue. The sale produced \$2,960 for opium, \$1,540 for arrack, and smaller sums for pork, gunpowder, and pawnbrokers, the licence for gaming having been abolished, although Mr. Crawford argued that it was "an amusement and recreation which the most industrious of them (the Chinese) are accustomed to resort to. Having few holidays and scarcely any amusements besides, they consider being debarred from gaming as a privation and a violence in some measure offered to their habits and manners." And he pointed out that it would lead to clandestine play, a source of temptation and corruption to the inferior officers of the police. In 1824 the opium farm fetched \$23,100, spirits \$10,980, gaming \$26,112. In 1841 the opium farm was let for \$6,250 a month, the spirit farm for \$3,750, the gaming farm having been dropped, although there were frequent attempts made to prove that regulation was better than corruption. By 1855 the opium farm was let for Rs. 27,100 a month and the spirit farm for Rs. 9,510. The monopoly continued to increase in value. In 1867 the regular opium steamers ran monthly from Calcutta: two arrived in January in that year, the *Clan Alpine*, seven days, and the *Thunder* seven. These two, and the *Arratoon Apcar* and *Catherine Apcar*, served the first sales, the second coming by the *Reiver*, *Lightning*, and *John Bright*. In 1903 the opium and spirit farm paid \$470,000 a month, on a three years' letting. In 1909 the Farmers of the day were in arrears, and the Government entered into possession, but withdrew the following week, on terms arranged.

Things became so unsatisfactory later in the year that, in view of the report of the Opium Commission, which was completed in 1908, certain enquiries were made with a view of ascertaining whether Government could not



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Tan Jiak Kim.

Bishop W. F. Oldham.

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THE OPIUM COMMISSION.

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Dr. D. J. Galloway.

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take over and run the Farms themselves upon business methods and under scientific control. Cassandras at once commenced to point out the difficulties and bewail the prospective ruin of the Colony. However, towards the end of the year the Monopolies Department was formed to manufacture and sell chandu in the three Settlements from the 1st January 1910. Mr. F. M. Baddeley, then on leave, was recalled to organise and take charge of this new department, and the chandu factory at Teluk Banga was put under Mr. J. R. Brooke, then Government Analyst at Penang. For the first seven months of the year the factory at Penang was kept running under charge of Mr. J. C. Cowap, but in May 1910, for the purposes of economy, the cooking there was stopped, and the whole of the requirements of the Colony, F.M.S., and Johore, Kedah, Perlis, Kelantan, and Trengganu have since been met from the Teluk Banga factory, ensuring a chandu of uniform standard quality throughout the Peninsula, an advantage in itself, and also serving to aid in the detection of contraband, which in the old days was merely judged by the odour on burning, and on the absolute judgment of the Farm tester, instead of by analysis.

In spite of the suspicion inherent in the Chinaman, and some uncertainty at any new departure, the Department has undoubtedly justified its existence; indeed, it is doubtful if the Government could now do without it. From year to year its usefulness has been demonstrated, and other Governments have followed the example of the Straits.

The policy of the Government has been to reduce the consumption of opium by gradually raising the price to consumers, at periods which for obvious reasons must be irregular. Thus in 1909 the price per tahlil ($1\frac{1}{2}$ oz.) was \$3, whereas in 1919 it had risen to \$10. In the same way the Indian Government, by reducing the quantity of raw opium for sale, has progressively raised the price of the raw material from which the chandu is prepared. In 1909 the average price per chest was \$920, whilst to-day

it is in the region of \$2,500. This policy, while decreasing the consumption of chandu, simultaneously increases the revenue from it, thus conferring a double benefit. On the other hand, the consumption of alcoholic liquors has greatly risen during the last ten years, in spite of increased duties ; nor must the tendency to revert to the injection of morphia, and its still worse companion cocaine, be ignored on the other side of the balance-sheet.

High prices always tend to stimulate smuggling of the dutiable article, and the ingenuity of the Chinese (and occasionally others) in connection with smuggled goods has been marked. There is quite an interesting little museum growing up at the Monopolies Office in Cecil Street of various receptacles and methods employed by detected smugglers captured by the Preventive Service (first started under Mr. J. A. Howard, and now under Mr. W. H. Taylor, both ex-chief detective inspectors). The devices vary from false soles of shoes, the " flock " of a mattress, upon which the smuggler was lying, and unconsciously gave himself away when the heat of his body caused the pronounced odour of the drug to be detected, to the linings of deck chairs, one of which, accidentally knocked over by a chinting (searcher), started bleeding chandu at the joints.

More recently, in 1916, the Monopolies Department had assigned to it the collection of the tobacco duty—from its inception it has had to look after the Liquors Ordinance—and possibly other fields of usefulness may hereafter be assigned to it. The magnitude of the operations of the Monopolies may be judged from the fact that the opium revenue was over eight million dollars in 1914, the liquors revenue being two millions.

THE OPIUM COMMISSION

It is doubtful if there is a more annoying person on the face of the earth than he who flatters himself that he takes " an intelligent interest " in subjects beyond his comprehension ; and probably the political agitators,

led by the late Sir Robert Laidlaw, and Mr. Samuel Smith, another M.P., were about the limit in their ignorance of the opium question. At the same time, it was undoubtedly due to their persistent efforts that this Opium Commission was appointed.

Before details are entered into, it may be remarked that the man in the street appears to be quite incapable of differentiating between opium *smoking* (which is as harmless as tobacco smoking) and opium *swallowing*, or the subcutaneous injection of the highly poisonous alkaloids to be obtained therefrom. In fact they appear to be convinced that the mere smell of opium leads to those devilish conditions narrated by de Quincey in his *Confessions of an Opium Eater*. Anyhow, the local Government was ordered from home to appoint a Commission "to enquire into matters relating to the use of opium in the Straits Settlements." (Later this was extended so as to include the F.M.S.)

This Commission was presided over by one of the most level-headed business men then residing in Singapore, the Honourable Mr. (now Sir) John Anderson, of Messrs. Guthrie and Co., for many years a member of the Legislative Council and Past President of the Chamber of Commerce. The other Commissioners only have to have their names put down to show how thoroughly representative they were : The Hon. Dr. D. J. Galloway, M.L.C. (who has now returned to the Colony), and Dr. W. R. C. Middleton (representing the medical profession) ; the Rev. Bishop W. F. Oldham (a very acceptable, efficient, and highly esteemed representative of the Church) ; the late Mr. E. F. H. Edlin (a rising lawyer) and the Hon. Mr. Tan Jiak Kim, who capably represented the Chinese community ; whilst Messrs. Alex. Cavendish and A. M. Pountney (the present Colonial Treasurer) acted at various times as Secretaries, with the appreciated assistance of Mr. R. D. Davies (of the *Singapore Free Press*) as official shorthand writer. Unfortunately Mr. Davies was unable to accompany the Commissioners to Penang, and they appear to have had, judging from the official report, a very poor, to say the

least, reporter in Penang. His name is not mentioned ; but some very scathing remarks are made over and over again concerning his dilatoriness ; and, after all, a man who takes shorthand notes and fails to give his transcription inside of seven and a half months, in spite of remonstrances, can scarcely be called a " hustler " ! Indeed, some " transcriptions " have not yet arrived !

The Commission met fifty-four times altogether, and examined ninety-four persons, of all grades of the Community, who were deemed capable of giving any information relevant to the subject ; and for this purpose sat not only in Singapore, but journeyed to Penang, Taiping, Ipoh, and Kuala Lumpur.

The witnesses included no less than twenty-one nominated by missionaries or anti-opium societies (by the way, the writer can vouch for the fact that anti-opium " remedies " are usually composed of, or at least contain, as the principal constituent, morphine), and no less than six missionaries themselves gave evidence. Other witnesses included the Dutch Consul, the Coroner, no less than twelve medical practitioners, also miners, contractors, bank cashiers, merchants, representatives of insurance companies, rag-pickers, and rikisha coolies. The enquiry spread over fifteen months, so that no one can say that all sides were not heard, nor that things were hurried through without giving necessary time to probe and assess the evidence.

The conclusions of the Commission were practically unanimous, and the President, in par. 8 of his final covering letter to the Hon. Colonial Secretary, states : " It will be seen that, except for the difference of opinion set out in Bishop Oldham's rider, all the Commissioners are unanimous in their findings on matters of principle, but hold divergent views on one point, which is purely a question of administrative detail."

Reasons of space prevent the giving of their report in full, but the following digest may be of interest :

With regard to the evidence generally, the Commissioners were of opinion that it had been sufficiently

exhaustive to give them a thorough insight into the circumstances surrounding the use of opium in the areas with which they have had to deal, and enabled them to formulate their conclusions, which, briefly stated, are :

(1) Women, and boys under the age of fifteen, also members of other nationalities than the Chinese, scarcely smoke at all.

(2) The consumption per head of the population showed a decrease in 1907 (the year the Commission sat) as compared with 1897, though in some intervening years it had been higher.

(3) That owing to the Farmers in the F.M.S. admittedly adulterating their chandu, comparison with the Straits Settlements was useless.

(4) That Chinese coming to the Straits get better wages than in their own country, find they can afford the luxury, and start smoking chandu as their forebears always have done as far as history records. This tendency is probably further influenced by the lack of family life and home-ties ; the lack of healthy relaxation after strenuous labours ; its alleged sedative effect (which the writer would state, from personal experience, must be purely imaginary. He made his tests, as a matter of fact, for the purpose of supplying the Commission with all the information available, and smoked, for the first and last time, chandu in the approved style, no less than ten pipes one after the other. The only sensation he obtained was the Devil's own thirst, a throat like a roll of blotting-paper, also diarrhoea and a headache ; but there was an entire absence of sedative effect, and no desire for further indulgence).

The Commissioners state that the purely physical effects are, so far as moderate smoking is concerned, relatively harmless. Further, that the number of " opium sots " is not large ; that life-insurance societies, with considerable experience of the insurance of Chinese lives, are willing, *cæteris paribus*, to accept, as first-class risks, Chinese who smoke as much as 116 grains of chandu

per day, an amount far beyond the means of an ordinary coolie.

(5) That though there is evidence which shows that preference is given to non-smokers amongst the coal-coolie class, yet 60 per cent. of them are smokers, and Singapore comes second only to Port Said in rapidity of coaling.

(6) Medical men (except those the Commissioners felt bound to draw attention to as obviously biassed, and exaggerating their evidence) were practically unanimous that opium smoking is relatively harmless ; that even where there is excessive indulgence there is no organic change in the body, though such excess may lead to functional disorders, emaciation, and loss of energy.

(7) It is found proved that opium smoking is not hereditary, and, from concrete instances, they can state that smoking does not in any way prevent the smoker having a healthy family.

(8) Moderate smoking prevails here, and excess is met with only in isolated instances ; the proportion of population who are smokers has decreased in recent years.

(9) After taking all evidence, the Commissioners " were not convinced that, if deprived of opium, the Chinese would not resort to alcohol as a substitute."

(10) Recommends Government taking full charge of the manufacture and distribution of chandu of uniform standard in order to prevent any adulteration or deception ; that retailing shops be gradually reduced, and the acquisition of chandu by women and children should be made as difficult as possible. Price of chandu to be gradually increased to a prohibitive price to the majority, and the smoking of chandu dross to be prohibited altogether.

(11) They consider " that the Chinese are quite capable of looking after their own affairs, and should be encouraged to do so " ; and that Government interference should be as small as possible. They do not think that the indulgence in opium is sufficiently acute or wide-

spread to justify legislative interference by way of prohibition ; nor has the state of public opinion on the question reached the stage of rendering a policy of prohibition desirable or practicable.

The Government very wisely adopted these recommendations, and are still carrying them out.

BOTANIC GARDENS AND ECONOMIC NOTES

By Dr. Gilbert E. Brooke

If Singapore were famous for nothing else, its intimate pioneer connection with two of the most useful substances of modern life—gutta-percha and india-rubber—would endow it with a good claim to immortality.

For many years the inhabitants of certain districts in Malaya had used gutta to make moulded handles of crises, etc. ; and in the early 'Forties a Malay trader introduced it to Singapore in the form of riding whips. It was at once investigated by Dr. Montgomerie, the Senior Surgeon, S.S., and by the Naval Surgeon d'Almeida, who was so well known as a merchant in Singapore for many years. The latter was the first to bring it to the notice of scientific men in England when on a visit in April 1843, but the Asiatic Society, to whom he gave it, did not evince any enthusiasm, and contented themselves with sending a letter of thanks. At or about the same time Montgomerie sent some to the Bengal Medical Board, suggesting a possible use for surgical purposes. Whether they took it up does not transpire, but in 1845 he sent further samples to the Society of Arts in London, and was promptly given their gold medal. It was only six years later that Professor Wheatstone first used gutta-percha for coating submarine cables.

Singapore's connection with rubber was no less remarkable. Dr. Collins, who from 1874 to 1875 was in charge of Museum, Library, and Gardens, was already distinguished by having published the first complete report on the rubber industry of Brazil ; and had been the first

to introduce forest-rubber seed into England through Clements Markham in 1873. The seedlings sent to Calcutta died, as did the first sent to Singapore in 1876 for the Superintendent, Mr. Murton. Another batch to Murton arrived safely the next year, and was planted in Singapore and Perak. Mr. Cantley propagated them, and got large numbers of trees to grow. Mr. Ridley prepared specimens of this cultivated rubber, and exhibited them locally in 1890, the first specimens of cultivated rubber ever shown to the public. The idea of any future for cultivated rubber was laughed at by everyone except Sir Joseph Hooker and Mr. Ridley. The latex was at first coagulated in cigarette tins. It was intended to get a sheet form, which would be easier to dry, but funds were not forthcoming, and so common enamelled iron plates were used, which turned out discs called by the trade "biscuit rubber."

Singapore Island was originally covered with dense jungle. Much of this was felled as time went on, but the names of many villages and districts are taken from trees now scarce, but doubtless plentiful fifty years ago. Such are : Kranji (*Dialium*) ; Changi (*Balauo corpas*) ; Tampenis (*Sloetia sideroxylon*) ; Tanjong Rhu, the Cape of Casuarinas ; Kampong Glam, the village of *Melalenca*. Although much of the indigenous flora has been thus destroyed, most of the plants collected by Wallich in 1822 have been found.

As cleared land has often been abandoned, there are large tracts covered with lalang (*Imperata cylindrica*) ; fern (*Gleichenia linearis*) ; bracken (*Pteris aquilina*) ; or with *Scleria* in swampy spots. In waste ground near villages there are many widely distributed weeds which have been probably accidentally introduced in later periods, as very few are to be found in Wallich's collection. Two of these weeds are interesting, *Clitoria cajanifolia* and *Cleome aculeata*, as being South American, but escaped in Java, and accidentally carried to Singapore.

The history of the Settlement shows that spasmodic



DR. NATHANIEL WALLICH, M.D. PH.D.

interest has been taken in horticulture, and more sustained interest in agriculture. The story of the Botanic Gardens is resolved into three definite periods. The first, from 1822 to 1829, was an experimental venture under the ægis of Government. This was followed by a public effort, which continued from 1836 to 1846. The third phase was in the nature of resuscitation in 1859, and has lasted to the present day.

The first Botanic Garden was the outcome of the friendship between Sir Stamford Raffles and Nathaniel Wallich, M.D., Ph.D., the Superintendent of the Botanic Gardens at Calcutta. He was a Dane by birth. Born in Copenhagen on the 28th January 1786, he joined the Medical Service of the Danish Settlement at Serampore in 1807; and when that place was occupied by the East India Company in 1813, he entered the English Service. He was invalided home in 1828, but returned to India some years later. He finally retired in 1847, and died in Gower Street, Bloomsbury, on the 28th April 1854. His extensive travels of exploration in Nepal, Western Hindustan, Ava, and Lower Burma, and his numerous and important publications, brought him such rapid scientific distinction that he was elected an F.R.S. in 1829. His most important work was his *Plantæ Asiaticæ Rariores*, 3 vols., London, 1830-32. There is a portrait of him taken by Macguire in 1849, which was presented by Mr. H. N. Ridley to Raffles Museum. Mount Wallich, for many years a striking landmark between Tanjong Pagar and the town, is called after him. But little now remains of the hill, which has been used for purposes of reclamation.

Sir Stamford, who had left Singapore on the 7th February 1819 for his mission to Acheen via Penang, had returned to his headquarters at Bencoolen by October, after another visit to Singapore in June. One of his first actions was to send a gardener named Dunn to take charge of the newly laid-out garden of Government House, on the slopes of Fort Canning. Dunn brought with him 125 nutmeg trees (*Myristica fragrans*),

1,000 nutmeg seeds, and 450 clove plants (*Caryophyllus aromaticus*). These were probably planted near the site of the present Masonic Hall, and gave rise to the nutmeg plantations, which were such a feature of Singapore until disease put a stop to their cultivation about 1855. In 1822 Wallich applied for leave to proceed to China on account of ill-health. He sailed by the H. C.'s ship *Sir David Scott*, bringing with him George Porter, the head overseer of the Calcutta Garden. Porter was left in Penang, where he was put in charge of the Botanic Garden which Dr. Wallich opened there in April 1823. Wallich himself never got further than Singapore; and, although only a visitor, he took some part in the public affairs of the youthful town. In October 1822 Raffles appointed him, together with a Dr. Lumsdaine, and Captain Salmond, the Harbour Master of Bencoolen, to form a Committee to report on the southern bank of the Singapore River, and its suitability, from a hygienic point of view, for building purposes.

On the 2nd November Wallich addressed a long letter to Raffles, "relative to the expediency of establishing a Botanic and Experimental Garden on this Island." After pointing out the advantageous nature of the soil and climate, he recommended that a suitable piece of ground should be appropriated in the neighbourhood of the European town for the purposes of a botanic garden and for the experimental cultivation of the indigenous plants of Singapore.

Sir Stamford, who was then in Singapore on his third and last visit (10th October 1822 to 9th June 1823), agreed to Wallich's suggestion, and asked him to choose an eligible site, which might include the Government Gardens on the slope of the present Fort Canning, where the nutmeg and clove trees had been planted in 1819. By the 20th November Wallich had staked out about forty-eight acres; a grant for the land was issued on that date, and the first Botanic Gardens were an established fact.

Wallich, however, left for Bengal by the *John Adam* in January, and all the arrangement and control of the Garden devolved on Assistant Surgeon Montgomerie. This early site, in terms of modern reference, extended from the Masonic Hall, past the old Fort Canning Cemetery, to the neighbourhood of the Y.W.C.A. building, thence to Dhoby Ghaut, along Bras Basah Road to the Roman Catholic Cathedral, recurving by Victoria Street and Hill Street to the Armenian Church and the Masonic Hall. Raffles allowed a permanent establishment of one overseer and ten labourers; and for the support of garden and staff a monthly sum of sixty dollars was sanctioned, a figure dubbed by Wallich as a "splendid donation."

Dr. Montgomerie confined his attentions to keeping the site clear and planting spices. In 1827 he wrote a report on the Garden to John Prince, the Resident Councillor. Mr Prince seems to have taken some interest in botany, as *Erycibe princei* is named after him. The hill-side had been stepped with eighteen-foot terraces, the low ground had all been drained, and roads had been made. But there were only 200 nutmegs in the nursery, and the clove trees had not fruited; and not much could be done with the staff of eleven labourers and three convicts. The Resident Councillor then selected a gunner named George Hall to manage the Gardens, at a salary of twenty rupees, and allowed fifty rupees for building a hut to accommodate him!

The following year this was notified to India, with the remark that the Garden was not in good order under the gratuitous superintendence of Dr. Montgomerie; but the Company replied that no extra expense was to be incurred. In consequence, on the 30th June 1829, the establishment was discontinued, after an existence of less than seven years, and ten convicts were told off to keep the place in order.

The original grant was cancelled in July 1834 by sanction of the Governor-General, part of the site being

given to the Armenians for a church and part to the Rev. Mr. Darrah for a school. Also, within a short time, much of the area had been absorbed by the great convict lines and hospital, which were so prominent a feature of the town for many years.

Agriculture by this time was making considerable strides throughout the island ; but to their cost many were to find that the shrewd judgments of Crawford uttered in 1824 were to come only too true. He had said that there was no rich alluvial soil suitable for growing cotton, sugar-cane, indigo, cacao, mulberry, tobacco, clove, or nutmeg ; but that soil and climate were admirably adapted for coconut, mango, mangosteen, durian, pineapple, certain vegetables such as egg-plant, yam, etc., and especially gambier and black pepper.

The annual recurrence of the durian season has at least proved him correct in one particular. It might be mentioned that the taste of that beautiful fruit has been described by some unkind person as resembling sour cream which has passed through a dirty gas-pipe !

José d'Almeida, who came from Macao in 1825, did much experimental work in planting and agriculture. He introduced cotton (*Gossypium barbadense*) ; vanilla (*V. planifolia*) ; and gamboge (*Garcinia nanburii*). None of these ventures flourished, though the cotton had a vogue for some years. His cotton seeds were obtained from North America, Brazil, Egypt, etc., and were planted out at Katong, and over what is now known as the " Confederate Estate." The absence of proper seasons and too constant a rainfall killed it. Mr. T. O. Crane was also a cotton enthusiast, and had twenty acres planted in 1836. The whole area produced only ten cwt. per annum, instead of the thirty-five cwt. expected, and was abandoned.

Coffee (*Coffea arabica*) was another venture tried to some extent between 1833 and 1839. Charles Scott had 1,000 plants at Lesudden ; Dunman had 30,000 at Holly Hill Estate ; and a Chinaman named Kong Chuan had

fifty acres at Jurong. But the plants were not properly shaded when young, and they flowered and fruited continually so that no proper cropping season could be got, and the cultivation was abandoned.

Cinnamon (*Cinnamomum zeylanicum*), cocoa (*Theobroma cacao*), indigo (*Indigofera tinctoria*) were all tried without success. Coconuts (*Cocos nucifera*) proved more promising, and in the 'Thirties there were 660 acres planted up, chiefly at Tanjong Katong and Blakan Mati, with about 50,000 trees.

Pineapples (*Ananas sativa*) were plentiful from an early date until quite recently, when many existing plantations were given up to rubber. When first cultivated, the industry was chiefly in the hands of Bugis settlers, who had plantations over most of the numerous islands round Singapore. If bought at the garden ten pines could be obtained for a cent in plentiful years in the 'Forties. When the vast gambier plantations throughout Singapore Island were worked out and abandoned about 1850, the pineapple industry began to be adopted by Chinese, and the vacated land again came into bearing until the advent of rubber. A reminiscence of the past came to light strangely only a few years ago. The island of East St. John's, or Lazarus Island as it is often called, has not been occupied within the memory of a living generation, except for temporary huts erected in 1899 for beri-beri patients from the gaol. About six years ago, after an exceptional period of dry weather, the high bracken and scrub with which it was covered caught fire, and the entire island was burnt bare. This showed up the serried terraces with which the whole island was covered, a story of pineapples, forgotten for thirty or forty years.

The need was early felt for some organisation to take charge of the growing agricultural interests of Singapore, and to resume the functions of the abandoned Government Garden. Consequently, on the 24th May 1836, a public meeting was called at the Reading Rooms, and it was then decided to start an Agricultural and Horti-

cultural Society, with a member's subscription of \$2 a quarter. They were to meet at 7 p.m. on the first Saturday of each month, and the Committee elected consisted of the Governor as President, Messrs. Balestier, Montgomerie, d'Almeida, and Brennand as members, and Mr. T. O. Crane as Secretary. Their first meeting was held on the 1st June, with Dr. Montgomerie in the chair.

The Government of the day did very little to encourage agriculture, and reasonable development was largely hindered owing to the fact that waste or vacant land was not obtainable either on long lease or by purchase. One of the first acts of the newly formed Society was to point this out in a petition to the Governor-General. The preliminary response came in the form of a grant of seven acres to the Agri-Horticultural Society on the 19th November of the same year. The site given occupied a portion of the original forty-eight acres grant of 1822. Its area was approximately that which to-day is occupied by the St. Andrew's Mission property, Raffles Library and Museum, and the Government residence and Methodist Church which lie behind the Museum.

The first annual meeting of the Society was held in May 1837, Dr. T. Oxley in the chair; and it was then decided not to increase the economic section, but to make the horticultural garden their chief care. In addition to the subscription of members, the nutmeg trees were able to contribute considerably to the Society's funds, the receipts during the year 1838 amounting to \$269.92, and the upkeep expenses only to \$74.99.

For the following nine years very little is heard of the Society or its gardens. Dr. Griffith was in charge of the latter in 1844; but the Society seems to have become defunct about 1846, and the garden site was presumably resumed by Government.

The agriculture of Singapore was, however, beginning to assume a considerable importance, as will be seen from the following table, which refers to the year 1849:

Product.	Acreage.	Number of rees.	Gross Revenue.	Approx. Revenue per acre.
			\$	\$
Nutmegs . . .	1,190	71,400	29,679	24
Cloves . . .	28	—	—	—
Coconuts . . .	2,658	342,608	10,800	4
Betel-nut . . .	445	128,821	1,030	2'3
Fruit . . .	1,037	—	9,568	9'2
Gambier . . .	24,220	—	80,000	3'3
Pepper . . .	2,614	—	108,230	41'4
Vegetables . . .	879	—	34,675	39'5
Sugar-cane, . . .	400 }	—	32,386	16'5
Pineapples, etc. . .	1,562 }	—	—	—
Pasture . . .	402	—	2,000	5
Total . . .	35,435	—	308,368	8'7

The gambier (*Uncaria gambir*) and pepper cultivation began early in the history of the Settlement, and was carried out entirely by Chinese. The former is a plant which looks like brushwood of three years' growth. The leaves are collected three times a year. They are then boiled, and the yellow precipitated matter is collected and cut into cubes of $1\frac{1}{2}$ inches, being used in commerce as a tanning agent, and in medicine as an astringent under the name of catechu. The cultivation of pepper (*Piper nigrum*) was carried on by the gambier planters, who used the refuse gambier leaves as manure to the pepper vines, which were trained on tampenis posts. Three acres of pepper were usually allowed for thirty of gambier. Unfortunately gambier is a crop which exhausts the soil in about fifteen years; and, by 1850, the eight hundred estates in Singapore were rapidly beginning to fail, which had the result of gradually sending the gambier planters to Johore.

A novel use for gambier was suggested by a local shipwright named Clunis in 1849. It appears that a ship named the *Ocean Queen*, with a general cargo, but chiefly gambier, was wrecked near Singapore in December 1848. After being four months in nine fathoms of water, Mr. Clunis found the whole upper deck riddled with live barnacles. Directly the gambier was opened up

and dissolved in the surrounding water, the barnacles were promptly killed. After further experiment, Mr. Clunis evolved a composition of gambier, lime, and damar oil for protecting boat bottoms and other immersed timber; and Mr. J. C. Drysdale suggested that it might be of use also against white ants.

The cultivation of sugar-cane aroused considerable attention about this time, consequent on a modification of terms of land-taxes and a prospect of diminution of duties on sugar. Canes were first imported by Mr. Joaquim d'Almeida in 1846. The European cultivation never exceeded 400 acres, and was chiefly in the district to the left of Serangoon Road, where the Balestier Rifle Range is now situated. Both Mr. Balestier and Mr. William Montgomerie, junior (son of Dr. Montgomerie), tried to manufacture sugar on a considerable scale: Balestier's plant was run by a steam-engine, Montgomerie's by water-power. Montgomerie's plantation was situated on the far side of Kallang Stream, and was called "Kallang Dale." Mr. R. C. Woods afterwards built a house there, and called it "Woodsville." The usual output from one hundred pikuls of raw sugar was fifty-five pikuls of dry sugar and 400 gallons of rum. The industry was killed chiefly because Singapore was denied the privilege accorded to Province Wellesley of having her sugar and rum imported into the home markets at a reduced duty.

In October 1859 a movement was once again made by the public to start an Agri-Horticultural Society, and the early Colonial records show that the Government again allotted the ground on Fort Canning which had been given to the previous Society in 1836, and gave some convicts to keep it in order. One can only imagine that promoters raised objections to so small a site with such a dismal history; for, two months later, it was announced in the Press that an eligible site of nearly sixty acres at Tanglin, belonging to Whampoa, had been obtained from him by the Government, in exchange for a quantity of swampy ground on the banks

of the Singapore River. Whether Whampoa scored or not by his exchange history does not relate ; but the Singapore public have certainly reason to be thankful, for they thereby gained access to the larger portion of the fine gardens which they possess to-day.

Members were enrolled on paying \$25, and a monthly subscription of \$1. Second-class subscribers had the use of the Gardens for \$1.25 a month, but the public had free entry on Tuesdays, Thursdays, and Saturdays. The large Committee of fourteen, with the Governor as Chairman, was increased to twenty-one in September 1860—probably for the sake of getting all the influence possible. Their efforts were certainly popular, for while they hoped eventually to benefit agriculture, their first object was to create a pleasure-garden which might serve as a rival to the Esplanade, where they had so long doubtless gossiped and flirted during their evening drive. The main entrance was in Cluny Road, by what we now call the Office Gate Road, and the crest of the hill, to which the road led, was the first part of the garden to be developed. Here a bandstand was erected, and the hill-side was terraced and laid out with flower-beds and stands under the superintendence of Mr. Niven, junior, whose staff consisted of a mandore, ten coolies, and ten convicts, housed in lines on the site of the present lake.

The band was a regimental one, and played twice a month. At first the Committee were a little doubtful as to the heavy expense of fourteen dollars a month which it entailed, but they thought, on mature consideration, that it was a legitimate expenditure in that it might add to the number of subscribers !

While the Garden was thus under construction, the Society organised flower-shows to encourage local cultivation. The first one was held in a tent on the Esplanade, on the 27th July 1861, and another in December, at which fruit and vegetables also were shown.

The further development of the Garden was becoming urgent, and so the Society made a new entrance—the

present main gate—and proceeded to develop the neighbouring southern section during 1863 and 1864. The work was carried out by young Niven's father, Mr. Lawrence Niven, who was the superintendent of an adjoining nutmeg plantation. This, however, was a strain on the resources of the Society, so they held a "horticultural fête and fancy fair" on the 28th December 1864 to increase their funds, and they got the Government to bear the cost of the main gate. The fancy fair was held in the mess-house of Tanglin Barracks, then unoccupied, and probably proved successful, for another fête was held in the same place in May 1866. It might be mentioned that on the 16th August 1906 a Singapore Agri-Horticultural Show was opened by H.E. the Governor on Raffles Reclamation Ground, the last of the kind during the century. In March 1866 an addition had been made to the Garden, when Mr. Leveson, as Trustee of the Society, bought for \$1,700 a contiguous block of twenty-four acres on which to build a house for the Superintendent and some nurseries and coolie lines.

The Government of India had now found out the gift of seven years before, and they issued a grant for the original fifty-five acres on the 27th October. Meanwhile Lawrence Niven found that the service demanded of him by his growing charge was inadequately paid for, and he asked for a rise of salary of \$50 a month. This was refused by the Indian Government, but was duly paid by the Society.

The Superintendent's house, on the land newly acquired from Adam Wilson, was constructed with bricks supplied from the Government kilns at cost price; and, in connection with the site, the present Garden Road was made, which added a narrow strip to the old area near the coolie lines. On this new strip and on the site of the coolie lines the existing lake was excavated in 1866. The Government allowed the services of sixty prisoners from the House of Correction; but as there were so few prisoners in gaol at the time, only ten to thirty were

available, and the work had to be completed by Chinese coolies.

Up to this time the Society had had two Secretaries : firstly Mr. J. E. Macdonald, and secondly Mr. E. S. Leveson. The third Secretary, in 1867, Mr. C. H. H. Wilsone, was less fortunate than his predecessors, and left the Gardens with a debt of over \$700 on the contract for the Superintendent's house. When their financial position was realised, the Committee prevailed on the Government to increase their monthly grant from \$50 to \$100 ; but Governor Sir Harry Ord only sanctioned this on the understanding that living economic plants should be exhibited for the benefit of enquiring travellers. At the same time he suggested the formation of a Zoo as an educational attraction, and offered to present some animals.

Dr. Little, however, stated in Council on the 24th December 1874 that the Society had not grown economic plants as required by their compact, and that their interest was dying. That this was indeed the case was proved by a resolution forwarded to Government on the 13th August 1874, asking that the Gardens might be taken over by Government, which was finally effected on the 7th November.

For a short time the Garden was placed under the control of the Committee of Raffles Museum and Library, which Institution had also been taken over by Government not long before. The Curator had arrived that year. He was a Dr. James Collins, who had been Curator of the Museum of the Pharmaceutical Society, and had been chosen by Sir Joseph Hooker. He was an expert on rubber, and had been responsible for introducing the first rubber seed to England through Clements Markham in 1873. He started a journal in July 1875, the *Journal of Eastern Asia*, which was intended to appear quarterly and take the place of *Logan's Journal*, long defunct ; but only one number appeared. His idea of a local commercial museum was carried out only forty-four years later, and then by Japanese.

Dr. Collins left Singapore about 1877, but his temporary control of the Gardens had ceased two years previously, when Henry James Murton had come out from Kew Gardens (at the age of only twenty) to take charge as Superintendent. The latter brought many plants from Ceylon, and with later supplies from Kew, Mauritius, Brisbane, etc., the Agri-Horticultural Society's Park was at last converted into a proper Botanic Garden. Mr. Niven was retained with the title of Manager, but died when on leave shortly afterwards. A man named William Krohn was employed by the Committee to build up the collection of animals. Mr. Murton was the first to plant para-rubber trees in Singapore and Perak, and published reports on native rubbers and gutta-perchas. He left the Gardens in 1879, and obtained an appointment under the King of Siam in 1881, but died the same year by falling from a window in the palace. Niven was replaced by a head gardener from England, named George Smith, but he died in about a year.

Walter Fox was appointed in June 1879 as Assistant Superintendent to Murton, and did most excellent work in the Garden for many years, retiring only in 1910 when the appointment he then held, Superintendent of Forests and Gardens at Penang, was abolished.

Meanwhile the story of the Zoo must not be omitted. Immediately it was generally known that the Government would maintain a collection of animals in the Gardens, gifts poured in. Sir Andrew Clarke presented a two-horned rhinoceros, Sir Ernest Birch a sloth bear, Captain Kirk two orang-utans, the Acclimatisation Society in Melbourne an emu, one great kangaroo, three red kangaroos, and a bushy-tailed wallaby, all in 1875. In 1876 the King of Siam gave a leopard, and the Sultan of Trengganu a tiger. By 1877 they had 144 exhibits, and the expenditure far exceeded the Government grant. At first two privates of a regiment stationed in Singapore were employed as keepers; then, in 1876, a Mr. Capel, for whom a small house was

built below the aviary, but he was dismissed because he wanted more pay. Chinese were next employed as keepers, and then Javanese.

There were big losses amongst the animals. For instance, one night in 1876 some reprobate killed the emu, a bear, and a cassowary. In 1877 the rhinoceros and two kangaroos died, and in 1878 both of the leopards. This decided the Committee to keep only birds and small animals. So they sent the tiger and orang-utan and other animals to Calcutta in exchange for some Indian birds.

The shrivelled Zoo kept up a precarious existence until 1905, when the last occupant was sold. Its fame was not realised until after its abolition, when, in the following year, nearly 2,000 globe-trotters are said to have visited the Gardens to see it, and left in disgust, as there was nothing else to see in Singapore !

Nathaniel CantleysucceededMurton as Superintendent of the Garden in November 1880. He had been attached to Kew Gardens, and had also been Assistant Superintendent of the Botanic Gardens in Mauritius. He was not strong, but got through an immense amount of work. The Economic Gardens were founded by him on ground formerly belonging to the military authorities, which had been the site of the camp of a West Indian regiment. He originated the Forest Department, and made the first proper herbarium in Singapore. At the end of 1887 his health broke down, and he died in Australia when on leave.

He was succeeded by Mr. H. N. Ridley, M.A. (Oxon), F.L.S., in November 1888. The services of Mr. Ridley, who retired in 1911, are too recent to be reviewed at length. Suffice it to say that his fine herbarium and his indefatigable literary contributions to botanical science throughout a career of practically a quarter of a century in Singapore were recognised by an F.R.S. in 1907, a C.M.G. in 1911, and the gold medal of the Rubber Growers' Association in 1914.

The present holder of the post is Mr. I. H. Burkill,

M.A. (Cantab.), F.L.S., late of the Botanic Gardens in Calcutta, and formerly a Principal Assistant at Kew Gardens, who assumed his duties in the Straits Settlements in October 1912.

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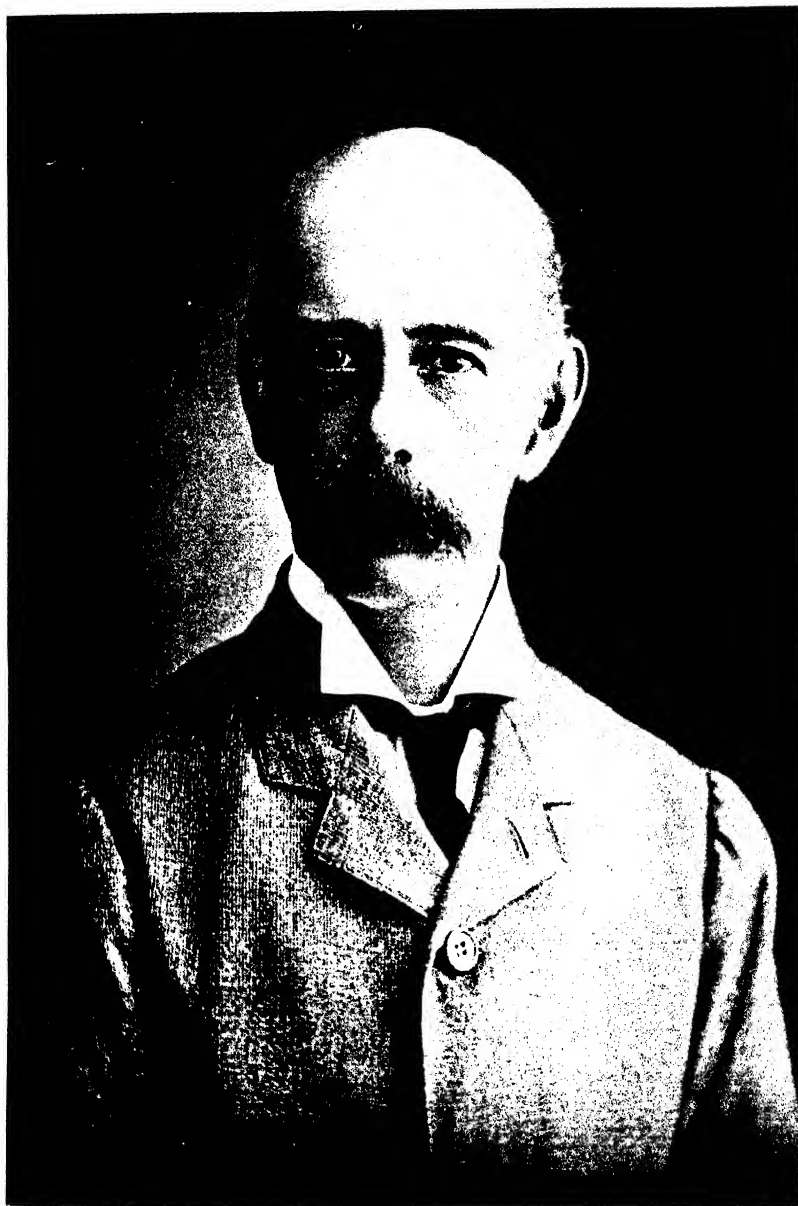
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MR. HENRY NICHOLAS RIDLEY, C.M.G., F.R.S.

The work of Henry Nicholas Ridley in the Colony extends from the 25th September 1888, when he was appointed to be Director of Forests and Gardens, to 1911, when he retired. Born the 10th December 1855, he was educated at Haileybury and Exeter College, Oxford, taking his M.A. degree and winning the Burdett-Coutts Geological Scholarship. From 1880 to 1888 Mr. Ridley was assistant in the Botanic Department, British Museum, and his connection with the Museum, keeping touch with the work there and its personnel, has been of the greatest benefit to the Colony. In 1886 he undertook a trip to Brazil for the Royal Society, and came out to the Straits in 1888. He received the C.M.G. in 1911.

Mr. H. N. Ridley's work for the Royal Asiatic Society, Straits Branch, is contemporaneous with his becoming a member in 1890. The time was critical for the Society, as the early interest had died out and new members had not come forward. Mr. Ridley's interesting personality and wide scientific sympathies soon gave birth to a new order of things. He was Honorary Secretary from 1890 to 1893, and again from 1897 to 1911, when he retired and was made an honorary member. Writing fluently



HENRY NICHOLAS RIDLEY, C.M.G., F.R.S.

on such diverse subjects as "A Stone Implement in Singapore," "A Day in the Cocos," "On the Habits of the Karinga," "The Earthquake of 1892," "List of Mammals recorded from Penang," he made all branches of scientific work interesting, his qualifications including Corresponding Member of the Pharmaceutical Society and Ethnological Society of Moscow, Member of the Zoological Society and of the Society for Psychical Research, Fellow of the Linnean Society, the Royal Horticultural Society, Society of Arts, and of the Royal Society. His work in the East has largely been connected with his special subject of botany, and his work in connection with the flora of the Malay Peninsula can perhaps only be properly appreciated by scientists. He was always ready to discuss horticulture and economic botany, and is a most interesting conversationalist.

PLANTING IN SINGAPORE

By H. Price

Planting on the island of Singapore dates back to our early occupation; and many kinds of crops have been tried, and have not all been successful; but in spite of failures, it has not discouraged the trial of still further plants. The soil, on the whole, is not very good, but the rainfall, being rather equally distributed over the year, is a help to certain kinds of planting, though a regular dry season (which we do not get) is necessary to others. More of the fruits we eat could be grown here, and of better quality, but there does not seem much inclination to plant fruit gardens. This is a pity, as the fresher fruit is the better.

The planting of gambier (*Uncaria gambir*) seems to have commenced in the island as early as 1819. An extract is made from it by macerating the leaves and twigs; this makes an unholy-looking mass, which is used principally for tanning. To see a gang of coolies working at pressing and packing this article might

make you think that they would never come clean again ; but most likely it is not a bad thing for them, as they certainly have to take a very complete bath to get rid of the stuff. For a time the planting of gambier extended rapidly up to 500 estates, interplanted with a certain amount of pepper, as the waste in the manufacture of gambier makes an excellent manure for the pepper vine. As the supplies of fuel became scarce, the number of plantations fell off, so that by 1850 there were only 400, and in 1866 they were rapidly disappearing ; but there was later another rally, because more labour was imported, and the demand from Europe became stronger ; so that by 1870 the amount exported was up to 34,550 tons, about half of which had been grown on the island. From then onwards it steadily increased ; but though in 1892 there was an export of 56,303 tons, very little of it was grown on the island. Gambier is very exhausting to the soil, and no doubt that was the principal reason why it was given up. The cultivation died out slowly, and up to the 'Nineties there were still some gambier and pepper gardens in the western part of the island, but none now exists. In 1883 the price went up, and this induced Europeans to go in for its culture ; but they stood no chance in this line of business in competition with the Chinese. The European is very much handicapped when working with Chinese coolies, as their own countrymen get more out of them and at a cheaper rate. The Chinese also manage so that most of the wages which the coolies are paid come back through their hands as payment for opium, food, and clothes. They, of course, understand the character of the Chinese coolie better than we do, and to-day much of the work done by Chinese on rubber estates is done through Chinese contractors. The cutting off of the pigtail does not so far seem to have changed the attributes of the Chinese very much, except to make him far less picturesque. He is by nature quite a good planter, and where modern science does not come in,

his lower expenses usually enable him to beat the European; and he is willing to copy an idea when he is convinced he can make more money by doing so, but he is slow to change.

As mentioned above, pepper was planted in conjunction with gambier, and naturally it died out with it, though the name "Singapore black pepper" is still known in many of the world's markets. This quality is not in nearly such good odour as it used to be, a fact largely to be traced to the manipulations of the article by the Chinese merchants who buy and prepare most of it, and sell it to the European merchants. I have often had pepper to sell direct from the plantations, and the Chinese would pay no more than the European merchants; they then prepared it, and sold it to the European merchants at a profit. European merchants have not been willing to buy up the stocks and hold them as the Chinese have, or thoroughly to learn the trade, and thus see that they received what they ought to have.

Singapore gets the produce of adjacent places; so with the decrease of gambier and pepper on the island, the Chinese planted near by, and in 1895 Johore had 3,760 acres planted, mostly with coffee, pepper, and gambier, and some 4,000 acres in Cucob with sago and coco-nuts. There were at times around the district a certain number of European planters: J. R. Watson and S. W. Moorhouse at Batu Pahat; J. H. M. Staples (Cambus); W. W. Bailey (Pengarang); J. Halliday (Loon Choo); H. O. Rowe (Pulo Layang); and on Singapore Island J. W. Angus was in charge of 300 acres of coco-nuts in Bedok. The Chasseriau Land and Planting Co. was in liquidation. R. Dunman was at Grove Estate with 400 acres of coconuts, and C. H. Allen was Manager of Perseverance Estate, Gaylang, containing 450 acres planted with citronella, patchouli, and pineapples. There were also quite a number of small estates, mostly devoted to fruit-growing. At Pulo Obin C. E. St. G. Caulfield was manager of a Liberian coffee estate of

200 acres, and up in the States at Krian about 18,000 acres were under sugar, only four Europeans being employed, the rest being Chinese. So that at that time Malaya was finding billets for only a handful of Europeans, who were planting various products which have since mostly died. The rise of the rubber-planting industry has found employment for a large number of Europeans.

You might now ask many Europeans in Singapore what a nutmeg tree is like, and they could not tell you; but time back the planting of this spice was an important industry in Singapore and the Straits, and Singapore Island had quite extensive nutmeg gardens. This tree was introduced in 1818 (Dennys); by 1843 there were about 43,500 trees, and in 1848 4,000,000 nuts were produced. In 1843 the district of Tanglin consisted of barren-looking hills covered with short brushwood and lalang. This was the result of the deserted gambier plantations, and immediately on the inauguration of granting land in perpetuity in that year a large number of nutmeg trees were planted in this district. Dr. Montgomerie had a nutmeg garden of forty acres on the south side of Neil Road extending to Tanjong Pagar Road, and including the houses named Everton and Duxton; the former was occupied in 1872 by the mess of the 19th Madras N.I.; but by that time there could not have been many nutmeg trees left, as in 1848 a curious disease of the nut, resembling leprosy in the human being (Dr. Little in *J. I. A.*, vol. iii, p. 679), broke out in Penang, causing great havoc amongst the trees; and in Singapore it did quite a lot of damage, and became so fatal that by 1862 the cultivation of nutmegs had entirely ceased. An article was written in 1850 by Colonel Low on the nutmeg plantations of Singapore, so they were not quite gone at that time. The last talk of nutmegs seems to have been in 1880, when Mr. Cantley mentions that the plants in the Garden's nursery looked very promising, and seemed as if preparing for another cycle of satisfactory growth in the Settlements; but this never seems

to have been realised, and planting nutmegs is a thing of the past for Singapore.

Tapioca (*cassava*; Malay—Ubi kaya) was also a favourite cultivation of the Chinese here up to the 'Eighties; but it is a very exhausting crop, and the abandoned tapioca estates turned into the extensive stretches of lalang that formerly existed on the island, and only after a number of years returned to bluker undergrowth, which in due course has been mostly planted with rubber. In 1880 Trafalgar Estate had 1,000 acres in tapioca. The planting of this crop in large blocks has died out, but it is still planted in small patches all over the island for food for the native population. It is said that exhausted tapioca ground takes fifteen years to recover.

The sago palm never seems to have been grown very much here, and no doubt one reason is that it takes some twelve years to mature. The last block of this palm from which sago flour was made was at about the ninth mile at Changi Road, where a small business was carried on in this article, the flour being made by crushing the pith from the palm. There is still a sago factory in Singapore, but it is not supplied from palms grown on the island.

Cotton has also been tried, but it is one of those things that this climate is not suitable for, as it requires a dry season for the pods to ripen and be gathered. It was tried by Mr. T. O. Crane, with Mr. José d'Almeida and the late Babu Whampoa, in his coconut plantation facing the sea at Tanjong Katong, where he had samples of the *Capas murice*, the Bourbon Mauritius variety. Mr. Crane got a number of varieties from his brother at Calcutta, but the trial was unsatisfactory, and the attempt to grow cotton was given up. There was quite a talk later of interplanting it with rubber, and a certain amount was tried by the Chinese, but again it was not successful.

Before the days of synthetic indigo this plant was extensively cultivated by the Chinese twenty or thirty

years ago on the low-lying ground at the west of Thomson Road, and a common sight on that road was a string of coolies carrying the thick liquid, giving out a terrible musty smell, in baskets lined with cloth that looked as if they must leak. Some indigo dyeing is still done in that quarter.

Lemon grass (Malay—serai) is the plant from which citronella oil is extracted, a scent used largely in the manufacture of toilet soaps, and it seems to grow well here. There are small patches in various places; but no attempt seems to be made to plant it on a commercial scale since the palmy days of Perseverance Estate, which was started by Mr. J. Fisher and carried on by Mr. C. Allen, the latter of whom, by the way, accompanied Mr. A. R. Wallace on his journeys through the Malay Archipelago. Perseverance Estate seems to have come to the end of its perseverance in the 'Nineties, but some of the children of Mr. Allen remain in the Settlement.

It will be seen that planting has been carried on during the hundred years that we have occupied the island, and at the present time I suppose more of the island is planted than ever before with rubber.

GROWTH OF THE RUBBER TRADE

By H. Price

What I have to write about has nothing to do with the wonderful growth of rubber planting in Malaya, but of a result that necessarily followed, namely, the trade in rubber done at Singapore. London was practically the rubber market of the world, and at the time of the flotation of many of the planting companies clauses were put in the Articles of Association giving the sale of their rubber exclusively for a number of years to certain English firms, some of which had branches out here, so that the whole tendency of these conditions was to keep the trade in London rather than Singapore.

The rubber trade, therefore, grew very slowly here; and it was no wonder, when estates absolutely refused to sell rubber locally at any price, and practically all the early sales were made through London. One of the first I can trace was a sale made by Barlow and Co., early in 1904, of Bukit Rajah biscuits at a price of \$270 per pikul. Most of the rubber was not sold at all here, but was shipped to London for sale there. Some of the Chinese had planted quite early, and though most of their best estates were sold to London companies, some remained in Chinese hands, and others were turned into Singapore and Shanghai companies. In 1908 several firms, notably Guthrie's, began to sell rubber here, but the quantities were small; also some Chinese sold at their shops the lower grades they were making. In 1910 Guthrie's, the largest European sellers, averaged about 75 pikuls a month, and in 1911 about 90 pikuls; the highest price they reached was \$640 per pikul in 1911, but sales were made at over \$700. The buyers in those days did not have a good time, for though they begged for more and better quality rubber, they did not get it, as London was considered quite invincible, and influenced the branches here to retard the trade as much as possible. But the Chinese by degrees obtained larger quantities, and a plan was instituted by which European and Chinese buyers went round to the Chinese chops that had rubber to sell and bought it, on the system of the numbers of the lots being put on a piece of paper and each buyer filling in the price he would give. The slips were handed in, and the highest bidder was supposed to get it. The system was very slow and cumbersome, and many firms sent their Chinese storekeepers to buy for them. Arrangements for the storekeepers to get return commissions on the lots they bought did not help, but for a time it was the only way we could get much rubber.

The greater part of the Chinese rubber came here in the form of unsmoked sheet, very bad to look at and of a coarse smell, and to overcome this the system was

started of rewashing these sheets and making them into what was called "blanket crepe," a very remunerative business. I have been told that at least 200 machines were at work in Singapore turning sheets into blanket; but though small quantities of this quality are still sold, it is not generally in demand, partly due to the chance it gives of mixing in certain quantities of inferior rubber, which does not show much at the time, but later causes the blanket to go soft. It was a system to overcome the want of knowledge in preparing the rubber, and was really wasteful, because it would be cheaper to prepare the rubber properly at first. With time, as the small growers find this out, it should entirely die out, but it helped over the early period, and showed the Americans that we had something to sell. At times Mincing Lane lights drifted through to look at plantations they were interested in and such like, and they always clearly pointed out that we should never be able to make a market here. We did not say much, but kept on at it, and even before the War came we had made ourselves distinctly felt. The early part of the War did not help us at first, on account of finance, and then an embargo compelled us to send all rubber through England. Had this lasted it might have been serious for us in the trade; but the embargo was lifted, and the London auctions had been stopped. Though some do not agree with me, I believe this was a distinct help to us, as our auctions made a definite market, so that buying and selling of large quantities became easy. The chance came, and we started to ship via the Pacific, and gave the American railways an eye-opener which has taken them years to get level with; and had it not been for the restrictions, it is doubtful when they could have done it. Anyhow, it has taught them to use their lines. Probably over 50,000 tons, of a value of sixty to eighty million dollars, was shipped from here in 1917. The position of Singapore as a shipping port was always in its favour, and taking it altogether, the business has been done cleanly, which must tell in time.

THE RUBBER ASSOCIATION

The Rubber Association was started in Singapore with the main idea of having local auctions, and the first was held on the 12th September 1911, when there were put up for sale one lot of Coghlan and Co. and ten lots of Guthrie and Co., the total offered being 66.75 pikuls. The firm buying the first lot was Gino, Pertile and Co., and the total amount sold was 24.32 pikuls. Soon Barlow and Co., Powell and Co., and Behn, Meyer and Co. came in as sellers, while the buyers in those early days were Pertile and Co., Moraux and Co., Curry, Forweg and Co., East Asiatic Co., Dunlop Rubber Co., Otto Isenstein and Co., H. Price and Co., Low Peng Soy, Wah Hong Seng Kee, and the East Indies Trading Co. Boustead and Co. came in as sellers at the tenth auction, and after fifty-five auctions the buyers and sellers were practically the same, except that Paterson, Simons and Co. and Goodall and Co. had come in as sellers.

Prices in the early days were about \$276 per pikul for pale crepe, \$266 smoked sheets, and \$186 bark crepe. From the 12th September 1911 to the end of the year 84 tons were put up and mostly sold; and in subsequent years the amount of rubber put up and sold at the Singapore auctions was as follows:—

	Offered.	Sold.
1912	599 tons	522 tons
1913	1,695 "	1,508 "
1914	3,685 "	2,666 "
1915	11,167 "	7,322 "
1916	24,699 "	16,659 "
1917	41,452 "	24,316 "
1918	51,161 "	31,663 "

Though in later years a good deal was withdrawn, the greater part of it was sold between auctions, and sold more or less as the result of the rubber having been put up to auction; so that practically the whole of the 63,381 tons offered to the end of 1917 has been sold as the result of these auctions, and it is plain that the rubber trade of Singapore would not have progressed so rapidly if they had not been established. Many have spoken against them, but they established a basis of

price on which both buyer and seller could work ; their value to the stability of the trade is to be found in the fact that Singapore is the only place that has carried on its auctions continuously. The price at an auction is public property, and assists as a basis for outside sales, by which otherwise a small buyer would be badly squeezed.

The machinery of the Rubber Association will be improved as time goes on. Some qualities of rubber have already been standardised, and forward contracts made on a known basis. Arbitrations have worked out very fairly, and a sound basis established for future development. One thing is badly needed—a proper building, and the savings by the Committee have been made with this object in view. The Association was formed by men of the “City Father” type, who appointed themselves, whose interests were mainly in London ; but this soon righted itself, and men inside the business practically acquainted with its intricacies and enormous possibilities have come on to the Committee, men who recognise that the general good of the trade and the port must outweigh any private interests.

RUBBER AND RUBBER PLANTING

By H. Price

The earliest use of rubber is prehistoric, for Cortes, when he went to Peru, found the natives using it for balls, waterproofing their coats, and making various utensils. The most important step forward in the use of rubber was Goodyear's discovery of the process of vulcanisation, by mixing the rubber with sulphur and heating it, about 1839 in America, improved by Hancock in England in 1842. The rubber trade is, therefore, modern, and of very rapid growth. The next great step was in 1876, when Wickham brought the seeds of the *Hevea* from Brazil to London, these being the parent stock of all the plantations out in the East, and without

which how different would have been the rubber trade of to-day ! The islands of Singapore and Ceylon have been the two centres from which all these immense plantations have spread. Many mistakes were made at first, such as planting the rubber in the swampy places, to try to imitate the flooded districts of the Amazon. The trees first planted here were in a pretty damp place, but it was found that rubber must be planted in undulating or drained ground. Too dry situations, of course, give a poor flow of latex. As a new industry, and one that involves a wait of five years for its result, of course it had many difficulties to solve, and many experiments have been tried on this island, such as the proper distance to plant apart and the best method of tapping to get a proper bark renewal. As many trees out here do not winter, and as the *Hevea* does, it is not so strange that one of the best-known estates, when the leaves began to fall, thought that it was some disease attacking the trees, and cut a lot of them out before they discovered their error. They were sorry afterwards when rubber was at 12s. (twelve shillings) a pound ; but the men who were running the business were not disheartened by this and other errors, and the *Hevea* is such a hardy tree to grow, and seems so well suited to this climate, that successful companies have paid 200 to 300 per cent. Other kinds of rubber have been tried out, such as the *Ficus elastica*, the native tree, but it does not pay well. A certain amount of *Castilloa* and *Ceara* has been planted, but though the rubber is good, it cannot compete with the *Hevea*, save for specific purposes.

The Americans spent much money planting rubber in Mexico, but it was quite a failure. The Dutch, with seed of Singapore origin, started in their Eastern Colonies to plant some time behind us, and have done well, profiting by our experience, and showing their skill as planters. We cannot boast of the largest rubber plantation in the world. That is in Sumatra, and belongs to an American company ; but one of the head

men was from the Straits, where he had been working for the Government Agricultural Department.

Tim Bailey, Malcolm Cumming, E. V. Carey, Larkin, and many others are gone (some, perhaps, to find the streets of heaven paved with rubber instead of gold, though rubber produced their gold), but the result of their labour still flourishes in the hands of their successors.

Mr. H. N. Ridley, C.M.G., was fortunately at the head of the Singapore Botanical Gardens during the long period of early planting, and the trade will never realise what they owe to his hard work and optimism regarding the future of the industry. He was indefatigable, and always pleasant and willing to help all who went to him. It was through his instrumentality that the Chinese came in during the early days, and many of the English plantations started originally with a block of rubber planted by the Chinese, to which they added, and though some of it was not too well planted, it made money to develop the estates further.

The Malay Peninsula had very little suitable labour for planting, so it had to be imported, and the principal recruits have been Tamils, Chinese, and Javanese, and we have had thus to contend with more expensive labour than in Ceylon or Java. In the early days we had indentured labour, and there were daily quotations for coolies, according to quality ; but that has been stopped, and now there is quite a flourishing business in securing free coolies from India or China, or even locally.

On the island of Singapore there is a number of rubber estates, but much of the soil is not the best suited for the cultivation. They are principally owned by Chinese, but there are seven European estates. The craze for planting was so great at one time that a large number of gardens have rubber trees planted in them, not sufficient in number to be worth tapping ; but this shows how the industry took hold of the place. The fairly well-to-do Chinaman likes to have a plantation on the island which he can visit on Sunday, combining business and pleasure.

How much the few seeds that came here helped Singapore it is quite impossible to say. There is probably more rubber passing through Singapore now than through any other place in the world, and in one way and another most people of the place benefit. A thousand tons of rubber are weekly put up at the auctions, worth about £200,000, and this is only about a third of the rubber being dealt in. And yet there is no Rubber Exchange !

EARLY PLANTING DAYS

“ Recollections of the Introduction of Planting in the S.S. and F.M.S., ” by Walter Fox, formerly Superintendent Forests and Gardens, Penang.

I well remember the day, in the early spring of 1879, when Sir Joseph Hooker, the then Director of Kew Gardens, brought round to my department in Kew Gardens Sir William Robinson, Governor of the Straits Settlements, who was at home on leave, to see me, Sir Joseph having recommended me for the position of Assistant Superintendent of the Botanic Garden, Singapore, then vacant. The result of the interview was that I left England for Singapore in July of 1879 in the s.s. *Glencoe*, and arrived in Singapore in August, the voyage taking exactly thirty-one days. (Incidentally, I made the same passage thirty-nine years later, and the time occupied in getting to Penang was two months and one day ; but, there, the former voyage was unhampered by submarines and other deadly obstacles.)

In those somewhat far-off days planting, as we know it now, did not exist—indeed, it was hardly born. I believe Sir Graham Elphinstone had planted a small quantity of coffee around the Hermitage in Perak. At the Singapore end the first attempt at coffee-planting was at Gunong Pulai, in which the late Mr. Burkinshaw was interested, and Mr. E. J. Watson was also connected with it. It was not a success, however, the elevation

not being enough for Arabian coffee. I well remember visiting Gunong Pulai, I think it was in 1880, and I shall never forget seeing the long string of coolies waiting for treatment by the apothecary, seeming to be suffering from all sorts of diseases, but malaria was by far the most prevalent form of complaint. This sickness of the coolies was one of the main factors in closing down Gunong Pulai as an estate. About this time Liberian coffee was coming into prominence in replacing the Arabian variety. Its value lay in the possession of two valuable factors: its disease-resisting power and its adaptability for growing at sea-level. It was only a few years before that Ceylon coffee-planters had been ruined by the coffee-leaf disease (*Hemilia vastatrix*); consequently, a coffee which resisted the attack of this dreaded disease was a valuable acquisition. The Gardens Department in Singapore, as well as the late Mr. Edwin Koek, derived a considerable revenue from selling Liberian coffee seeds at one cent each. This was the species of coffee which was planted afterwards in the F.M.S., preceding the rubber boom, and which a well-known planter once referred to when he was asked to plant rubber: "Be hanged to your rubber, coffee is good enough for me." Yes, coffee was then \$25 per pikul; but that same planter altered his opinion by enquiring: "Well, what is this rubber you have been talking about, how does it grow," etc.? Needless to say that gentleman never regretted the fall in the price of coffee, which was the cause of directing his attention to rubber.

To go back, however, for a moment to 1879, in those days the only plantations or estates in Singapore were gambier and pepper, with two notable exceptions, one being Mr. Chasseriau's tapioca estate adjoining Bukit Timah and the other the Trafalgar Tapioca Estate at Seletar. In that year Mr. Chasseriau was in Europe, and the estate was in charge of Messrs Perks and de Boinville. The cultivation of tapioca on this estate I have never seen excelled anywhere, the estate being kept

like a garden. Mr. Chassériau was a martinet, and had a most ingenious method of getting the maximum amount of work out of his coolies. His system was perfect in its simplicity, and consisted of working coolies of different nationalities together. For instance, when changkolling a fallow-field, he would place, say, a gang of twenty-five Chinese in the middle position, flanking them on either side with the same number of Klings and Javanese. Anyone who knows the respective values of the three nationalities for such work will appreciate how the Klings and the Javanese must have worked to keep up with the stalwart Chinese. Each section had a mandore marching up and down behind the lines, shouting frequently "jalan jalan." For this real hard work the prevailing rate of pay of the Klings and Javanese was \$4 per mensem. It is said, too, that a check was kept on the mandores, to see whether they had been sitting down, by an examination of the seats of their trousers. Some years afterwards, when tapioca declined in value, it was discarded for coffee ; but for one reason or another this was not a success, and the once flourishing estate languished until the rubber boom set things in motion again, and a certain portion of the estate was put under rubber, and another portion later was purchased by the Municipality, as it lay within the watershed of the town supply.

Among the earliest attempts at planting must be mentioned an attempt to open up at Gunong Pantei, and also the late Mr. Abrams's speculation in cacao up the Johore River, at an estate he named "Theobroma," literally, "the food of the gods." Both ventures, however, were not very successful, the latter being eventually turned into a rubber estate. About this time the late Mr. W. W. Bailey appeared on the scene, Messrs. S. R. Carr, of J. Little and Co., and F. G. Davidson, of the P. and O. Co., being associated with him as partners. They opened up an estate on the east side of Singapore, at Pengerang, with cacao, and on the lower portion of the estate with sago, in what was practically a swamp. The writer very

well remembers taking a trip up the Johore River to Theobroma and Gunong Pantei, with Messrs. Abrams, Bailey, and Liddelow, the last at the time being Manager of Sayle and Co., at the corner of Raffles Square, opposite Katz Bros. On our return journey we stopped at Pengerang to drop Bailey, arriving there at about 3 a.m. We all saw him to his bungalow, and as a short cut he took us through the sago palms. The other three are dead now, but I shall never forget that short cut; it had been raining, and we had to walk and balance ourselves on small tree-trunks made slippery with mud. The consequence was that we were constantly slipping off into the mud up to our knees, the only light to guide us being a flickering torch. I think the only man who saw the joke was "Tim" himself; but we soon recovered under his genial influence, aided by a good peg.

I regret to say that notwithstanding that I planted the first plant of cacao on Pengerang, the venture was unsuccessful. It was most curious to note the cause of failure, and equally difficult to account for it. In taking a line one would meet plants in every stage of development, good, very good, bad, and very bad, so much so that the venture was turned down and the cacao pulled up. Nutmegs were fixed on to follow the cacao, and if good growth and uniformity had been the only requisites for a money-making proposition, then Pengerang would have been a model estate. But, alas, they were not! It must here be explained that nutmeg trees may be either male or female, that is to say, one tree produces only male flowers and another tree only female flowers; nor are there any means of knowing which are males and which are females before they flower. In this case, however, there were more male than female trees, and as the former are no good for producing the nutmeg, the venture was failure number two. This was enough for W. W. He shook the dust of Pengerang off his feet and migrated to Klang, where he opened with coffee the famous Highlands and Lowlands Estate. Although he was one of the pioneers in the F.M.S., he was by no means

the earliest. Among his predecessors were the Hon. Martin Lister and Mr. W. R. Rowland. They, of course, planted coffee, choosing Sungei Ujong for their estate. They, too, were the first to plant *Hevea*, not, however, in estate form, but in the position of marking boundaries and such-like places. I believe they made a considerable amount of money in selling seeds at a cent apiece. One of the earliest, if not the very earliest, of planters in the F.M.S. was the late Walter Stephenson, in conjunction with his brother, who was a chemist at Maynard's in Dr. Bentley's time. Subsequently they were joined by a younger brother, Percy. They opened near Klang, calling their estate "Beverley," after their native place in Yorkshire. Opening first with pepper, afterwards it became a coffee estate, and finally rubber.

We are now coming to the time when, in addition to the genial "Tim," were the Parrys, the Kindersleys, and the Darbys, not forgetting the brothers Stevens at Jebong, in Perak, where, I believe, the first commercial rubber biscuits were made, the rolling machinery consisting of a champagne bottle. I must not forget to relate an incident which brings Johore, if not to the earliest place where rubber was planted, at any rate to a good second. In the early 'Nineties the writer was Acting Director in Singapore, when a despatch was received from Mr. J. Chamberlain, the then Secretary for the Colonies, on the subject of the adulteration of gambier. I was requested to write a report on the subject. To do so, I had to visit all the countries round about to get information. At that time Mr. Larkin was planting gambier in Johore, and trying his best to improve the article by various methods, including the use of copper pans for boiling the gambier in place of the iron pans used by the Chinese. I stayed with him for some days, and he was very helpful to me in giving me all the information he could for my report.

In the early days of rubber planting, when general attention was being given to it by all the planters in the Far East, it was found necessary to adopt a system of

regulating the supply of rubber seeds to the various purchasers. It was laid down that the needs of the Colony came first, next the F.M.S., and then anyone else in the priority of their application. The consequence was that we had not sufficient to supply all the demands of the two first-named places. It was at this time Mr. Larkin came to the Gardens Office to see if he could be supplied. He was shown the order book, and saw how hopeless it was to expect any supply in the ordinary way except at some very distant future. I felt very sorry for him, and, remembering his kindness to me when I was studying the gambier question, I began to try to think how I could help him without being unjust to the others. I saw a way of helping him. In those days we used to pack down *Hevea* seeds in dollar-boxes we got from the bank—each box held about, I think, 300. In filling the different boxes for sending away to the Colony and F.M.S. there would always be a broken lot left over. These I used to put aside for Mr. Larkin and send them to Johore by the horse-bus, and in such a manner that he got nearly as many seeds as though he had been among the favoured few. Such was the origin of Mount Austin. The conversion of such estates as the Caledonia group and Malakoff from sugar and tapioca respectively to rubber I do not propose to mention here, as it would take me beyond the limits of my task.

Such, in brief, are a few of the recollections of the early days of planting, including rubber. Of the latter product I may say that I have practically grown up with it; for in 1876 I was a student at Kew when Mr. Wickham brought the seeds from the Amazon. I saw them sown at Kew, and despatched in Wardian cases to the Far East, following them in 1879, when on my arrival I found, I think it was, nine trees only, growing in that part of the Gardens where the Palmetum is now. These nine trees I later planted in the Economic Garden. Mainly from the descendants of these trees has grown up that marvellous industry, without parallel in the history of tropical agriculture.

THE MINERAL OIL TRADE

The history of the trade in mineral oil and its products in bulk as concerns Singapore began in July 1891, when Syme and Co., acting in connection with the London firm M. Samuel and Co., pioneers of the bulk oil trade in the East and founders later on of the Shell Transport and Trading Co., Ltd., wanted to erect a tank for the storage of petroleum in bulk at Bukit Chermin. The Municipality then discovered that they had no power to give authority to store bulk petroleum within their limits. An application to the Government that then followed for a site at Pasir Panjang was also refused. This led to the establishment, by Syme and Co., of the petroleum tank depot on the neighbouring island of Pulo Bukom, which was the first of its kind in the East, and was begun with a tank capacity of 4,500 tons, and a hand tin-making plant. At great expense, and in face of many difficulties, Pulo Bukom or, as it was often then called, "Fresh-Water Island," was made a safe anchorage, and facilities for discharge of steamers were arranged. In 1892 the depot was opened by the arrival of a cargo of Russian kerosene by the s.s. *Murex*. Later on the installation was taken over by the newly formed Shell Transport and Netherlandsche Indische Industrie en Handel Maatschappij; the oil territory in Dutch East Borneo which has Balikpapan as its centre was acquired and opened up. Oil products were brought thence to Pulo Bukom, and also from the oil-fields of the Moeara Enim Co., Palembang, imports of Russian kerosene being gradually displaced thereby. From Singapore, the central depot for the East, were supplied many of the tank depots of the Company at other ports, while other markets were supplied with kerosene packed in tins and cases. In 1895 the Government turned down a scheme for storing petroleum in bulk at Tanjong Pagar, and next year a Petroleum Depot Commission sent in their report. The first trial run of a ship with liquid fuel was the s.s. *Haliotis* in 1898.

The year 1902 saw an important amalgamation. A new formation, The Asiatic Petroleum Co., Ltd., with head office in London, took over the storage and marketing interests of the Shell Transport and Trading Co., Ltd., and of their competitors, the Royal Dutch Oil Co., owners of the petroleum tank installation on the neighbouring Dutch island of Puloe Samboe, whose agents in Singapore were Hooglandt and Co., while the sea transport interests of these companies were taken over by a new and allied concern, the Anglo-Saxon Petroleum Co., Ltd. The business, which continued to be represented by the respective agents, Syme and Co. and Hooglandt and Co., now acting jointly, steadily increased, embracing, in addition to various grades of kerosene, liquid fuel, benzene, lubricating oil, etc., all the products of the Bataafsche Petroleum Maatschappij, which had taken over the producing interests of the Shell Transport and Trading Co., Ltd., in Dutch Borneo, and of the Royal Dutch Oil Co., in Borneo and Sumatra. Full cargoes of benzene in bulk to Europe became an important feature. Until permission was got for the benzene-carrying ships to go through the Suez Canal, the trip home had to be made by the Cape. Burning liquid fuel, the vessels usually made non-stop runs to the United Kingdom, which served to demonstrate the value of this kind of fuel and stimulate interest therein. To cope with developments, the tankage and other facilities at Pulo Bukom (and Puloe Samboe), already very considerable, had to be continually added to. It might be mentioned that in 1906 Syme and Co., as agents of the Asiatic Petroleum Co., Ltd., secured a decision in their favour in the Court of Requests that oil-ships not going to Penang need not pay Muka Head Light dues.

So important did the Singapore business become as a distributing centre that the Asiatic Petroleum Co., Ltd., took the step, in 1908, of opening their own office in Singapore. This was done under the management of Mr. F. E. Jago, at one time in Boustead and Co. The present Manager, the Honourable Mr. Andrew Agnew, C.B.E.,

formerly of Syme and Co.'s staff, was his chief assistant. Enterprise and progress have continued to mark the Company's business in Singapore. An outward testimony to this can be seen in the handsome offices, St. Helen's Court, recently erected by them in Collyer Quay.

Particular mention must be made of the important local trade in motor spirit (almost exclusively of the popular "Shell" brand), which has expanded by leaps and bounds concurrently with the enormous increase in the number of private and hired motor vehicles of all descriptions employed on the island, a result also of the rapid substitution of animal traction by motor-power, which is one of the most remarkable features in the recent development of Singapore's street traffic. Despite restrictions imposed by the authorities on the importation of automobiles into the Colony, the consumption of motor spirit increased during the War by no less than 75 per cent. The spirit is packed at the Asiatic Petroleum Company's installations at Pulo Bukom and Puloe Samboe, and imported by motor tongkang to their wholesale storage depot adjoining Kallang Bridge, whence it is distributed daily by motor-lorry among the various garages and dealers in town.

The kerosene oil trade is shared with the Asiatic Petroleum Company by the Standard Oil Company of New York, who formerly imported their whole supplies of packed oil direct from U.S.A. Since the completion, however, of their bulk-oil installation at Bagan Luar (on the coast of Province Wellesley opposite Penang) in 1916, the latter Company have drawn the major part of their Singapore requirements from the Northern Settlement.

The consumption of lubricating oil has increased consistently with the growth of the shipping business of the port, and the development of local rubber factories and motor traffic, calling for important supplies of marine engine and cylinder oils, engine and gear oil, and motor cylinder oils respectively. Before the War the major part of this business was in the hands of the

two well-known American companies, the Standard Oil Co. of New York and the Vacuum Oil Co. During the War, however, the shortage of American supplies was made good by the Asiatic Petroleum Company, who were able to import large supplies from their Netherlands-Indian refineries, and who now hold a good share of the local trade in this line.

The history of Singapore as an oil-distributing centre would be incomplete without reference to the large oil-bunkering business, which has grown to considerable dimensions in recent years, and the rapid development of which is chiefly due to the far-seeing enterprise of the "Shell" Company's directors in providing facilities for the berthage of large ocean-going vessels at Pulo Bukom and Puloe Samboe, and for the supply of fuel-oil in bulk from tank lighter to steamers discharging cargo in the roads. There is no doubt that the existence of these facilities has given an important stimulus to the use of liquid fuel in place of coal on steamships, and to the building of motor-engined vessels for service on the Far Eastern run. In this respect, indeed, Singapore has been an object-lesson by which the principal steamship owners all over the world have not been slow to profit, as is shown by the steadily increasing numbers of oil-fired vessels now to be seen on all main trade routes; while in addition to the virtues associated with the pioneer, the port can justly claim to have maintained the distinction of possessing the largest oil-bunkering depot and of supplying bigger quantities than any other British bunkering station in the East.

Important quantities of fuel-oil were supplied from time to time during the War to British and allied war vessels from the Asiatic Petroleum Company's Singapore depots, where also big cargoes of motor-spirit for the Army Service Corps and Royal Air Force were packed for export to various war areas such as Mesopotamia, Egypt, East Africa, Salonica, etc. An interesting new departure in the transport of fuel-oil in bulk, supplies of which were urgently needed at home for the service

of the Fleet in European waters, was the use of the double bottoms, or ballast tanks, of big cargo vessels for this purpose. Large quantities of oil were transported in this way from Singapore to the United Kingdom in the double bottoms of vessels belonging to the "Blue Funnel" Line (Messrs. A. Holt and Co.), the P. and O. Company, and the Shire Line. The first cargo so loaded at Pulo Bukom was that shipped per the Blue Funnel boat *Keemun* in October 1915, when the quantity of 1,089 tons was pumped into the ballast tanks in less than seven hours. Full use also was made of Singapore as an "entrepot" for the conveyance to the main war theatres of thousands of tons of the precious Sumatra and Borneo petrols, and the no less valuable paraffin waxes from Borneo and Java, which proved to be such a vital munition of war that in a speech delivered shortly after the conclusion of the Armistice by M. Berenger, the Commissioner-General of Petroleum in France, he was induced to describe them as being "the very life-blood of victory." Singapore may well be proud of the part it played in the continuous flow of this "life-blood" to the heart of the Empire at the time of its greatest need.

CHAPTER XIV

THE POST OFFICE AND ITS HISTORY

By T. A. Melville, of the Straits Settlements Post Office.

THE POST OFFICE UNDER THE EAST INDIA COMPANY

The postal regulations in force in Prince of Wales's Island at, and for some years after, the foundation of Singapore doubtless applied to the younger Settlement, and are given *in extenso* :

POST OFFICE DEPARTMENT

Regulations

The Post Office will be opened at 9 in the morning and continue open for the receipt and delivery of letters till 5 in the afternoon.

Letters for England, for any of the Indian Settlements, and for all known stations within the several Presidencies will be *at all times* received at the Post Office (during office hours) for despatch, and packets will be regularly made up for the transmission of such letters by the first safe conveyance that offers.

Regular registers will be kept of all letters received at the Post Office and of the vessels on which they are conveyed, and stamped receipts will be granted for all letters sent to the office for despatch.

On the receipt of packets from vessels, the Post Office Superintendent will proceed to despatch immediately the letters for the Governor, Members of Council, and Secretary of Government, and will then

register alphabetically all other letters and without delay send the peons to distribute them.

No letters will be received at the Post Office without the postage being sent with it, nor will any letter be delivered unless the postage is paid to the peon, or the peon signs a receipt for it.

For the accommodation of the residents on the Island, however, a register will be permitted to be kept for their postage account on the understood condition that all postage claims are *regularly settled every month*.

No person will be admitted into the interior of the Post Office on any account.

The following rates of postage continue in force, to be levied upon all letters with the exception of those *on the public service* superscribed as such, and letters *to or from* the Governor, Members of Council, Recorder, and Commanding Officer of the Troops, which are exempted from postage.

Postage to be levied on the receipt of all letters at Fort Cornwallis.

		Drs.	Pice
On letters weighing less than	1 Sicca rupee	0	6
" " "	2 Sicca rupees	0	12
" " "	4 "	0	24
" " "	8 "	0	35
" " "	12 "	1	00
On all above	12 "	1	50

As an encouragement to Commanders of vessels having private letters to send them to the Post Office, they shall be entitled to receive three pice upon every letter delivered at the Post Office.

Prince of Wales's Island, 1st January 1818.

Referring to the year 1820, Buckley remarks that an alphabetical register was kept of all letters that passed through the office, and a stamped receipt was given for each letter posted, and that this practice was carried on for many years. The Post Office revenue before the Transfer was received on account of the General Government of India, which also bore the

disbursements. Buckley also gives us what is doubtless the origin of the "Postal Express," or "Mail Notice," as it is so frequently called (referring to the year 1838):

"The s.s. *Diana* left for Malacca and Penang, and it was a curious sign of the times that complaints were made by some merchants that they had not heard of her departure, and had missed the opportunity to write. So it was suggested that it would be a good plan to circulate a notice among the merchants when a steamer was intended to leave."

It was not until November 1879, however, that the printed Postal Express was published.

In September of the same year (1838) the Chamber of Commerce succeeded, after some delay, in getting Government to allow letters for England to be received at the Post Office for transmission by the overland mails via India. The postage through India was paid here and the steam postage was collected in England. In 1854 the Singapore Post Office was near the Town Hall, on the river-side. It was said that it ought to be put on the Commercial Square side of the river. The Grand Jury alluded to a number of grievances, one of which was the inconvenient position of the Post Office. Communication between the business quarter and the Post Office necessitated crossing the river in boats until some time after 1856, when a footbridge was erected, toll $\frac{1}{4}$ cent. In 1856 the Grand Jury suggested that the Post Office should be moved across the river to Fort Fullerton, which was done many years afterwards, to its present (1919) site, and that a Court House should be built where the Post Office then was. The 1859-60 Administration Report stated that in order to remedy the public inconvenience of having to employ special messengers for the transmission of their letters to and from the Post Office, "a receiving station is in course of erection in Commercial Square, from which, on mail days, the box will be removed to the Post Office every two or three hours." The Annual Government Report for 1864 said

that the old Court House (in 1902 a store-room behind the Printing Office) had been fitted up and converted into the Post Office. The Post Office was still in that position in 1866.

In 1855 a separate Postmaster was appointed at Singapore; the Postmaster's salary was £396, and was compared with the Hongkong Postmaster-General's £800. In the financial year 1859-60 the sale of postage stamps brought in £4,555, and the amount of postage received from other countries was £1,656. In 1861 the Postmaster's salary was still £396, but he was recommended for £594 per annum, with the greater title of "Postmaster and Vendor of Stamps." The *Singapore Review and Monthly Magazine*, conducted by E. A. Edgerton, contained the following remarks in 1861: "The present Postmaster has had the management of this department and faithfully discharged the duties of it for over thirty years, though till within the last year or two the Harbour Master has been its nominal head. The duties have very much increased, as also the revenue; it is therefore recommended that his salary be raised to £594, as in the proposed scale, and a more efficient staff provided. He should also be *Vendor of Stamps*, hitherto part of the duty of the Resident Councillor, to the great inconvenience of the public."

The Post Office was under the Director-General of the Post Office of India, and some, at least, of the regulations published in the Straits bore his name.

AT THE TIME OF THE TRANSFER, 1867

The position cannot be better expressed than in the following portion of a report dated Singapore, the 25th January 1864, from Sir Hercules Robinson, presented to Parliament on the 4th June 1866:

"The Post Office Department in the Straits Settlements is one with reference to which some new arrangements will have to be entered into before the date of the transfer. The present post offices in Singapore and Penang are mere branches of the Indian Post Office,

the Postmasters of both Settlements communicating with, and accounting to, and receiving all their instructions from the Director-General at Calcutta. The regulations in force are established under the authority of the Indian Post Office Act, No. 17 of 1854, and all postal rates charged are levied under the Act, with the exception of the rates for correspondence by subsidised steamers, which are fixed by warrants of the Lords Commissioners of the Treasury. The Indian postage rates are specified in annas and pie, and the British in sterling money ; but only Indian postage labels are in use, upon which the rates are inscribed in the denomination of Indian currency ; and these are sold to the public in exchange for dollars—the real currency of the Straits Settlements—at a par of rupees 224.8 annas $6\frac{4}{10}\%$ pie, equivalent to \$100, and are taken in payment of British postages at the rate of one anna for three-halfpence. I presume that, if the transfer takes place, the post offices of the Straits will become subordinate to the General Post Office in London, subject, however, as in Hongkong, to the immediate control of the local Government, and, if so, instructions for the guidance of the Postmasters will have to be furnished by Her Majesty's Postmaster-General ; and steps should be taken at once to obtain a supply of local postage labels, upon which the rates should be inscribed in dollars and cents.

“ As soon as possible, also, after the transfer, a local Ordinance should be passed for the management of the local post offices, and for the purpose of accommodating the British and Indian postage rates at present in force to the currency of the Colony. Pending the enactment of such an Ordinance, the existing arrangements would be continued by the clause which has been suggested in the Act of Parliament for separating the Settlements from India ; and the local Government can fix by regulations the rate at which the new stamps shall be accepted in payment of British and Indian postages. But until the Ordinance is passed, rupees and sterling money cannot be refused at the Post Office if tendered in payment of such postages.”

An abstract of the probable annual revenue and ex-

penditure of the Department, if transferred to the Colonial Office, estimated the Singapore revenue as Rs. 32,000, as against an expenditure of Rs. 23,700. It was explained that the gross postal revenue had hitherto been brought to account, but that in this estimate only the Colonial share of the postages had been included, at the same rates as those allowed by the Imperial Government to Hongkong towards the expense of local management.

The Post Office was situated in Court Buildings, High Street, and the Postmaster was William Cuppage, who became Acting Postmaster-General in 1869, and had carried on the work of the Post Office for very many years, although, it appears, under the control of the Harbour Master.

Under the Imperial Act, "to provide for the Government of the Straits Settlements," dated 1866 the Straits Settlements ceased to be a part of India, but the existing laws and officers were preserved, and the laws governing the Post Office remained the Post Office Acts of India.

MARITIME MAILS

One of Raffles's regulations (1823) for the Port of Singapore read: "Commanders of all vessels are requested to deliver, when boarded by the Master Attendant's boat, all letters, packets, and despatches for the Settlement, and to receive and furnish a receipt for Post Office packets which may be sent on board on their departure."

In the early days the flagstaff was eagerly watched, and the signal for a ship to the eastward infused new life into all, as letters from Europe usually arrived via Batavia. A voyage from England took four or five months, and an answer within ten months was considered very punctual.

The *Singapore Chronicle* of 1825 contained an article on the proposal to establish steam navigation in the Straits of Malacca, and in 1826 announced the arrival

in India of the first steam vessel from Europe, the s.s. *Enterprize*, which left England on the 19th August 1825 and arrived in Calcutta on the 9th December. The *Malacca Observer* of 1828-9 had the following interesting items :

“ *Steam Navigation*.—Another advantage may be gained if Mr. Waghorn succeeds in his attempt to bring out letters and parcels from England to Calcutta in seventy-five days, previously touching at Madras, etc. . . . thus we should have a communication from England in about eighty days. This, it must be acknowledged, is a desideratum, although the expense attending the accommodation would be necessarily high.”

“ STEAM NAVIGATION TO INDIA

“ *To the subscribers to the Steam Navigation Fund and the public in general.*

“ I feel it my duty to express my thanks for the degree of interest that you have already conferred by assisting my plan of Steam Communication between England and India.

“ The resolution passed at the Town Hall on the 30th July last, and the undermentioned rates of postage sanctioned by the Governor-General in Council in a letter to me dated the 7th August 1828, are sufficient to point out the degree of encouragement I have received in Calcutta, and I feel sanguine of success. On my arrival in England I proceeded to build and fit a vessel for this important undertaking. I therefore still solicit that as I am labouring to perform a public benefit, I may not be forgotten—and I can only say that to be the first individual that shall make a voyage to India and back to England in six months will to me be a sufficient reward, and I will devote my utmost endeavours to effect it. Wishing the Steam Committee and Subscribers who have given their aid to my views every happiness and my humble thanks, I hope yet to requite the obligation I lay under to them by opening communication with their relatives in a third less time, and thereby save them many painful hours of anxiety.”

	If less than 75 days included.	If less than 85 days included.	If less than 100 days included.
For each single letter not exceeding one Sicca weight, if exceeding one Sicca weight double, if exceeding two Sicca weight treble, and so on	3 Rs.	2 Rs.	1 R.
Newspapers each	3 Rs.	2 Rs.	1 R.
Accounts, Law Papers, etc., certified as such outside and not containing letters, per ounce	3 Rs.	2 Rs.	1 R.
And if more than 100 days the common ship postage.			

In its issue of the 14th July 1829 the same publication states: "We have this day been favoured with the sight of a few English papers and periodicals dated the 1st February." In 1826 the East India Company's ship *Thomas Coutts* did the round trip, England, Bombay, Singapore, Macao, the Downs, ten days within the year, the quickest return trip known. The first steamship to arrive in Singapore was the s.s. *Jardine*, a paddle-steamer. This was in 1836, and was made the occasion for an amusing picnic.

1844.—"The time of the receipt of letters by the overland route at this period was still very uncertain. In one week in February, for example, instalments of three mails came in, and in the very reverse order to that which they ought to have been received. On a Tuesday a portion of a mail posted in England in December arrived by way of Calcutta; on the next day a part of the November mail arrived by way of China; and four days later the brig *Sea Horse*, from Bombay, brought the October mail, so that the mail, not usually, took over four months to reach here, which was longer than an average passage by a sailing vessel round the Cape. It was proposed to get the P. and O. service established to Singapore, and that 'Pulo Labuan, near Borneo,' should be made a point of call for British men-of-war to coal on the voyage between Singapore and Hongkong when conveying the mails from here. The *Sea Horse* brought forty convicts

from Bombay under an armed guard, being part of a famous robber gang known as the Bunder Gang."

One firm in Java, Messrs. Maclaine, Watson and Co., in 1848 used to have a special vessel waiting at Singapore to convey its European mail to Java. In 1853 different flags were first used to distinguish the closing of the different mails: Calcutta by a blue ensign, Australia a white flag, Europe a red, China a yellow flag. Jardine, Matheson and Co. and the Apcar steamers commenced running between China and Calcutta in 1856, and were the first *regular* vessels to trade with Singapore in addition to the P. and O. In 1862 the Messageries Impériales began to run, and the first of their steamers to arrive from Suez bringing the mails from London of the 18th October was the *Impératrice*, which arrived at Singapore on the 21st November. It was then and for some years after a monthly service, and was due to the opening of Cochin-China by the French. In 1864, on the 24th November, the French mail steamer *Hydaspe* left Singapore for Batavia. This was the commencement of the Messageries Impériales regular service between the two ports in connection with the mail steamer from Europe. News arrived next morning that she was wrecked in the Straits of Rhio. The first German mail arrived in Singapore in August 1886, after which they called at Singapore monthly, both directions, and the last in 1914! She had a post office on board, and the mail gun was fired on her arrival. It became a fortnightly service in 1899. Regular branch lines ran from Singapore to Siam, Java, Philippines, New Guinea, the Caroline, Marian, Marshall, and Palaos Islands.

In October 1891 the Post Office first issued its "Pro Forma Time Table," giving the approximate dates of arrival of mail steamers at and departure from Singapore, and of the movements of connecting packets at other ports. The publication was continued quarterly until the War.

In 1896 all the steamers plying between the Colony and surrounding countries were supplied with letter-boxes, and the number of letters posted in them on board the steamers was far in excess of the number which used to be handed over to the Boarding Officers. Many Chinchews took to carrying stamps for sale to passengers and people posting late letters. The system had a satisfactory effect in inducing the Chinchews to work with the Post Office instead of evading the law as to the illicit conveyance of letters on all possible occasions.

In 1905 the Post Office was provided with a steam launch for the purpose of shipping mails on board steamers lying in the roads.

In 1906 direct mails for Canada were sent via Hong-kong and the East Empress Line monthly.

In 1907, consequent on the lower sea transport rates payable to the Colony under the Rome Postal Convention for carrying foreign mails, the gratuities payable to masters of non-contract vessels were reduced.

The War was responsible for many changes in mail routes: mails for Australia were no longer despatched via Colombo; all mails for North America were despatched via the Pacific after August 1917. The Blue Funnel Line was used for the conveyance of parcels between the Straits and the United Kingdom, and vice versa.

THE P. AND O. MAIL

The overland mail (across Egypt) was established in 1837, and across France to Marseilles in 1839, and through Italy to Brindisi in 1870. Camel transport was used for the mails up to 1858, when the railway planned by Mr. Robert Stephenson was opened for traffic between Cairo and Suez. The Canal was opened in 1869, but the mails continued to be carried by rail until 1873, when only specially prepaid correspondence was conveyed through the Canal. It was not until 1888 that the railway was given up and the Canal route

adopted for mails. The Peninsular Company was formed in 1837, and extended its services to the East in 1840, when it became by Royal Charter the Peninsular and Oriental Company. Their first ship carrying mails to India left England in September 1842, via the Cape. Their regular mail service to Alexandria with the mails for the East India Company's ships carried the mails from Suez eastward until 1854, when the P. and O. took over the through service to Bombay.

In 1844 the Peninsular and Oriental Company made the first contract for the conveyance of the mails to China via Ceylon. The contract was for 140 hours from Ceylon to Penang, forty-five hours from there to Singapore, and 170 hours from there to Hongkong. The steamers were to remain forty-eight hours here. The service was once a month. The first mail steamer, the *Lady Mary Wood*, arrived on the 4th August 1845, having been eight days from Galle. She brought the mails from London of the 24th June, having taken forty-one days. The paper spoke of this matter as follows :

“ The arrival of the first overland mail for the Straits and China is an event of some importance, and deserving of special notice at our hands. It is a further addition to the great lines of steam-packets by which Great Britain is brought into such close contact with her more distant Colonial possessions. The American and West Indian Colonies have long had regular lines of steamers between them and the Mother Country, and now in the East it only wants an extension of the chain to Australia to render it complete. This, we believe, will not be long withheld, the growing importance of the Australian Colonies, and the advantages resulting to Government itself from quick and regular communications with distant possessions, will speedily bring about the accomplishment of this line. It seems almost certain that Singapore will be the station where the junction of the Australian line with the Indian one will take place, so that with the Dutch monthly steamer and perhaps the Manila one in addition, Singapore bids fair to become a steam-packet station of considerable importance.”

The number of letters carried by the succeeding steamer, the *Braganza*, from Europe was 652, and newspapers 673 ; total number of covers, 1,325. The number taken by the *Lady Mary Wood* on her return voyage homewards on the 1st September was : Europe, 3,989 ; Penang, 165 ; Ceylon, 74 ; Bombay, 242 ; Madras, 281 ; Aden, 6 ; total amount of covers, 4,757.

There was a good deal of excitement in the Square because some of the prepaid letters by the first homeward mail were left behind, and the following appeared in the paper :

“ We regret to notice that a great number of letters sent to the Post Office and intended for despatch to Europe by the steamer *Lady Mary Wood*, although sent to the Post Office a few minutes before two o'clock (the advertised latest hour), were not forwarded to destination, but returned to the senders. The letters in question were sent by two commercial houses, whose communications and correspondence were extensive, and throughout the day were despatching letters to the Post Office so soon as they were sealed, in order that the Post Office servants might experience as little inconvenience as possible. In the instance of these letters some excuse is raised, which is not withal very reasonable. The whole of the ‘ rejected addresses ’ were epistles to foreign countries, and as such had to undergo various entries in sundry books of the Singapore Post Office to ensure the certainty of reaching their destination. Although in time, that is several minutes before the advertised hour of closing the mails, the letters were returned ; because, as alleged, there was no time to perform all the manipulations necessary in the instance of foreign letters. But a still worse casualty occurred, the whole of the unpaid letters were forgotten ! They had been placed in a very snug corner, but were overlooked.”

The Chamber of Commerce addressed the Governor very warmly upon the subject, and Mr. William Scott and Mr. Cuppage, who were in charge of the Post Office, got a good deal of warm language. The merchants made legal protests against the Post Office authorities, holding

them liable for any loss that might ensue ; but they were only waste paper, as the India Postal Act exempted them from responsibility. The paper said shortly afterwards that the energy of the Chamber had worked wonders. The forgotten letters were sent on by the steamer *Fire Queen* to Calcutta some days after, to go from there by any opportunity.

At the beginning of 1848 the closing of the P. and O. mails was first signalled from the Government Hill (now Fort Canning) flagstaff, the red ensign being used for the Europe mail and the yellow flag for China, and a gun was fired when the steamer arrived during the night. By the contract the mail steamer had to wait in Singapore forty-eight hours. The first time the yellow flag was used a report got about that plague had broken out on board one of the Arab pilgrim ships, which caused alarm in the town among the natives for a few hours, from a belief that that signal was made to warn people of it.

In June 1850 the Naval Commander-in-Chief, Admiral Austin, stopped the P. and O. mail, as is related in the following extract from the *Singapore Free Press* :

“ The inhabitants of Singapore on Monday forenoon were surprised at the report of heavy guns, immediately after the departure of the *Pekin*, which was soon ascertained from those cognisant of naval forms to be a ‘ recall,’ or order for the detention of the *Pekin*, which vessel had made a few revolutions when the signal was made from the steam-sloop *Fury*, on board which ship the Naval Commander-in-Chief’s flag is at present flying. These sounds, however, were imagined by those on board the *Pekin* to proceed from some junks saluting prior to their departure, and she held on her way without attending to them. It appears that important public despatches had been left behind, and it was therefore necessary that they should be sent after the *Pekin*. The *Fury* was at this time undergoing some requisite adjustment of her ponderous machinery, and one boiler was under repair, besides other causes of detention, the details of which we are not cognisant of ; yet at noon she



THE OLD POST OFFICE ACROSS THE RIVER.

was ready for the chase, on which she started precisely three hours in arrear of the runaway mail. A stern chase is generally denominated a long chase, but in the present instance such proved not to be the fact. The *Pekin* was sighted shortly after 2 o'clock, and the distance between each rapidly decreased. When the *Pekin* was some five miles ahead 'blank cartridge' from the bow gun, we hear, was fired, but no notice being taken, it determined to send a shot in the same direction so as to fall on the starboard quarter, which had the desired effect, and the *Pekin* at last pulled up."

Such an occurrence was not unusual in former days. One Admiral, about 1862, we think it was Admiral Kuper, shot away part of the fore-rigging of a P. and O. steamer in Japan for not heaving to when signalled to do so. The Master of the P. and O. steamer in Singapore in 1867, having made some demur as to waiting a short time to take Admiral Keppel's despatches on board, was actually prevented from going to sea, if he had intended to do so, by a manned-and-armed cutter being laid alongside the vessel at the New Harbour Wharf; the letters, however, were on board before the advertised hour for sailing. Another steamer, during the Abyssinian War in 1867, neglecting to heave to when passing through the old harbour, when H.M.S. *Satellite* signalled to her to do so, had two blank guns fired at her, and then a shot was sent across her bows. The shot was so well in front of her that it nearly hit the powder magazine, anchored outside the harbour.

The *Straits Times* of 1850 gave the average number of days occupied in the transit of mails from England to Singapore as 43 in 1845, 44 in 1846, $45\frac{1}{2}$ in 1847, $45\frac{1}{2}$ in 1848, and $44\frac{3}{4}$ in 1849.

From the beginning of 1853 the monthly P. and O. mail was changed into a mail twice a month. The first left London on the 8th of each month, and came direct from Galle to Penang, Singapore, and China. The second left London on the 24th, and went from Galle to Calcutta, and then to Penang and onwards. The first was due

in Singapore about the 15th of each month, the contract time being thirty-eight days ; the second about the 10th of each month, the contract time being forty-seven days. The homeward mails left Singapore on the 17th and 28th, the first via Bombay and the second via Calcutta, the contract time for both to Marseilles being forty-four days. The steamers went on to Southampton. The time taken by the steamer going round via Calcutta caused so much delay that the two mails arrived very near each other, and this was avoided in 1857 by the mails being transhipped at Galle.

In the month of September 1854 the P. and O. mail from London was delivered in thirty-four days, which was considered very remarkable ; and the paper said : " When the lines of railway through France and Egypt are completed, we may expect to receive our mails from England in thirty or thirty-one days."

In 1867 a new contract with the P. and O. Company provided a weekly service to Bombay, with a transit of twenty-six days and a subsidy of £400,000. Arrangements were made with the Company for a " Parcel Post Service " between the Straits and the United Kingdom, with effect from the 1st April 1876. There was no parcel post in the United Kingdom at that time, and the addressees had to make their own arrangements for obtaining the parcels from the Company. In May 1879 a " Marine Officer " was appointed to sort the outward mails by P. and O. steamers between Penang and Singapore. There were ninety private bags, which were ready for delivery within a few minutes of the mails reaching the General Post Office.

Under a new contract in 1880 letters were delivered in Singapore in about twenty-eight days from the date of their leaving England. It was decided that the Colony should pay a share of the subsidy, which it did as from the 1st February 1880, the date of commencement of the contract. The ten-year contract from the 1st February 1888 provided for the mails being conveyed through the Suez Canal instead of via Alexandria. The rate of speed

between Brindisi and Port Said was to be 12·5 knots and between Suez and Singapore was increased from 10·5 to 11·2 knots. This contract was on a reduced subsidy. A new eight-year contract came into operation on the 1st February 1890. It provided for the conveyance of mails between Brindisi and the Straits fortnightly, at an average speed of over 13 knots. In his report for 1904 Mr. Noel Trotter wrote :

“ The question of the apportionment between the United Kingdom, India, Australia, Ceylon, the Straits Settlements, and Hongkong of the subsidy of £330,000 a year paid to the Peninsular and Oriental Steam Navigation Company for the performance of part of the Eastern and Australian Mail Service from the 1st February 1898 has been under consideration for some time. On the basis of an award by the late Lord Morley, in an arbitration case between the United Kingdom and India, the British Post Office claimed £7,719 a year from the Straits Settlements. The Eastern Colonies all objected to the method of assessment proposed, and it was therefore decided to refer the matter of what these Colonies should pay to arbitration. At the request of the Colonial Office I prepared the draft case for Ceylon, the Straits, and Hongkong, and, according to the case submitted, this Colony's contribution should be £5,345 only. The Arbitrator was Lord Balfour of Burleigh, who, after going very carefully into the whole question, wrote: ‘ I am afraid I am not able to suggest any principle which would be thoroughly logical, having regard to all the difficulties of the case, and I am, therefore, reduced to suggesting that an arbitrary figure should be taken as a basis for settlement.’ He fixed the contribution by this Colony at £6,900 per annum, which is 16·5 per cent. more than the round sum we have paid since the year 1880.”

In 1905 the transit between London and Singapore averaged 21½ days, and between Singapore and London 22½ days. Speed was not a strong point in the service, and it was pointed out that in 1893 a P. and O. packet had delivered the London mails in Singapore in 19½ days,

and that in about 1880 a mail despatched from Singapore by the *Stirling Castle* had reached London via Brindisi in twenty days. The shortest time occupied by the P. and O. mail in transit London to Singapore in 1906 was 19 days 17 hours 25 minutes; in 1907, 20 days 10 hours 35 minutes; and 1908, 19 days 18 hours 30 minutes.

A new seven-year contract provided an improved service for a less subsidy, and commenced on the 1st February 1908.

In July 1917, owing to the War, the P. and O. contract service to the Straits ceased, but still continued between the United Kingdom and Bombay, to and from which port the Straits mails continued to be conveyed. On arrival in Bombay the mails were railed across to Negapatam and brought on by the B. I. contract steamers; but the service became irregular. The homeward service via Suez continued weekly, but delays *en route* rendered delivery in London very irregular, the period of transit extending sometimes to as much as fifty days. Sorting between Penang and Singapore ceased on account of the censorship. The P. and O. Company conveyed free of charge any literature collected by the Post Office for distribution among His Majesty's naval or military forces.

THE BRITISH INDIA MAIL

In 1883 it was decided, after consulting the Chamber of Commerce at Singapore and Penang, to discontinue, after the expiration, on the 30th April 1884, of the contract between the Indian Government and the British India Steam Navigation Company, the annual contribution of \$6,000 made by this Colony for a fortnightly mail service between India and the Straits via Burma. The mails had come via India, as well as other routes, since the days of Raffles. In 1887 a scheme was under consideration with a view of having mails from Europe for Penang sent by P. and O. packet to Bombay, and forwarded thence via Negapatam in the alternate week, when there was no opportunity by the direct route.

The scheme depended on a satisfactory arrangement being made for the subsidised steamers which ran between certain ports in the Madras Presidency and the Straits Settlements once a fortnight on the arrival there of the mails from Europe for Penang. The mails from London for Penang would be delivered in twenty-five days instead of occupying a month in transmission by French packet via Singapore, and the Colony would have a weekly *British* mail service with England.

In 1889 the new route, which had been opened to the Penang public through the energy of Mr. Huttenbach, had proved a marked success ; the average period of transit of the mails to England was under twenty-seven days, and a mail by this service was regularly advertised and made up in Singapore also.

In his report for 1894 Mr. Noel Trotter wrote :

“ A matter of much importance to Penang is the inclusion in the estimates for 1895 of a sum of \$15,000 as a subsidy towards the promotion of a fortnightly mail service between Penang and India, so as to provide, conjointly with the existing service by P. and O. packets, regular weekly communication between Europe and the northern capital of this Colony. The scheme contemplates placing the present gratuitous homeward service from Penang, via Negapatam, on a more satisfactory footing, and the conveyance of the mails from Europe under contract via Bombay, Calcutta, and Rangoon, instead of by French packet via Singapore. The British India Steam Navigation Company is prepared to accept the subsidy mentioned for the service for a year, and the arrangement only awaits the approval of the Secretary of State to be brought into operation. The scheme is tentative, and in the nature of a compromise ; but I hope it is the thin end of the wedge which will ultimately result in the permanent adoption of a mail service for Penang by one or the other of the direct routes, via Calcutta or Negapatam. I believe that if a service possessing the principal elements of success were established, Perak would be willing to contribute liberally towards its cost, and it would also be an advantage to Sumatra and

Selangor to make use of it. Further, the fact should not be lost sight of that if arrangements were made for the conveyance of Singapore mails more expeditiously via India than by French packet, a sum of about \$10,000 per annum now paid by this Department to France would be available. There would be other sums which could be applied to the subsidy, provided success were assured. The best proof, however, that success is practicable is to be found in the fact that the two fastest passages of the mails homeward were performed by the Negapatam route, the transit occupying in each case twenty-one and a half days from Penang to London. The following are the relative dates in the two cases in question. The tendency of the time is to increase the speed of the contract steamers running between Europe and Bombay much more than between Europe and China, and on the occasion of some of the recent fast voyages from Brindisi to Bombay, had there been a ten-knot steamer at Calcutta or Negapatam to bring on the mails for the Straits, they could have been delivered in Penang in twenty-one days and in Singapore in twenty-three days."

It was not until 1901 that the homeward B.I. service from Penang was subsidised, and in 1902 the contract was extended to Singapore. In 1904 arrangements were made for the service to be extended to Singapore in both directions, thus completing the whole scheme. The mail was to be sorted on board between Penang and Singapore. The subsidy paid for conveying the mails between India and Penang and Singapore in both directions was \$75,000 a year, and the full service commenced in February 1905.

A new five-year contract operated from the 12th February 1908. From the 22nd February the route for the homeward mails conveyed by this Company was via Madras, instead of as formerly via Rangoon. This contract also provided for a weekly immigration service from Madras and Negapatam. Of the subsidy of Rs. 375,000 (\$214,286) per annum for this joint service, the cost of the mail service, defrayed by the Post Office,

was \$90,000, towards which the Federated Malay States contributed \$12,714. This contract was extended for a further two years, from the 11th February 1918, at a subsidy increased by Rs. 50,000 per annum.

RAILWAY MAIL SERVICES

Singapore has become the terminus of an extensive railway system spreading through the Malay Peninsula and Siam to Bangkok, with numerous branches from the main line. The first railway to be built in Malaya was that from Taiping to Port Weld, opened on the 1st June 1885, an eight-mile track. Another section of twenty-two miles from Kuala Lumpur to Klang was opened in September 1886, and extended to Port Swettenham in the same year. Seremban was linked up with Port Dickson in 1891. Thus the chief towns in Perak, Selangor, and Negri Sembilan had railway communication with their respective ports, and mails to and from Singapore followed these routes. The next step was the connecting up of the three chief towns by a line forming the backbone of the whole system. In 1900 the main line extended from Prai (Penang) to Seremban. Seremban was linked up with Tampin and Malacca in 1905, from which date a regular mail train ran to Prai. The Singapore-Kranji Railway was opened in 1903, and the mail exchanges with Johore followed this route, the former mail-coach service being discontinued. With the completion of the Johore Railway in 1909, nearly all the mails between Singapore and the central and western portions of the Peninsula were conveyed by rail, in most cases with enormous advantage in speed. The main line has already been linked up with the Siamese system, and a through train service between Singapore and Bangkok was opened on the 1st July 1918. The mail service on this section commenced on the 1st November 1918. There is already another line branching into Kelantan, another across to Singkhla (Senggora) on the east coast, another to Kantong (Trang) on the west.

Singapore mails are greatly accelerated by the iron road over the Peninsula. The mails from Europe are now disembarked from the mail packets at Penang and sent down to Singapore by express with very often more than twenty-four hours' gain. For some time before the War these European mails had been sorted in railway sorting offices and made ready for immediate delivery on arrival in Singapore. The War and the censorship put an end to this.

Siamese and Kelantan mails for and from the West no longer pass through Singapore, but by rail via Penang.

At the recent rate of progress it will not be long before Singapore has direct intercourse by rail with Indo-China, China, and India, and it does not require an exceptionally strong imagination to take one from Singapore to London by rail, via Constantinople or via Siberia.

POSTAGE RATES

A survey of the international postage rates of the Colony divides itself naturally into two periods—before and after the adhesion to the Universal Postal Convention in 1877. The local rates are not governed by the International Convention. Before 1877 the rates depended on the charges made by the various countries through whose territory correspondence passed, in whose vessels it was conveyed, in whose territory it was delivered, on the route followed, on the distance, and on whether the postage was prepaid or collected on delivery. In many cases postage to destination could not be prepaid, in others prepayment was compulsory. Every letter was a matter of account between the various countries concerned in its transmission, a system impossible to imagine as being applied to the millions of letters exchanged at the present day. Under the Convention, on the other hand, uniformity of postage rates throughout the Postal Union was the governing principle, based on the fact that distance is an infinitesimal factor in the cost of transport of a letter.

Without attempting to trace the actual rates and their

innumerable variations during the hundred years, it may be interesting to recall some of the outstanding features of the Straits postage from the date of adhesion to the Postal Union in 1877. There was an immediate reduction then. Between 1876 and 1879, for example, the rate to the United Kingdom was reduced from 28 cents to 12 cents via Brindisi, and from 28 cents to 8 cents via Marseilles. In the report for 1893 we find the following passages :

“ The Straits rates of postage on letters for all destinations outside British Malaya of 5 cents, which is nominally the equivalent of $2\frac{1}{2}d.$, had continued with the fall of exchange to shrink in value until it became worth only one-third of a penny in excess of a penny, a penny being the rate of postage which must eventually become universal. But in consequence of the necessity for raising general revenue, owing to the straitened condition of the Colonial finances, the Government decided in August to make use of its rights to level up the rates of postage to a closer approximation of the Postal Union unit, and accordingly an Order-in-Council has been passed raising the foreign letter rate of 5 cents, and the domestic rate of 2 cents, to 8 cents and 3 cents respectively, from the 1st March 1894. The price of foreign post cards will be raised from 2 cents to 3 cents each.”

In the spring of 1895 a suggestion which originated with the International Bureau of the Postal Union (which has charge of such matters) was received through the Secretary of State that for the sake of uniformity with Hongkong, North Borneo, and Labuan the Straits should fix 10, 4, and 2 cents, instead of 8, 3, and 1 cents, as the equivalent of the Postal Union primary rates of 25, 10, and 5 centimes. Of this the Postmaster-General wrote :

“ It is true that, since our present rates were fixed, silver had further depreciated, and the suggested equivalents were in closer approximation to the Union rates than our own. I reported against the proposed change,

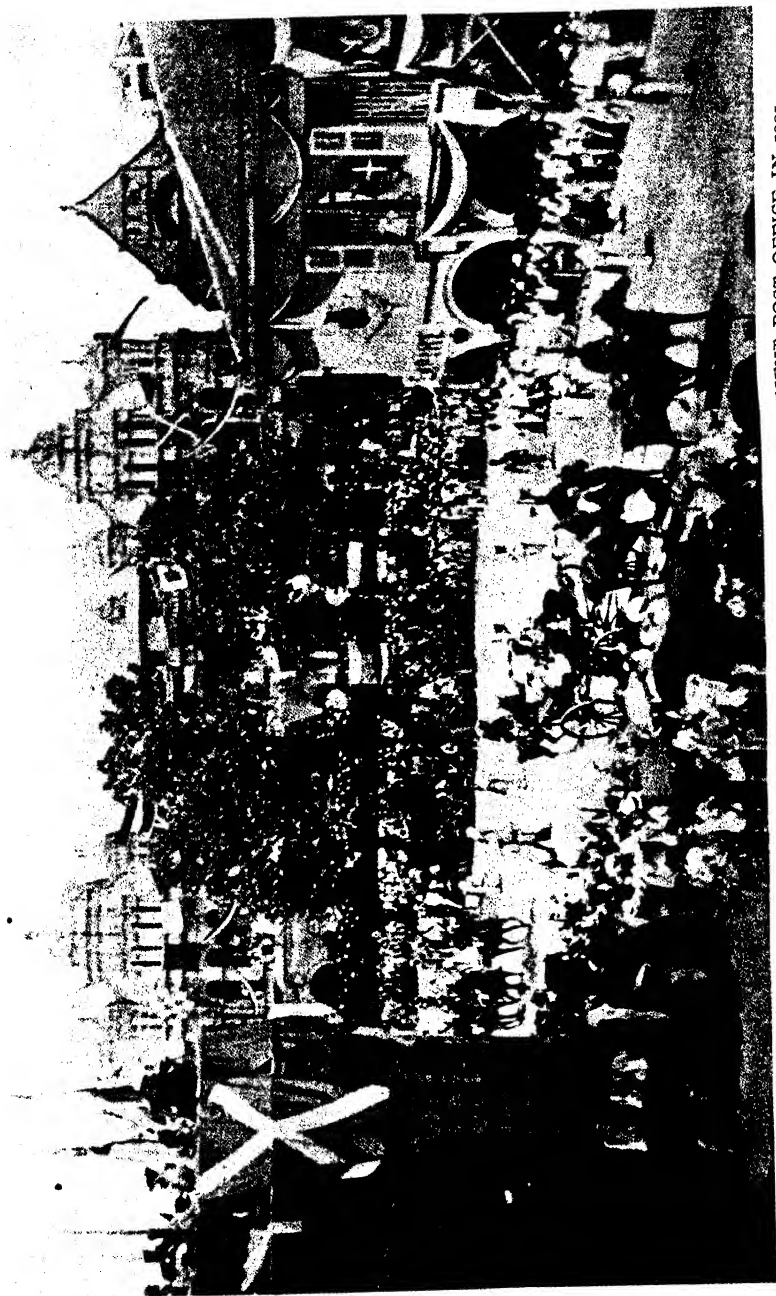
as the principle of periodically adjusting the rates of postage to a gold basis seemed to me, from the point of view of public convenience, to be an extremely objectionable one, besides which, in the face of the fact that the revenue of the Post Office exceeded its expenditure, there was no departmental reason for making any alteration. I also opposed it on the grounds that, taking a broad view of the matter, the time when adverse conditions of trade obtain, as they did then, the obligations of the Department to the public became at once intensified and enlarged."

The 1902 report had the following paragraph :

" The claim of the cheapest postage in the world is heard periodically from different parts of the world, but undoubtedly the Straits Settlements postal tariff as a whole compares favourably with that of any other country. Post cards available in the Colony and to the Federated Malay States are sold at one-fifth of a penny each ; the latter rate of postage throughout the same area is slightly over a halfpenny ; the postage on letters to any place (with very few exceptions) in the British Empire is four-fifths of a penny per half-ounce up to 2 ounces of printed matter, can be sent to any part of the civilised world for one-fifth of a penny and 10 ounces for a penny, which is absolutely the cheapest international postage I have ever heard of. Thus a letter and a newspaper can be mailed hence to almost any part of the Empire at a total cost of a penny. Our registration fee of one penny is without parallel for cheapness ; most other countries charge 2*d.* or 2½*d.*"

In the 1905 report we find it stated that :

" The question of the adoption of universal penny postage was discussed a great deal in 1905, especially in the Press in England, but its proposal in the Postal Congress recently held at Rome does not appear to have received much support. Egypt has now taken the lead in this matter in a practical way, and has offered to introduce penny postage with any country which will reciprocate. This Colony is ripe for the adoption of penny postage with the rest of the world. Imperial



THEIR MAJESTIES KING GEORGE V AND QUEEN MARY PASSING THE PRESENT POST OFFICE IN 1901.

penny postage, adopted seven years ago on the ground of sentiment, has proved, in this Colony, a sound business proposition, and a justification for a general extension of penny postage. It is certainly anomalous that a letter can be sent from this Colony to Canada, a distance of over 10,000 miles, for a penny, whereas for the same letter from Singapore to Rhio (Netherlands India) or from Penang to Kedah (a Siamese dependency), distances of forty-eight and twenty-four miles respectively, $2\frac{1}{2}d.$ is the postage; it seems still more anomalous when it is considered that $2\frac{1}{2}d.$ is about a quarter of a day's wages of an ordinary native working man in these parts. In such circumstances it can hardly be a matter for surprise that natives often evade paying postage on letters when there is an opportunity of sending them by private hands."

The usual Congress which met at Rome in May 1906 was against the universal penny postage proposal, and though the primary rates remained the same, the unit of weight was increased from half an ounce to one ounce, with effect from the 1st October 1907. At the same time a reduced charge was made for every ounce after the first. The War of 1914 was responsible for an indefinite postponement of the next International Conference—it was to have been held in Madrid, and the international rates have undergone no alteration. From the 1st January 1918, however, the Straits equivalents were raised to those which had been suggested in 1895, namely 10, 4, and 2 cents for the 25, 10, and 5 centimes international rates. This amounted to raising the letter rate to countries outside the British Empire from 8 cents to 10 cents.

In considering postage rates it must always be borne in mind that the exchange value of the dollar varied between 1870 and 1906, when it was fixed on a gold basis at $2s. 4d.$, from $4s. 6d.$ to $1s. 8\frac{1}{2}d.$ in a steady downward progression.

In 1907 a Local Postage Union was established between the Colony, the Federated Malay States,

Johore, Sarawak, and Brunei, by which the rates of postage on letters, parcels, and other articles transmitted between these administrations were the same as those in force within the Colony. From the 1st January 1908 the British Borneo Government joined this Union in so far as they agreed to receive and deliver free of charge postal matter prepaid at these reduced rates, although they were unable to adopt reciprocal rates. Consequent on the transfer of the States of Kelantan, Trengganu, Kedah, and Perlis from Siamese to British protection the postage rates to and from these States became the same as those of the Malayan Postage Union, from the 1st August 1909. The letter rates remained the same until the 1st January 1918, when they were raised from 3 cents for 2 ounces to 4 cents for 2 ounces (initial rate), and 2 cents for every additional 2 ounces.

IMPERIAL PENNY POSTAGE

Christmas Day 1898 was the birthday of Imperial Penny Postage, and its introduction is referred to by Mr. Noel Trotter in his report for that year :

“ The chief event of the year, postally as well as otherwise, in this Colony was the adoption, by order of the Secretary of State, of Imperial Penny Postage, inaugurated on Christmas Day. Four cents was fixed as the equivalent of a penny, but that sum is really slightly less than the popular unit. In a leading article in the London *Times* dealing with the brilliant stroke of Imperial policy in extending the boon of Penny Postage to every part of Her Majesty's Dominions that would accept it, it was stated : ‘ Christmas Day 1898 will henceforth be a memorable date in the annals of the British Empire. It marks the initiation, though not the completion, of what will no doubt shortly become a uniform system of postage for letters at the rate of a penny for half an ounce to all parts of the Empire. At present the Australasian Colonies, including New Zealand, stand aloof, and the adhesion of the Cape Colony has not yet been received. But the omission of these Colonies and some others, such as

Mauritius, from the list issued by the Post Office of British possessions and protectorates to which the new system applies can only be regarded as temporary. The contagious momentum of a change so far-reaching, and so conducive to the social solidarity of the Empire, must in the long run prove irresistible, even though financial considerations have led in some cases to hesitation and delay.'

" There are, of course, two aspects in which to contemplate this welcome measure of postal reform ; the first relates to its social and commercial results, and the second views it in its financial relationship ; in this Colony it goes without saying that its success in its first aspect is assured, and after two months' experience of the second, I am able to add that the result will probably surpass the most sanguine expectations. There will, of course, be a large increase of correspondence with the Mother Country, but owing to communication being confined to practically only a mail once a week (the odd monthly mail counting at present for very little), expansion is necessarily more limited than in cases where there are frequent opportunities of communication ; it is, therefore, on letters going in certain other directions that we may expect to see the temporarily reduced revenue rapidly recoup itself ; an extraordinary increase in the number of letters exchanged with Hongkong has already been observed, and Chinese traders, alert to take advantage of the economic improvements, will now be further stimulated to abandon smuggling letters in favour of using the Post Office. Letters not exceeding half an ounce in weight from soldiers and seamen in Her Majesty's service continue to be carried to all parts of the Empire for a postage of 2 cents each."

Mr. Trotter's prophecy of 1898 with reference to the financial aspects of the introduction of the Imperial Penny Post was more than fulfilled. In 1898 the number of articles which passed through the post was 6,660,968, and the postal revenue \$234,859, as compared with 19,292,460 and \$609,597 in 1908, only ten years later.

Although during the War the Imperial postage in

many parts of the Empire was raised from a penny to three-halfpence, the rate has remained unaltered in this Colony : 4 cents.

LOCAL NEWSPAPER RATES

The postage of 2 cents (limit of weight 4 ounces) on newspapers of local origin when transmitted between the Settlements and the Protected Native States and Johore was abolished in September 1888. The privilege of free postage was partially withdrawn in 1891, owing to abuse, and confined to newspapers posted direct by the publishers within seven days of publication ; but this concession terminated with the year 1893, when the rate became 1 cent for 2 ounces. In 1897 the rate for local newspapers became 1 cent for the first 3 ounces and 1 cent for every further 2 ounces or part thereof. In 1914 the *maximum* postage on newspapers published locally and posted within seven days of publication was fixed at 2 cents. From the 1st January 1916 the rate became 2 cents for any weight not exceeding 4 ounces, and 2 cents for anything above, with a maximum of 4 cents. Late fees have not been charged on newspapers since 1905.

POST CARDS

The Straits issued international post cards in 1879 at 3 cents postage, an extra charge being made for the card. In 1883 they were sold at face value. Reply-cards were issued in 1882. In 1890 the price of these cards was reduced to 2 cents, increased to 3 cents in 1894, and on the 1st January 1918 to 4 cents. Local post cards for use within the Straits Settlements and to the Malay States and Johore were introduced on the 15th December 1884 at 1 cent and sold at face value. They remained at the same price until the 1st January 1918, when the postage was raised to 2 cents. At one period a post card between Singapore and Penang cost 3 cents if conveyed by P. and O. mail, but only 1 cent by other vessels.

THE PARCEL POST

A parcel post service between the Straits and the United Kingdom by P. and O. packet was inaugurated on the 1st April 1875. The charge was 1s. 4d. a pound and the limit of weight 50 pounds. The following year the Postmaster-General remarked on the paucity of parcels—no parcels were received from the United Kingdom, and only thirty-six were sent from Singapore. In 1880 the number despatched was still less than one hundred. The great obstacle to the success of the arrangement was that there was no parcel post in the United Kingdom, and this difficulty was surmounted by the establishment of the Inland Parcel Post in the Mother Country on the 1st August 1883. Formerly it had been necessary that parcels from the Straits should be applied for at 122 Leadenhall Street, London, the head office of the P. and O. Company, and this caused delay in delivery, and expense and inconvenience to the addressees. In 1885, however, the P. and O. Company started delivering parcels free of charge within a mile of its head office, and articles for places beyond that limit were sent on by post at a trifling cost to the addressees. On the 1st May 1886 the rate of postage on these P. and O. parcels was reduced from 32 cents a pound to 20 cents a pound (which was the rate by the Departmental Service at that time) and has remained the same ever since; but the service has been very little used.

On the 1st October 1885 a strictly departmental parcel post with the United Kingdom came into operation. The postage was 20 cents a pound, as compared with 32 cents under the former (P. and O.) system, with free delivery at destination. The limit of weight was 7 pounds. Arrangements were made in the same year for the transmission of parcels to and from various other countries through the intermediary of the United Kingdom. This arrangement has been extended from time to time, and now applies to all countries with which the United

Kingdom has a parcel post agreement. In October 1886 the rate was further reduced to 20 cents for the first pound, and 12 cents a pound for each succeeding pound. Neither the United Kingdom nor the Colony is a party to the International Postal Union Parcel Post Convention.

In 1878 a parcel post service with India was under consideration. There had been a parcel post in India since 1854. From the 1st September 1885 the Indian Exchange was utilised for the transmission of parcels between the Straits and numerous other countries. The service with Hongkong was started in 1878, and extended during the same year to the British Post Office in China and Japan. Regulations for parcel post with Ceylon were gazetted in 1881. Notwithstanding these various foreign exchanges, there was no local parcel post within the Colony and between the Settlements. Regulations for this service were published in 1884, with effect from the 1st February of that year. This accounted for a sudden big increase in the number of parcels handled by the Post Office. In May 1885 the Straits Settlements local service was extended to the Protected Native States, and on the 1st May 1886 the limit of weight was raised from 7 pounds to 11 pounds (except P. and O. parcels).

In March 1887 a service by German packet was started with Europe. In 1895 the parcel tariff to all parts of the Empire having "Imperial Penny Postage" was simplified by the adoption of the "triple scale" of charges. The Department had been unable to arrange a parcel service with the Philippines before the 1st January 1916. Up to that time it had been impossible to send parcels from the Straits to the Philippine Islands.

In 1895 more time must have been spent in classifying the contents of the parcels, for it was stated that millinery headed the list inward, and cigars outward. It was not until the year of war 1917 that parcels for home were sent via India—they had always been sent by P. and O. mail fortnightly, and occasionally from the

1st November 1913 by German mail. The parcel post service was considerably restricted during the War owing to the innumerable import and export prohibitions. When tonnage became very scarce, attempts were made to use the parcel post for the transmission of large quantities—tons—of local produce made up in parcels not exceeding 11 pounds! When the P. and O. Company's vessels ceased running east of Bombay in 1917 the parcel mails for England were sent by the Holt Line direct or by B. I. Line across India.

REGISTRATION

From the notes on the Post Office under the East India Company it will have been observed that in the early days all letters underwent a form of registration, that is to say, they were all entered in books, and an advice accompanied them when despatched. This system did not, however, provide for any compensation to be paid by the Post Office in case of loss. Registration, as the term is now understood, came into operation between the United Kingdom and the Colonies on the 1st January 1858, the fee being 6*d*. In the Straits in 1872 the fee was 12 cents, which was 4 cents more than was charged in England at that time. This fee was reduced to 8 cents, and in August 1890 to 5 cents. It was raised again on the 1st January 1904 to 10 cents—at which figure it has since remained, in accordance with the Postal Union Convention. The indemnity, payable only in case of total loss of the article registered, had been \$10 until the 1st January 1899, when it was raised to \$20. The steady increase in the number of articles registered in the Colony has been ascribed partly to the abandonment, to a certain extent, by natives of the practice of posting letters wholly unstamped in favour of the more secure and satisfactory method. The idea that posting letters unpaid ensures delivery is still prevalent to a considerable extent, particularly amongst Tamils

In 1917, the last year for which figures are available at the time of writing, approximately 3 per cent.

of the articles posted in the Straits were registered, and of those delivered over 5 per cent. Official registered envelopes in five sizes were introduced in February 1891.

INSURANCE

The Postal Insurance system was first introduced to the Straits in July 1891, when it was applied to the parcel exchange with England. It was then very little used. The following year, the 1st January, a system of insurance for all descriptions of articles sent by post within the limits of the Colony was introduced. The rates were reduced in 1894, and the limit of insured value increased from \$250 to \$500. In 1895 the arrangement was applied to the parcel post with India. The reduction of rates in 1894 caused a rapid increase both in the number and value of articles insured. The Colony became a party to the International Insured Letter Agreement (Washington) in 1899. The system was extended to the letter post with the United Kingdom from the 1st January, 1900, since when it has been further extended from time to time to a great many countries.

In 1906 there was another reduction in insurance charges, and the number and value of articles insured nearly doubled, the total being 7,925 articles and \$1,302,422 value (in the whole Colony). The amount realised from insurance fees was \$781.40, so, even assuming that there were no claims for compensation, the system was not then—nor is it now—a profitable one to the Department, as the cost of the special precautions which have to be taken with such articles is very great. In 1907 the revenue on this service was still less than in 1906, owing to the reduction of the maximum insurance rate chargeable under the new International Insured Letter Agreement of Rome from $\frac{1}{2}$ to $\frac{1}{4}$ per cent. of the sum insured.

By 1917 the value of insured articles handled in the whole Colony had reached six million dollars. The maximum amount for which an article can be insured with the local Post Office is £400.

CASH ON DELIVERY AND VALUE PAYABLE POST

At the invitation of the Home Government arrangements were made to introduce, on the 1st January 1909, a Cash on Delivery service in respect of parcels, both insured and uninsured, and registered and insured letter packets exchanged between the Colony and the United Kingdom and certain British colonies and protectorates. At first the service was very little used. A similar service with the Federated Malay States started on the 1st January 1910, and with Johore, Kelantan, Sarawak, Gibraltar, Malta, and Egypt during the same year. Kedah and British North Borneo participated from the 1st January 1913. The Value Payable Post with India was inaugurated on the 1st April 1912, during which year there was nearly 100 per cent. increase in this branch. The Trade Charges collected by the Department (including the other Settlements) on c.o.d. and v.p.p. articles in 1917 was over \$416,000 in respect of some 20,000 articles. There is a great future for this service. The Indians of the country are already well acquainted with the v.p.p., which they have had in India since 1877, and the traffic is all in the inward direction. The War has shown the Europeans how useful the c.o.d. service can be to them, though they cannot be said to have become accustomed to it. In this exchange again nearly all the c.o.d. parcels are inward to the Colony ; similarly with Egypt, which sends many parcels of cigarettes. The outward service is insignificant, except in the case of the Malay States. The service is very profitable to the Department, directly and indirectly.

THE CHINESE SUB-POST OFFICE

“ The attachment of the Chinese to their parents and families is one of the most interesting features of their character, and it is interesting to watch the modes in which it develops itself amongst those who have migrated to the Archipelago, and remain for many years, and often for life, cut off from all direct intercourse with their homes.

“ During the past month some of the streets in the business quarter of Singapore were occasionally densely crowded by Chinese. These were principally coolies from the gambier and pepper plantations who had come into town for the purpose of sending their annual letters and remittances to their families in China by the junks which were leaving on their return voyage. These letters and moneys are either entrusted to a comrade from the same part of China who, fortunate enough to have accumulated a small competency, is about to revisit his native land ; or they are delivered to a passenger with whom the remitter may be acquainted ; or, lastly, they are confided to one of those men, to be found in almost every junk, who make it a regular business to take charge of such remittances. Such persons are designated *Seu Pe'Ke*, and come from all the different places of any importance from which emigrants are in the habit of repairing to the Straits. The remitter entrusts his money to the agent from his own part of the country, who for his trouble either receives a commission of 10 per cent., if the money is to be carried in specie, or is allowed to invest it in goods, the profit or loss on which is his, as he must pay over in China the exact sum that has been delivered to him. These persons frequently for years exclusively pursue this business : not the least remarkable of the thousand-and-one modes by which the ingenuity of the Chinese in making money develops itself, until they have realised sufficient to enable them to embark in more extensive pursuits.

“ Remittances are made by all classes of the immigrants. While the merchant sends his hundreds of dollars, the poor coolie sends his units or tens. The amount remitted each year varies considerably, being dependent on many circumstances, such as the general state of trade or the particular fortune of individuals. In some years the aggregate amount reaches as high as perhaps 70,000 Spanish dollars, while in other years it may fall as low as 30,000 or 40,000 dollars. In the season which has just ended the remittances were very small in amount, owing, in the case of merchants and traders, to the unprofitable state of trade for some time past, and in the case of agricultural coolies, to the inadequate price which gambier has for months commanded, and

which has seriously affected their wages, the amount of which is dependent on the price of the product.

"Many of these coolies, being unable to write, are obliged to have recourse either to an acquaintance, if they are so fortunate to possess one having a tincture of letters, or to one of the public letter-writers, whose stalls, like those of similar professions in many cities of Continental Europe, are to be found in the streets, with their owners ready to be the instruments of communication for those who cannot write themselves. The Chinese letter-writer's stall is a very simple affair, consisting in general of a small rude table, a little bundle of paper, a brush, some Chinese ink, and a stool on which the operator sits. These stalls are usually placed at the side of the street, and sometimes in the public verandahs; while, in the outskirts of the town, they may be found established under trees, or in the shadow of walls. The person who wishes to send the letter stands, or squats himself upon his hams, beside the writer, and states what he wants to have written, and the letter, being finished, is delivered to him, while he rewards the writer with three to six cents, according to circumstances. On the occasion of the departure of two or three large junks, not only are the whole of the professed letter-writers in full operation, but many coolies take up the trade for the time being, and assist in supplying the large demands, so that sometimes in passing along the streets in the morning we may count as many as from forty to fifty stalls. These occasional letter-writers do not expend much on their outfit. An old packing-case or a deal board frequently supplies a table sufficient for their purpose" (*Logan's Journal*, vol. i, 1847).

The collection, conveyance, and distribution of Chinese correspondence to and from the Straits—and also of so-called "Chinese Money Orders" or "Chinese Letter Remittances"—came to be monopolised by a few Chinese merchants, and in 1873 attention was being given to the want felt by the Chinese labouring class of a cheap and safe means of forwarding letters and making small remittances to their friends in the interior of China. Considerable correspondence took place with the Im-

perial Authorities, the British Minister at Peking, the Consuls in China, and the Hongkong Authorities, and ultimately it was arranged to open a "Chinese Post Office" at 81 Market Street, Singapore, on the 15th December 1876, the *Gazette* notice being dated the 5th December. It was made compulsory for all letters to be sent through the post. The system was explained more clearly in the Postmaster-General's (Mr. H. Trotter) second notification :

" By British Imperial appointment, the Postmaster-General of Singapore, Pulo Penang, and Malacca.

" NOTIFICATION

" 1. This notice informs all you descriptions of people plainly that on the 15th of the present month, December, i.e. Chinese 10th moon, 30th day, small Post Offices will be opened at 81 Market Street, Singapore, and 52 Beach Street, Pulo Penang : this is for the benefit especially of all you coolies ; any labouring man who wishes to send letters to China, let him come forward and entrust them to these small Post Offices, and these same letters will be forwarded to friends or relations in any town, village, or hamlet of the interior.

" 2. These small Post Offices will receive the letters, which will be sent at once by the Postmaster-General to Swatow or Amoy, and from those two places they will be forwarded to and delivered at each village or town. Answers also will be collected and returned through Swatow and Amoy to Singapore and the different places in the Straits Settlements.

" 3. These transmitting arrangements will be really beneficial and advantageous ; when they are in good working order, all men must forward their letters through the Government Post Office.

" The Government has also given permission for the Postmasters of the small offices to carry on a money letter business, at a fixed scale of charges ; they will not be allowed to receive for their benefit a cash or hair more than the scale which is set out for general information :

For Money Order (letter)	value	\$1, fixed rate.	.	.	.	10 cents
"	"	"	"	\$2, " "	per \$	10 "
"	"	"	"	\$3, " "	per \$	8 "
"	"	"	"	\$4, " "	per \$	6 "
"	"	"	"	\$5, and above, fixed rate	per \$	5 "

Above \$100, a lower rate will be charged according to private arrangement.

For Money Orders to Swatow and Taychew the old rates will be charged.

English year 1876, December 11th.

Chinese Piah-tsu year, 10th moon, 26th day.

Notice for general information."

This scheme would break the monopoly which the former Chinese letter collectors had built up, and they maliciously misinterpreted the notification and issued the following placard :

" We know that since the English Barbarians established themselves in Singapore their rules have for a long time been very beneficial to the people, not like some of our Chinese, one or two of whom are ' red rats,' degenerate fellows of a completely oppressive nature, reckless without any regard to the right. Their only rule is making money ; they boldly intrigued and worked on the prince of Singapore and secretly with cunning formed a conspiracy to farm the Post Office monopoly. This truly is a course that will prevent us from having any good fortune. This will injure and destroy the living of the people, and produce misery beyond description. Alas for our coolies, with their toil, labour, and miserable condition ! If, after toiling with their hands or bearing heavy burdens, they have saved a dollar or two, which they wish to send to their family halls to assist in providing fire and water, they cannot get enough to fill the mouth, how much less can they hope to be able to fill the caverns of this vicious and insatiable lust for gain ! The classics say, ' Those who invented wooden images, surely it was because they had no posterity.'

" Now we must clearly awake to this vicious and delusive system, so as to clear ourselves from a guilt which cannot be prayed for. As for you who wish to establish this Post Office, may your wife and daughter, dressed in their finery, be placed at the door for men to buy and deride, and for the use of every lustful person. If not this, then let them die at once.

“ Now, after reading this paper, any one not feeling his fierce passions arise has not the principles of a man ; and if the man who wished to assist in the business does not now change his intention and try to stop it, he is no man.

“ All people reading this must reverently feel grieved and fiercely determined, and then it will be well.

“ Piah-tsu, 10th moon, 28th day (13th December).

“ If any honest virtuous man will cut off the heads of the Post Office Farmers, he will be rewarded with taels 100.”

Other notices in an equally inciting tone were placarded, and notwithstanding the precautions taken, a serious riot took place on the morning of the opening of the Chinese Post Office. The new Post Office was wrecked, the Royal Arms pulled down and broken, the police were attacked. Several Chinese were killed, and Mr. R. W. Maxwell, the Superintendent of Police, was stoned, knocked down, and beaten. The riot was quelled, however, and in the course of the afternoon a detachment of the 80th Regiment took the Chinese Towkays, who had formerly carried on the letter and remittance business, and placed them on board the *Pluto*, three miles out in the harbour. On Monday morning, the 18th December, the Sub-Post Office was reopened in person by Mr. Trotter (Postmaster-General), the Colonial Secretary and other gentlemen being present.

In 1877 the Chinese Sub-Post Office was removed from Market Street to the General Post Office, with favourable results. The Sub-Postmaster came directly under the control and supervision of the Postmaster-General ; the Chinese, for whom the office was established, were gaining confidence, and in 1878 the postage collected by this branch was \$4,069. The number of Chinese letters despatched through the sub-office in 1880 was estimated at 80,000, in 1881 at 77,000, in 1882 at 90,876. By 1886 the number had risen to 180,000, and by 1889 to 280,000.

Previous to 1887 only offices for the transmission of Teow-Chew and Hokkien letters existed, but in this year offices for Cantonese, Cheow-Wan, and Kheh letters were established. The number of such offices open in 1887 in Singapore was 49, of which 34 were Teow-Chew, 11 Hokkien, 1 Cantonese, 1 Cheow-Wan, and 2 Kheh. In June 1888 the postage on these coolie letters contained in clubbed packets was reduced from six cents to three cents a letter. From 1890 the clubbed packets containing coolie letters bore postage stamps instead of being paid for in cash.

In Singapore, in 1891, there were forty-nine Chinese letter-shops and sixteen itinerant collectors, and the procedure was explained: "The shops have their branches in China. The collector goes round the country districts in the Straits collecting letters and small sums of money from coolies. He makes the letters into a bundle addressed to himself at a Treaty Port and posts it, buys a bank draft, and proceeds to China. On arrival he claims the packet of letters and the money, and starts on his errand of distribution. He obtains an acknowledgment of each payment, and hands it, on his return to this Colony, to the remitter. A collector generally makes three or four round trips a year, and is rewarded with a commission of about 3 per cent. on the amount entrusted to him. The charges made by the shops are cheaper, and at present a war of rates is going on, which I fear may end disastrously for some of the remitters, as well as for the shops. Since the private Chinese post offices in the Straits were brought under departmental control, several have closed, many new ones have been established, and two have failed, one in 1890 and one in 1891."

In 1904 a letter-smuggling society, formed by a number of Hailam servants, several of whom were in the service of leading European residents, was discovered and nipped in the bud, not, however, before some of these law-breakers had endeavoured to get their masters to

champion their cause. Two letter-shops failed in 1907 owing to gambling in exchange, and remitters lost considerable sums of money which they had entrusted to the shops for delivery to their relatives in China. In this year, also, Mr. Ho Yang Peng, who had been Sub-Postmaster in charge of the Chinese Sub-Post Office since 1886, retired. In 1914 the number of coolie letters in clubbed packets exceeded a million, and was still over a million in 1917, though the exchange on China being so high recently the remittances from the Straits have been much restricted.

A Chinese translation of the Singapore Postal Express has been issued since May 1895.

MONEY ORDERS

We are so accustomed to the money order system now-a-days that it occurs to few people that it was first devised as a means of checking the theft of letters containing money sent by post. It was an old institution taken over by the British Post Office in 1838. The first money order service in the Straits was with the United Kingdom, and started in 1871. A local money order service was introduced in May 1871; the service with Hongkong, China, and Japan in September 1878. The exchange which at once resulted in more business than all the others put together was that with India, commencing on the 1st January 1882. In November of the same year a service with the Native States was started; with Ceylon on the 1st January 1883; and with the Australian Colonies, Labuan, and North Borneo in 1885. From the 15th January 1885 arrangements were made for the use of the United Kingdom as intermediary for the transmission of money orders to a great many countries with which the United Kingdom had exchanges. France was the only important country on which orders could not be issued in the Straits. In this year, also, the Singapore office became intermediary for the exchange of Indian orders with various Native States. The introduction of British postal orders in

1885 relieved the money order business of many of the smaller remittances, and thus of a considerable amount of that part of the business which was unprofitable.

Siam and Sarawak entered into agreements for the exchange of money orders with the Straits in 1888 ; Pahang and Bandar Maharani (in Muar, Johore) in 1889 ; Jelebu on the 1st November 1891.

The report for 1893 stated :

“ The silver crisis, which was precipitated by the amendment of the currency laws and the closing of the mints in India in June, had a paralysing effect on the business of the money order branch during the second half of the year under review, whilst in the settlement of the accounts for the first two quarters it resulted in a loss, in consequence of the fall of exchange, of \$36,185, of which sum \$17,750 is recoverable from the Native States. The service with India and Ceylon was suspended from the 13th July to the 31st August, and the arrangement with India has since been amended with a view to guard against the occurrence of a loss in future.”

In 1908 the Straits Post Office ceased to be the intermediary for the Federated Malay States money order business with India, Ceylon, and China, separate agreements having been made between those countries.

After fixing of the exchange on a gold basis early in 1906, money order business was much simplified. From 1st March 1906 money orders and postal orders expressed in sterling were issued and cashed at the fixed rate of 2s. 4d. to the dollar, and orders expressed in rupees at Rs.175 = \$100. By an arrangement with the Hongkong Post Office, a “ Bearer Money Order ” system was introduced on the 1st December 1907, to obviate the alleged difficulties experienced by Chinese, owing to the diminished bullion value of the new Straits dollar, in taking their savings back without loss to China. These orders were, to meet the convenience of illiterate coolies, made payable to bearer, without

any payee's signature and without any question being raised as to identification. The demand for these orders has been small, proving either that the Chinese prefer the ways they are used to or that the complaints as to difficulties experienced were greatly exaggerated. The latter is the more probable, as Straits notes are easily negotiable in Hongkong and the Treaty Ports.

A money order exchange with Kelantan commenced on the 1st October 1907. This exchange showed a great increase in 1908, owing to the demonetisation of the old dollar on 31st December 1908, involving heavy remittances from Kelantan. This service was very extensively used, as there was no bank in the State. The opening of a bank agency in 1912, however, was responsible for a sudden big drop in the money order business, which nevertheless continues to be considerable. The same happened to the Malacca money order business when a bank opened there in 1883.

A telegraph money order service was introduced in 1910 for inland money orders and for those exchanged with the Federated Malay States. This service has grown very rapidly. A similar telegraphic system with the United Kingdom operated from the 1st September 1916, and has proved quite useful.

Exchanges were established with Kedah in 1910; with the Netherlands East Indies on the 15th April 1911. The exchange with the Netherlands East Indies had been thought of since the 'Eighties, but no agreement had been come to, chiefly on account of Netherlands East India having the International Union system, while the Straits already had several other different systems with various countries. The service is on the Union system, and is very simple, and has proved its value by the extensive use made of it.

The commission on money orders was paid in cash at first, and in stamps from 1888, the original cash method being reverted to from the 1st April 1895. The rate of commission was from 2 per cent. to 1 per cent. from the 1st August 1883, and the reduction causing a

much more extensive use of the system, the year 1884 showing a big increase. The commission on inland money orders and on those exchanged with the Federated Malay States, Kedah, Johore, and Brunei was reduced from 1 per cent. to $\frac{1}{2}$ per cent. in 1910, and the next year, 1911, saw a reduction from $1\frac{1}{2}$ per cent. to 1 per cent. in commission on orders drawn on the United Kingdom, India, Ceylon, Australia, Hongkong, and New Zealand—on Coronation Day.

The business in 1917 was phenomenal, and the Postmaster-General's report for that year has the following reference :

“ The total money order and postal order transactions amounted to \$14,760,563.18, as against \$4,812,003.35 in 1916, an increase of \$9,948,559.83. This very heavy increase is entirely due to the fall in the bank rate with India. The rate at which the Post Office issued orders on India was at a fixed rate of Rs.175 = \$100. As the bank rate was more favourable than this, and was steadily decreasing, there was a large run on the Money Order Office, and the Post Office was soon taking up most of the exchange business with India. The takings in Singapore at one time reached over two million dollars per month, and a considerable extra temporary staff was taken on. Representations were made to Government, as it was evident the system was being abused and made use of for speculative purposes. On the 16th August 1917 the rate of issue on India was fixed at Rs.165 = \$100, and other steps were taken to eliminate the speculator, and although this was a better rate than the banks nominally offered, still the business was kept to a fairly low level. As regards Ceylon, also a rupee country, on the 3rd September 1917 a *Gazette Extraordinary* was issued limiting the amount that could be sent by any one remitter to any one payee to Rs.150, and on the 1st October 1917 further restrictions were imposed by fixing the rate of issue at Rs.160 = \$100. As a result of the fall in the rate of exchange, there was a large demand for British postal orders, which were as good as Rs.175 to the \$100 so long as they could be exchanged in India and Ceylon at Rs.15

to the £. Steps were taken to curtail the abuse of these."

BRITISH POSTAL ORDERS

Postal orders were first issued in the United Kingdom on the 1st January 1881. The introduction of British postal orders to the Straits in August 1885 is thus referred to in the Postmaster-General's report :

" The appreciation with which the introduction of postal notes was received in the United Kingdom induced this Department to apply to Her Majesty's Postmaster-General for authority to extend the advantages of the Imperial postal note system to the Straits Settlements. The issue of what may be termed "Government Circular Notes " for sums of 1s., 1s. 6d., 2s., 5s., 10s., and 20s. commenced on the 15th August last, and from that date to the end of the year 937 notes for an aggregate sum of £609 10s. 6d. were issued in the Straits Settlements. Such notes were payable in the United Kingdom, Gibraltar, and at the British Post Office at Constantinople."

In October 1904 arrangements were brought into operation for cashing British postal orders in the Straits, and at about the same time the system was extended to various other parts of the Empire which had not previously taken advantage of it. The Federated Malay States began to purchase their orders direct from London in July 1906, instead of from Singapore. In 1909, from the 1st January, numerous additional denominations were introduced from 6d. up to 21s., chiefly in connection with the cash on delivery service, but many of the unpopular denominations were abolished in 1916. British postal orders are on sale at all post offices in the Colony. The affixing to the orders of English postage stamps to make up broken amounts was permitted from the start, and in 1917 it was made permissible for Straits stamps to be affixed. At the outbreak of war in 1914 British postal orders were made British currency temporarily.

LOCAL POSTAL ORDERS

Local postal orders, or postal notes as they were originally designated, were introduced in 1885 for sums in dollars, from \$1 up to \$5 each. They were obtainable and payable at any money order office in the Colony, and at the sub-post offices in Province Wellesley and at Balik Pulau, to which sub-offices it had not been practicable to extend the money order system. They could also be cashed by the post offices in Perak, Selangor, Sungei Ujong, and Johore. The Post Office Report for 1885 referred to these "notes" as follows :

"While the new form affords additional facilities for the transmission of small sums at a reduced cost to the public, money orders and postal orders have each their own advantages. The postal note is more quickly and easily obtained. It is payable at any post office, and with less formality than a money order; and some saving of work to the post office is effected. On the other hand, postal notes are for fixed sums, and the maximum amount of a single note is only one-tenth of that for which a money order can be obtained. A postal note is lost beyond remedy, whereas if a money order is lost the amount generally remains safe."

Later they were issued and paid at all sub-post offices, but the issue of \$5 and \$1 currency notes by the Government did away with the demand for local postal orders, and they were so little used that they were abolished in 1916.

THE GOVERNMENT SAVINGS BANK

According to Buckley a Government Savings Bank was established in Calcutta in 1833, and it was proposed to open one in Singapore, but nothing came of the proposal. A savings bank had already been established in Penang by the Recorder, Sir Benjamin Malkin, who had been one of the active managers of the Marylebone Savings Bank in London, and he had drawn up rules,

called a public meeting, and set the bank going. The suggestion was brought up again in 1846, but nothing was done. As early as 1793 there had been a savings bank in Penang, but it was not until 1872 that the matter was taken up seriously. In that year His Excellency appointed a Committee, of which the Postmaster-General was one, to report on the project of establishing a savings bank in the Singapore Post Office. From 1874 to 1876 the project was still under discussion, but during the latter year an Ordinance was passed and arrangements were made to open the Singapore Savings Bank at the beginning of 1877. The Post Office Report for 1877 states :

“ The Post Office Savings Bank was opened in January 1877, with a view to encourage those in receipt of small incomes to practise economy by affording them a safe investment for small amounts at a fair rate of interest, and also of affording borrowers opportunities of obtaining loans at lower rates of interest than are procurable from other sources, and so long as the arrangements made by Government continued in force the bank promised to become a very useful institution, and one calculated to do a great deal of good in these Settlements, and I regret that circumstances arose which necessitated loans being temporarily refused. The office has been opened two days a week since July, and the number of depositors on the 30th November was 211, and the amount deposited \$19,864.90, a state of affairs which may be viewed with satisfaction considering the short time the bank has been in existence.”

The 1878 report showed satisfactory progress, adding :

“ The publication of the correspondence which had taken place between the Secretary of State and the Governor on the subject of the management of this institution created somewhat of a scare at the time, and threatened to cause a run on the bank ; but when it was found that action on the part of the Imperial authorities was with the view to ensure the safe investment of the funds of the bank, and not to interfere un-

necessarily in its management, a feeling of confidence gradually returned."

Under the 1876 Ordinance arrangements had been made for loans to be made to depositors against satisfactory security, and in order to stop this and to arrange for safer investment of the bank's funds the Secretary of State instructed that the 1876 Ordinance be cancelled. The Ordinance of 1879 was the result, and remained the main Savings Bank Ordinance until 1907. In 1880 the direction of the Savings Bank was transferred from the Postmaster-General to the Treasurer, but the business was carried on, as before, at the Post Office, Mr. Noel Trotter continuing to be Secretary to the bank. The management of the bank reverted to the Postmaster-General on the 1st July 1889. It is curious to observe that in 1889 the depositors consisted of 307 Europeans, 203 Eurasians, 43 Chinese, 20 Malays, 76 Klings, 20 Sikhs, 9 other natives; total 678. The bank's investments in 1877-8 included mortgages; and hereafter consisted entirely of fixed deposits until 1889, when they were all in municipal debentures. In 1891 they consisted of fixed deposits, municipal debentures, and Indian Government securities, an Ordinance having been passed in February 1891 to enable the funds to be invested in Indian Government securities. In 1898, on the Secretary of State's instructions, part of the Savings Bank funds had to be remitted to the United Kingdom for gold investments, with the result that they appeared as part of the assets in 1899. At the time of writing the investments also include Straits Settlements War Loan Bonds. The year 1915 was the first in which the bank showed a debit balance, due to the depreciation of securities on the outbreak of war.

The 1879 Ordinance was repealed in 1907, when the Ordinance now in force was enacted. The new law provided for the establishment of sub-savings banks; the disposal of the deposits of intestates, infants, and lunatics; the transfer of depositors' accounts to and

from other British countries. Most of the sub-post offices in the Colony are now sub-savings banks. Arrangements for the reciprocal transfer of accounts have been made with the United Kingdom, the Federated Malay States, and India.

In 1877 the rate of interest paid to depositors was 5 per cent. ; it was 4 per cent. from July 1880 to April 1883 ; then 5 per cent. till September 1889 ; 4 per cent. up to September 1891 ; $3\frac{1}{2}$ per cent. to June 1895 ; and 3 per cent. ever since.

Separate annual reports on the Savings Bank were published for the years 1882 to 1901, after which they were included in the Post and Telegraph Department annual reports.

TELEGRAPHS

The annual report on the Administration of the Straits Settlements 1859-60 had the following reference to the

“ ELECTRIC TELEGRAPH

“ Although not actually connected with the proceedings of the Straits Government, the laying down the electric telegraph cable from Singapore to Batavia, the first link between India and Australia, is a fact of too much importance to be permitted to pass unrecorded. The junction between the two places was effected on the 24th November last, and for some time the telegraph worked most successfully ; latterly, however, there have been, unfortunately, frequent interruptions of communication, owing to the cable having been dragged by the anchors of vessels anchoring in the narrow Straits in its line of passage. The Netherlands Government has liberally conceded to the Governor of the Straits Settlements and to British Consuls the same privileges with regard to the despatch of telegraphic messages as enjoyed by its own high officers of State.”

The Dutch telegraph office here referred to was purchased from the Netherlands Government by the Straits in 1864. Buckley's reference to this is :

“ The beginning of submarine telegraph lines from Singapore was very unfortunate. In May the Dutch Government determined to lay a cable to Batavia, and obtained leave to lay it from Singapore. The line was completed on the 24th November, and the merchants in Singapore sent a congratulatory message, to which the Batavia merchants replied. The second message was from the Governor-General of Netherlands India to Governor Cavenagh, to which the latter replied. Then it snapped ! A ship's anchor was thought to have broken the cable. It was repaired, but only remained a short time in operation, and after having been once or twice more repaired, it remained obstinately mute, and on examination was found so much injured, and in so many places, that the attempt to repair it was abandoned. An office, a two-storied building, had been erected on the left bank of the river, about where the back of the Government Offices is now, and was used afterwards as the Master-Attendant's office.”

The following early references to telegraphs in Singapore are interesting, taken from the *Singapore Review and Monthly Magazine*, 1861-2 :

“ The telegraph between Singapore and Batavia, like many other submarine electric cables, has, after working a short time, proved a failure, and a new line must be laid before further communication can be established. The telegraph cable to be laid between Singapore and Rangoon has been found to be damaged by a new difficulty, overheating, and is still detained in England. From the great uncertainties and difficulties attending submarine cables it is now proposed to construct the line overland. The importance of telegraphic communication with Singapore, more especially since the late troubles in China, is daily becoming more evident, and the failure of the submarine cable laid between that island and Java, more than twelve months since, having shown that no dependence can be placed upon such means of communication, it is suggested that a more simple and less expensive telegraph might be carried overland from Singapore to Rangoon, the latter being already in communication with India. The chiefs of the intervening countries, being in friendly relations with

the British Government, would be found ready to give every assistance in the construction and protection of the line, were the Governor of the Straits and the chief British authority at Rangoon authorised to treat with them on the subject. This would also be a means of opening up those countries to commerce generally, as well as conducive to the welfare and civilisation of the inhabitants. It is understood that the King of Siam has signified his wish for an extension of telegraph communication with Singapore, and connecting this with the French occupation of Saigon in Cochin-China, there would be little difficulty in continuing the line to China should such be considered advisable."

At that time the Indian Act VIII of 1860, regulating the establishment and management of the electric telegraph, was in force here.

In the 1867 *Directory* the following interesting notice appears :

EASTERN ASIA TELEGRAPH CO., LTD.

(To be registered under the Indian Companies Act 1866)
Capital £150,000, in shares of £10 each, with power to increase

Provisional Directors

W. Paterson, of Paterson, Simons & Co., Singapore.

W. H. Read, of A. L. Johnston & Co., Singapore.

Alex. Fraser, Managing Director of N.I.S.N. Co.,
Batavia.

J. J. Greenshields, of Guthrie & Co., Singapore.

J. J. E. Brown, of Brown & Co., Penang.

Law Nairne, of Nairne & Co., Penang.

Samuel Van Hulstijn, Interim Secretary.

A. Logan.

It is intended to form a Board of Directors in London. All communications may meanwhile be addressed to W. W. Ker, Esq., Cannon Street, London.

In 1870 permission was granted to the British Australian Telegraph Co., Ltd., to lay and work a cable between Singapore, Java, and Australia. The result was that Batavia was again almost immediately in communication

with Singapore, and Singapore being shortly afterwards in connection with Penang and Madras, Java was at last enabled to participate in the advantages of international telegraphic communication. In October 1872 the cable between Java and Australia was opened, and in 1873 the British Australian Telegraph Co. was incorporated with the Eastern Extension, Australia and China Telegraph Co., Ltd.

In 1882 the telegraphic position of Malaya was thus described in military publications :

“ Singapore is an important station on the line of telegraphic communication between India, China, and Australia. From it submarine cables run as under :

“ (1) Singapore—Malacca, Penang, Madras.

“ (2) Singapore—Penang, Rangoon, thence overland to Calcutta.

“ (3) Singapore—Saigon (Cochin-China), Hongkong, Shanghai, Nagasaki, Vladivostock, thence overland to Europe.

“ (4) Singapore—Batavia, Palmerston (Australia).

“ (5) Singapore—Palmerston.

“ There is thus telegraphic communication to Europe either through India or by Hongkong. There are local lines connecting the Government House with the offices, and with the headquarters of the military ; also from the town to the New Harbour. Penang has telegraphic communication with India on the one hand and with Malacca and Singapore on the other, and, through them, with Europe and Australia. There are also small local lines for the convenience of the port and the public. Malacca is in telegraphic communication with Singapore and Penang. There are no local lines. A few years ago the Siamese Government contemplated laying a telegraph line from Singora to Penang ; in fact, the track was partly cleared, and the posts cut, but the idea was abandoned. It is to be hoped that the Siamese Government will make this road good, and establish telegraphic communication with Penang. The line should be continued through the Province Wellesley for police purposes, and in time through the Native States to Singapore. In case of any future disturbances in the Peninsula, the

value of a trunk road and telegraphic communication between the different stations would be inestimable."

In 1893 the question of the amalgamation of the Government telegraph at Penang with the Post Office was under consideration, but the transfer from the Public Works Department was not carried out until 1901. The Government, however, owned no telegraph lines in Singapore. The Singapore Government Telegraph Office was opened in 1909, the lines from Singapore to Kuala Lumpur and Penang being opened for Government messages on the 15th March, to Kuala Lumpur for public traffic on the 17th May, and to Penang on the 17th June. There were frequent breakdowns. The opening of these lines diverted a good deal of traffic from the cable via Malacca to the through land lines.

In 1910 it was pointed out that during the ten years that the telegraphs had been under the Postal Department the number of messages had increased by 245 per cent. The telegraph was installed at Tanglin Sub-Post Office in 1910, and at Tanjong Pagar and Keppel Harbour Sub-Post Offices in 1913. At the end of 1917 quadruplex instruments were set up and worked between Singapore and Kuala Lumpur. The cable station at Malacca was given up by the Eastern Extension, Australia and China Telegraph Co. on the 31st January 1917, after which date all telegraphic correspondence between the outer world and Malacca was borne on the Government land lines. In 1917, also, a post office circuit was opened between Singapore and Johore Bahru.

The Straits are a party to the International Telegraph Convention. The local or Malayan rates are low at 3 cents (less than a penny) a word. The traffic has increased, and is still increasing, by leaps and bounds. The law affecting telegraphs is the Telegraph Ordinance of 1895.

TELEPHONES

The Government telephones in Singapore were transferred from the Public Works Department to the care of

the Post Office at the same time as the telegraphs in 1901. The subject is not of much public interest, however, as the only telephones affected in Singapore were connections between Government offices, police, sub-post offices, etc. The whole of the Government lines were handed over to the Oriental Telephone Company in 1916 on certain conditions connected with their licence, and the history of that Company will be found in another section of this book. The following extract from Mr. Noel Trotter's annual report for 1898 is, however, of interest at the present time :

“ I have received frequent representations from gentlemen, some with knowledge of the matter, which entitles them to speak with authority on the subject, that it would be a wise policy for the Post Office to establish efficient telephone exchanges in Singapore and Penang. The existing service in Singapore consists of lines owned by four different proprietors, namely, the Imperial Government, the Colonial Government, the Municipality, and the Oriental Telephone Co., the latter controlling most of the lines. The lines are, however, so mixed up that in some cases the wires of one proprietor are suspended from the poles of two others. This does not appear to be a satisfactory state of things. It is very manifest that, for obvious reasons, the telephone services in the Colony should, like the land telegraphs, be entirely under the control and management of the local Government. I understand that the time is ripe for the establishment of a public telephone exchange in Penang. The following extract from an address delivered at the Institution of Civil Engineers in London, in November last, by the President, Mr. W. H. Preece, C.B., Electrician-in-Chief to the Post Office, is of special interest in this connection : ‘ The progress of the use of the telephone in Great Britain has been checked by financial complications. It fell into the hands of the company promoter. It has remained the shuttlecock of the Stock Exchange. It is the function of the Postmaster-General to work for the public every system of intercommunication of thought which affects the interests of the whole nation. Telephony is an Imperial business, like the post

and the telegraph. It ought to be in the hands of the State. The public and the Press have frequently kicked violently against the present *régime*.' "

WIRELESS

As long ago as 1902 the question of radio-telegraphic communication between Penang and Pulo Jerejak was under discussion—a telephone cable was laid instead, and in 1906 the Postmaster-General had proposed a scheme for wireless communication between Horsburgh Lighthouse and Singapore, a distance of thirty-six miles, for the benefit of shipping. Regulations providing for the control of apparatus for wireless telegraphy on board merchantships in the waters of the Colony were published in the beginning of 1914, and during that year progress was made with the Singapore commercial wireless station at Paya Lebar. The station was completed and opened for traffic on the 8th October 1915. It is controlled by the Post Office. The War restrictions on the use of wireless telegraphy have been so great that very little business has been transacted with ships.

Wireless communication with Sarawak was established on the 22nd May 1917, and as Sarawak had no other means of telegraphic communication with the outer world before this, a fair amount of business has been done with the Singapore station, which acts as intermediary between Sarawak and the rest of the world in the matter of telegraphic communication.

The Paya Lebar station was not the first wireless to be opened in Singapore, for on the outbreak of war in 1914 the Eastern Extension Co. hurriedly erected apparatus on their premises, and this served a very useful purpose until the naval station at Seletar was erected. This station belongs to the Imperial Government, and does not transact commercial business, though it will probably do so in the not distant future. Another and larger station is contemplated near Singapore as one of the links on the Imperial chain of wireless stations.

The Colony is bound by the International Radiotelegraph Convention.

NETHERLANDS INDIA POSTAL AGENCY

Donald Maclaine Campbell's book on Java (1915) states that "In 1849 the Dutch authorities concluded an arrangement for the conveyance of all correspondence via Southampton and via Marseilles; this was received at Singapore by the Netherlands India Postal Administration, and forwarded by means of a monthly steamboat mail service that had been established between Batavia and Singapore," and "In 1870 the service via Singapore, and in 1871 the service via Trieste also, which had been opened in 1849, were discontinued." In 1878 Dutch East Indian post office officials were appointed as postal agents at Singapore and Penang. Their duties were to see that there was no delay in the transmission of correspondence to and from the Dutch East Indies. In March 1879 the Dutch postal agencies in Singapore and Penang were reorganised. These agencies (which are still in existence) deal with a great quantity of mail matter passing to and from the Netherlands East Indies via Singapore and Penang, and act as clearing-houses for the correspondence to and from innumerable small Netherlands East India ports, which have more frequent communication with Singapore and Penang than with the important towns in their own country.

STAMPS

The Indian Stamp Act was only introduced into the Straits on the 1st January 1863, and during the first four months of that year the total sold was Rs.79,651; but the revenue was on Indian account, and most of it was fiscal as distinct from postal. Buckley refers to the introduction of this law to the Straits: "The stamps sent were all in rupees, and there were no rupees, and no rate of exchange was provided for. Then the number of stamps was inadequate, and the natives did not understand about them." Stamps must have been available in Singapore before this date, however, for we find in the

1862 *Straits Almanack and Directory* the following entry under "Trades and Professions": "Postage stamp vendor, de Souza, Alex. M., Raffles Place." The first issue of postage stamps in India was in 1854.

The first postage stamps used in the Crown Colony were Indian stamps surcharged with a crown and the value in cents—nine different values of Indian stamps were so surcharged in 1867, the surcharges varying from "three half-cents" to "32 cents." In 1868 the Colony issued its own stamps, a set of eight: 2c., 4c., 6c., 8c., 12c., 24c., 32c., 96c.; and Indian stamps were no longer used here. A 30c. stamp was issued in 1872. In 1882 5c. and 10c. stamps were produced; in 1892, 3c. and \$5. In April 1902 King Edward took Queen Victoria's place on the stamps, and a series, 1c., 3c., 4c., 5c., 8c., 10c., 25c., 30c., 50c., \$1, \$2, \$5, was issued. In this issue the "postage and revenue" stamps became unified. In 1904 the 1c., 3c., 4c., and 8c. stamps bore new designs; they all bore the portrait of the King's head in vignette: in the case of the 1c. there is a coco-nut palm—one of the emblems of Singapore—on either side of His Majesty's portrait; the 3c. shows similarly the Penang or betel-nut palm, emblematic of Penang; the 4c. has the Gula Malacca (sugar-cane) palm for a supporter, usually associated with the ancient Settlement; and the 8c. bears a kris on either side, the typical weapon peculiar to Malaya. These stamps, which were designed by Mr. (now Sir) W. Egerton and Mr. Noel Trotter, superseded the design used in common, with a distinguishing name-plate, by all British Crown Colonies, which have no special stamps of their own. The same series bore the effigy of King George after His Majesty's accession. In 1911 a 21c. stamp was issued for use on telegrams and a 45c. stamp for use on parcels.

The revised rates of postage brought into force on the 1st January 1918 necessitated the issue of two new values, 2c. and \$6, and several colour changes. They had not, however, made their appearance at the date of the Centenary.

An account of the very numerous surcharges which were issued from time to time (generally by reason of the constant reductions in postage), before 1892, of the frequent colour changes, differences of paper, water-marks, perforations, etc., would not be appropriate to a work of this nature; but the use of Straits stamps in countries outside the Colony is a matter of some historic interest, for it is not widely known that all correspondence from the Malay States, Siam, Indo-China, Borneo, the Philippine Islands, Java, etc., for the rest of the world circulated through Singapore, and was prepaid by means of Straits stamps. In fact, the first stamps issued in Siam were the 1867 Indian 2-anna stamps, supplied by this Colony to the British Legation at Bangkok in 1882, surcharged with a capital " B " and " 32 cents." As soon as the Straits issued their own stamps in 1868 the different values were similarly surcharged " B " for use on correspondence from Siam for other countries. The use of these stamps in Siam ceased on the 1st July 1885, when that State joined the Postal Union.

Until 1880 it had been the practice of many mercantile firms in the Philippines to send their correspondence from Europe under cover to Singapore to be posted—the enclosures bearing Straits stamps; this ceased with the opening of direct communication between Manila and Europe, Spanish stamps then being used.

Sarawak correspondence for the outer world bore Straits stamps until that State joined the Postal Union, on the 1st July 1897. Similarly with the Federated Malay States and Johore it was not until the 1st January 1899 that their stamps were recognised as valid prepayment of postage to other parts of the world. After the 1st January 1899 Straits stamps were used nowhere outside the Colony—except that in 1900, owing to an unexpected delay in the receipt of their new stamps, the Federated Malay States were supplied with Straits stamps to the value of \$9,360. The amount of Straits stamps sold to the various Malay States in 1896 was

Perak, \$5,630 ; Selangor, \$6,047 ; Negri Sembilan, \$912 ; Pahang, \$1,435 ; and Johore, \$182 ; Sarawak took \$442, making a grand total of \$14,628, or about £1,500 sterling. In 1897 the total was \$13,938, and 1898, \$14,433. The stamps used in the various Malay States were surcharged with the name of the State.

Money order commission was paid in stamps from 1888 to the 31st March 1895. Telegrams have been prepaid by means of stamps since 1908.

In 1886 an Ordinance was passed to render penal in the Colony the manufacture, issue, or sale of forged foreign postage stamps, and similar provision is made in the current Post Office Ordinance V of 1904.

On the 17th February 1916 two kinds of special stamps were on sale—not available for postage purposes—for the benefit of Lord Roberts's Memorial Workshops and Local Relief Fund. There was very little demand for them, however, on account of their uselessness for postal purposes and consequent disinterest to philatelists. They were withdrawn in 1918. Red Cross stamps were issued in 1917—they were the ordinary 3c. and 4c. stamps surcharged "Red Cross—2 cents," and were sold at 5c. and 6c. respectively. They were available for local postage purposes to the original value of the stamps, the additional 2c. on each stamp being credited to the Red Cross Fund. These stamps, which, as was to be expected, were much more popular than the non-postage stamps issued in 1916, were withdrawn in 1918 under instructions.

Stamp booklets were placed on sale in December 1916, containing 1c., 3c., and 4c. stamps. These proved popular, and a new book containing only 4c. stamps was issued in 1917. They were sold at \$1 each, the face value of the stamps.

International post cards (3 cents) were introduced in September 1879, and sold at slightly above face value. Since May 1883, however, they have been sold for the face value of the stamps impressed on the cards. Local

post cards (1 cent) were issued on the 15th December 1884, for use in the Straits, Malay States, and Johore. Reply post cards for local and foreign use were introduced in January 1885.

Official registration envelopes in five sizes have been available since February 1891.

RELATIONS WITH NEIGHBOURING STATES

The treaty of the 20th June 1826, between the Honourable East India Company and the King of Siam, contained the following curious article :

“ If any Englishman desires to transmit a letter to any person in a Siamese or other country, such person only and no other shall open and look into the letter. If a Siamese desire to transmit a letter to any person in an English or any other country, such person only and no other shall open and look into the letter.”

During 1881 the Government of Siam, with a view to establish post offices in that kingdom, sent an officer to Singapore to gain an insight into the Straits system, and it was hoped that this would further Siam's wish to be brought into direct postal communication with the rest of the world. There was no post office in Siam at that time, but she joined the Postal Union on the 1st July 1885, and it was no longer necessary for all correspondence to and from Siam to pass *a découvert* through Singapore.

The Maharaja of Johore consulted the Postmaster-General of the Colony in 1871 with a view of establishing a postal service with compulsory repayment and free delivery at either end, but postal communication was not established with Johore until June 1884. The mails were conveyed by coach until the railway opened in 1903.

The Postmaster-General of the Straits went to Java in 1867 to arrange a connection with the Dutch Government, the great feature of which was to secure free deliver throughout Netherlands India of all letters

prepaid with Straits Settlements stamps, the Straits reciprocally undertaking to deliver free in this Colony letters from the Netherlands India for the Straits when prepaid with Dutch stamps.

Singapore's unique geographical position on the great highway placed the Settlement in a position to influence the postal arrangements of the neighbouring Malay and foreign states, many of which followed closely at her heels in introducing new systems and in extending old ones. We have seen in preceding pages how and why the neighbouring States used Straits stamps on their foreign correspondence, practically all of which was dealt with by the Straits Post Office ; how, after establishing a local parcel post with the Malay States Singapore became the intermediary for the transmission of parcels from those States to the rest of the world and vice versa ; similarly with money orders until the Malay States arranged their own direct exchanges with other countries ; how much more closely connected the States and the Settlements became on the completion of the through railway and the overland telegraph ; how a Local Postal Union grew up, introducing low and uniform rates of postage, and comprising the Straits, the Federated Malay States, Johore, Kedah, Kelantan, Trengganu, Perlis, Sarawak, British North Borneo, and Brunei ; how the Malayan Telegraph Agreement between the Straits, Federated Malay States, and Kedah gave uniformity and a low charge in the matter of telegraphic arrangements.

Straits officers visited and reported on postal matters in the Malay States from time to time, and Mr. Noel Trotter wrote in his 1893 report :

“ I attach no slight importance to the improvement and development of the postal relation between the Colony and the Native States by the organisation and maintenance of a complete system, based on uniform principles and applicable throughout the Straits and British Malaya. I think it would be a departmental as well as a public advantage if the Post Office of the

Straits and the Peninsula were formed into one service ; but there are difficulties at present in the way of the realisation of this idea, the most prominent being the financial one, although one of the results would be that of economy."

In June 1902 Mr. Trotter proceeded to the Federated Malay States to report on the postal service there, and to advise regarding the adoption of a uniform system throughout the States. This resulted in the appointment of a Director of Posts and Telegraphs for the Federated Malay States in 1904, and the organisation of the Post Office of the several States on a federal and uniform basis.

POSTMASTER-GENERAL

His Majesty's Postmaster-General has no powers or privileges in relation to posts within the Colony. The powers and privileges of the Postmaster-General of the Straits Settlements are defined in the several Straits Ordinances governing the Post Office, money orders, the telegraphs (including telephones and wireless) and the Savings Bank.

In Singapore the Post Office was for many years under the Master Attendant. In 1855 he had the assistance of a Postmaster with a salary of £396 to carry on the more immediate duties in connection with the Post Office. In 1856 a letter, very numerously signed by the merchants, was sent to Government suggesting that the Post Office was becoming of great importance, and recommending separation from the Marine Office and the appointment of Mr. William Cuppage as Postmaster, this gentleman having carried out the duties since before 1831, though nominally under the Harbour Master. Mr. Cuppage became Postmaster, and acted as Postmaster-General in 1869, when this appointment was created.

Mr. Henry Trotter came from Ceylon to be the first Postmaster-General of the Colony in 1871, and remained in the post until May 1882, when he was succeeded

by Mr. E. E. Isemonger. Except for comparatively short periods, during which Mr. H. A. O'Brien performed the duties of his post as Postmaster-General, Mr. Noel Trotter acted as Postmaster-General from 1883 to 1895, when he was appointed to the post which he continued to hold until his retirement in 1907. In 1907 Mr. W. G. Bell became Postmaster-General, and in 1916 Mr. F. M. Baddeley, the present holder.

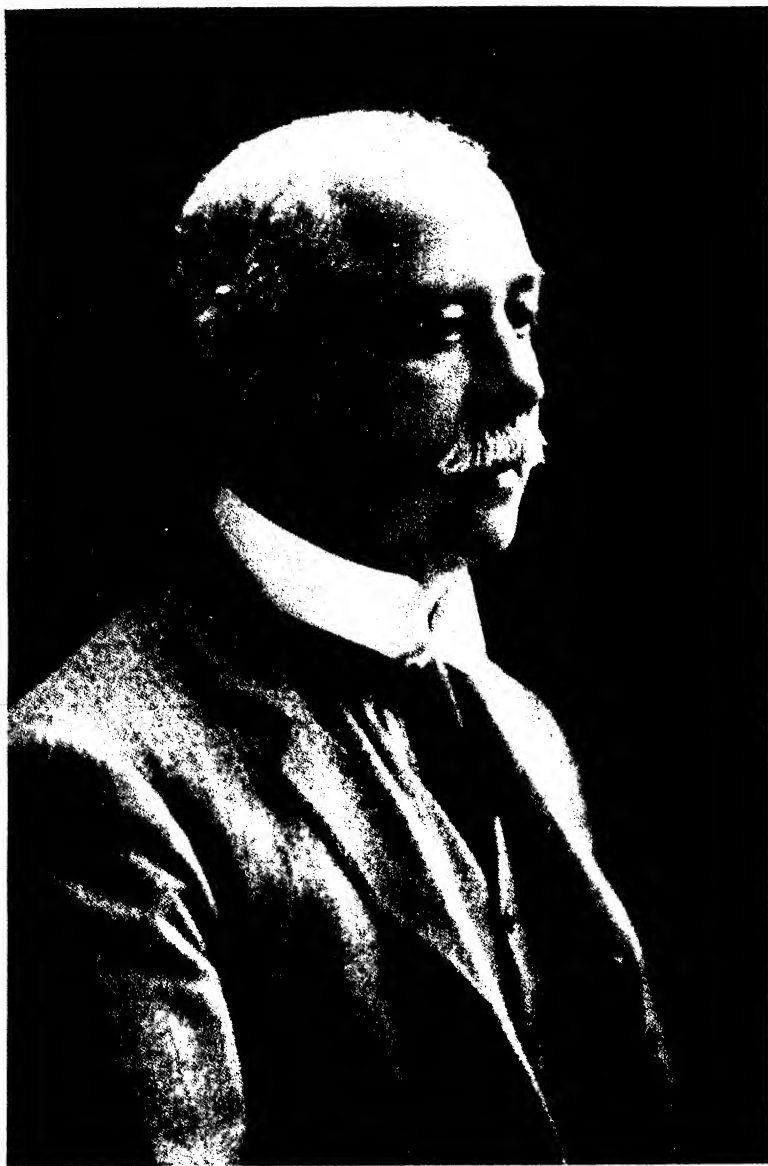
For nearly forty years the Trotters, father and son, directed the progress of the Straits Post Office. Their memory still lives in the Department, for there are a few of the staff who remember the father, and many who remember the son, with the greatest respect and affection. They were of the old school, and their hospitality and innumerable kindnesses to their staff have left the happiest recollections. Enthusiasm was encouraged and guided into the best channels, and many have regretted not having had a few more years of that guidance and unselfish assistance. There can be no more fitting conclusion to this chapter than the letter addressed to Mr. Noel Trotter on his retirement in 1907 by representative members of the commercial community, and the reply which suggests to the reader some of the ideals which actuated his management of the Post Office. When Mr. Noel Trotter retired in 1907, the father, Mr. Henry Trotter, was still alive and well, and it was a rare pleasure to see father and son both enjoying their retirement.

" SINGAPORE,
" 25th February 1907.

" HENRY NOEL CORTLANDT TROTTER, ESQ.,
Postmaster-General Straits Settlements, Singapore.

" DEAR SIR,

" The Merchants, Bankers, Members of the legal profession, and others concerned in the Commerce of Singapore, on learning of your decision to retire from the office of Postmaster-General of the Straits Settlements, have felt that it is due to you to mark in some tangible form their appreciation of the manner in which



NOEL, TROTTER.

their interests have been studied and advanced through the highly efficient organisation into which the Postal Service of the Straits Settlements has been brought by you during the long term of your administrative direction of that Department, and they decided to ask you to accept a memento of their appreciation in the form of silver plate.

"A movement towards this end at once received very hearty and general response, with the result that \$1,460 have been contributed for the purpose, by widely spread subscriptions, a list of which is enclosed.

"As you are about to return to England, it is felt that the form and design of plate most appropriate and suitable for this presentation can best be left to your own choice and decision. It has, therefore, been decided to hand you the amounts subscribed (cheque now enclosed), and ask you to procure in England, as the gift to you of the subscribers, such form of silver plate as your own preference may suggest.

"The subscribers to this presentation ask that you will have the following superscription engraved upon their gift, viz. :

To
HENRY NOEL CORTLANDT TROTTER, ESQ.,
POSTMASTER-GENERAL
OF THE
STRAITS SETTLEMENTS

On his retirement after thirty years of service in that Department.

In appreciation of the high state of efficiency into which his life's work has brought the Postal organisation of the Straits Settlements.

A presentation subscribed for by Merchants, Bankers, Members of the legal profession, and others concerned in the Commerce of Singapore.

"SINGAPORE, STRAITS SETTLEMENTS,
25th February 1907.

"On behalf of the subscribers we thank you for your invariable study of their interests, and we add the

expression of their hope that you may long have health and happiness in the Home Country to which you are retiring.

“ For the subscribers

“ Believe us to be, yours very truly,

“ THOS. S. BAKER

“ C. McARTHUR

“ W. J. NAPIER

“ JOHN ANDERSON.”

“ SINGAPORE,

“ 25th February 1907.

“ To The Honourable John Anderson, The Honourable W. J. Napier, D.C.L., The Honourable T. S. Baker, C. McArthur, Esq.

“ DEAR SIRs,

“ I have much pleasure in acknowledging the receipt of your letter of this day's date, on behalf of the Merchants, Bankers, Members of the legal profession, and others concerned in the Commerce of Singapore, expressing their appreciation of my work in the Postal Department of the Straits Settlements, and enclosing a cheque for \$1,460 to be used by me in purchasing a memento in the form of silver plate.

“ No commendation could be more gratifying to me than that of the Mercantile Community, which has had the widest opportunities of judging my work ; and from the bottom of my heart I thank the very representative body of subscribers, whose names are given in the list accompanying your letter, for the very handsome and exceptional recognition, both verbal and tangible, of my official service.

“ I shall be very proud to carry out the wishes of the subscribers with regard to the inscription to be engraved on their generous gift.

“ I have always considered that my first duty was to the public, and my constant aim in managing the Post Office was to secure efficiency, or in other words to provide a safe, quick, cheap, and up-to-date service, with an absence of red-tape.

“ Whatever results have been accomplished could not have been achieved without the excellent *esprit de corps* which has animated all branches of the staff, to whom much credit is due.

“ I am also extremely grateful for the very good wishes contained in the final paragraph of your letter, and I shall ever retain the happiest recollections of the harmonious relations which have always existed between the public and myself.

“ As my time is so short, it will be impossible for me to personally thank all the subscribers, and I would, therefore, ask you to add to your kindness to me by acting as the channel for conveying my heartfelt thanks to them.

“ Believe me,

“ Yours very truly,

“ NOEL TROTTER.”

CHAPTER XV

THE MACHINERY OF COMMERCE

By Walter Makepeace

THE climatic and geographical conditions of Singapore affect the personnel of the firms that carry on business here (since practically every business man has to go on frequent leave) and the length of life of the firms, hence the personal element of the trader is of such great importance. The history of the firms of the Colony shows a surprising number of firms founded by men who have come out to other establishments and have chosen to "go on their own." There has also been a considerable amount of changing from firm to firm among the juniors who subsequently became seniors, and, as an inevitable result of changing conditions of trade, many absorptions have taken place. An attempt is made to put on record a brief history of the oldest or most important firms in the place at the outbreak of war in August 1914, the circumstances of trade during the War being so far removed from the normal that its permanent effect on the history of Singapore cannot yet be judged.

There are also included many firms that have been at one time or another in existence in the town, these including the German and Austrian concerns closed under War Regulations.

Neither list is claimed to be complete, and the Directories of the last ten years are so readily available that it was not considered necessary to elaborate the recent life-history of the businesses, except in a few cases

THE TELEGRAPH COMPANY

The first mention of the electric telegraph is found in 1859, when the Dutch Government laid the Singapore-Batavia line, the first message being sent on the 24th November. Congratulations were exchanged between the Governors of the colonies thus connected; but then the cable snapped, and there is no indication that the communication was ever restored beyond an entry in the 1860 *Directory*: "Electric Telegraph Establishment—Office right bank, river side. The line is open between Singapore and Batavia. D. Gollner, Chief; Schreyner, Agent."

In 1863 there was a small shed in the Square used for the telegraph line from Singapore to New Harbour; J. Fisher, Proprietor; W. Allen, Manager. Fisher was a partner of Fisher and Riley, engineers, later Riley, Hargreaves and Co. This local line was evidently of considerable use. In 1873 it is recorded as disabled by a thunderstorm.

The cable to Madras was completed on the 31st December 1870, and opened to the public in January 1871, "thus placing Singapore in direct communication with India, Europe, Great Britain, and America." The office was in Prince's Street, in a house leased from the Sultan of Johore. On the 14th April it is recorded that the result of the University Boat Race was telegraphed out in four minutes to Bombay. On the 19th May 1871 the ships to lay the China telegraph cable sailed, the *Agnes*, *Belgian*, *Minia*, and *Kangaroo*. The *Agnes* was the smallest of the four, and took one hundred miles, returning when it was laid. The question of the branch to Saigon was then unsettled. The buoys were placed at Cape St. James the following year, and the cable joined up. Mr. J. W. Fuller was the first Manager in Singapore, and when he retired, on the 9th January 1874, he received an address from the merchants recognising his courteous services. Mr. Bennett Pell succeeded him in 1881—he lived at Grasslands, River

Valley Road—and the Graham Bell telephone, invented in 1876 and coming into use in 1878, was in use in the Telegraph Office, Singapore, in 1881 as a private venture of Mr. Pell. The Singapore venture was then the Oriental Telephone Company. The Penang belonged to a Mr. Gott, and that was taken over by Government. Mr. Grigor Taylor, who succeeded him, was Manager of the Telephone Co. in Singapore. Mr. Grigor Taylor was a well-known and much respected resident of Singapore for many years, and when he left, in September 1902, Singapore ceased to be the headquarters of the General Manager, and became a district. The permanency of the staff of the Telegraph Company is a great feature of the history of Singapore. For instance, A. Y. Gahagan, who was still Manager in 1912, was a member of the Singapore Cricket Club Committee in 1881, and the record of the following members of the staff in that year extends well over the quarter of a century: Mr. J. C. D. Jones, electrician; Mr. J. C. Cuff, assistant electrician; Messrs. K. A. Stevens, A. C. M. Weaver, J. H. D. Jones, A. J. Collier (of Malacca). Mr. J. C. H. Darby is the oldest member of the service now in the Straits (arrived 1883); Mr. H. K. C. Fisher, who retired from the Straits in 1917, having been on the staff in 1880, died soon after retirement.

The dates of laying the various cables now existing are Madras, Penang, Singapore, 1870, duplicated in 1891; to Hongkong and St. James, 1871; Singapore-Batavia and Australia, 1871; Singapore-Banjoewangi, 1879; Cocos Island, 1908; direct Colombo, Penang, Singapore, 1914. The Company's cable ships with considerable times of service in the Straits are the *Sherard Osborn*, 1878 to 1902 (Captain Worsley, later Captains W. S. Fawcus, C. V. Madge, Dunmall, and Rushton); *Recorder* (Captain Madge, Captain Dunmall); *Agnes*, 1872 to 1885; *Edinburgh*, 1872 to 1878. In the course of their work out East most important ocean sounding has been done, of which careful record was kept and report sent home to the Admiralty to be entered into the official

charts. Thus we find in 1889 that from a report furnished by Captain Madge, of the *Recorder*, the Hector Bank in the Carimata Straits has been replaced on the Admiralty charts.

One of the most important of these sounding expeditions may be mentioned, that for the Cape-Australia cable in 1901, the soundings having been taken in 1900, when the *Sherard Osborn* deep was discovered between Adelaide and Mauritius via Cocos—5,500 miles—when over 440 soundings were taken in depths up to 3,550 fathoms.

The first instrument used was the mirror. About 1879 this was replaced by the siphon recorder. The automatic cable relay was introduced about 1900, and a late development of it is the direct connection between Aden and Singapore, the automatic relay being at Colombo. The development in number of connections, in perfection of instruments and cables, is paralleled by the increase of staff and business.

In 1891 the Eastern Extension, Australasia and China Telegraph Company was the successor or amalgamator (about 1873) of the British India Extension Telegraph Company, the China Submarine Telegraph Company, the British Australasian Cable Company. The staff of the Company at Singapore numbered fifty-three, not including the shops. Last year's list includes 116 for the Singapore office alone. The increase in commercial and cable work is shown by the figures for March 1874, when 74,900 words were signalled by the Singapore station, and March 1914, when the total was 1,111,416.

Previous to 1886 spare cable was stored in an excavation at Keppel Harbour, on the site of the present boat-building shed. In 1879 a sailing ship, the *Southern Ocean*, arrived from England (her chief officer was Mr. H. Owen, for many years in command of local steamers, and latterly a pilot). She was fitted with tanks, and was converted into a hulk for stores and spare cable. She lay off Tanjong Rhu until 1886. (In November 1884 Mr. Gardner, cable foreman on this hulk, died of

hydrophobia, this being the first authenticated case of this disease in Singapore.) In 1886 the Cable Depot was built at Keppel Harbour on land leased from the New Harbour Dock Company, five tanks from the hulk, and four new ones. In 1896 the area was doubled by a lease of further ground, and a factory for the manufacture of cable from picked up gutta-percha core was started. At present the number of tanks is seventeen, capacity 95,000 cubic feet, holding 1,600 miles of intermediate cable. In 1911 electric motors were installed, power being supplied by the Singapore Harbour Board. In 1903 the *Sherard Osborn* was sold to the Eastern Telegraph Company and replaced by the *Patrol*. In 1904 the *Magnet* was purchased as a third ship. The *Sherard Osborn* was named after a distinguished naval officer who wrote a book about "Quedah." The *Agnes* was named after his daughter.

ORIENTAL TELEPHONE AND ELECTRIC CO.

Mr. Bennett Pell, of the Telegraph Co., was the owner of a small private telephone system, installed soon after the invention of the Graham Bell Telephone. In 1878 a trial had been made on Mr. Fisher's telegraph line from the Square to New Harbour, and a sample instrument was placed in the Raffles Museum. On the 1st July 1882 the Oriental Telephone Co. bought out Mr. Bennett Pell, the owner, trading as John Fraser and Co.

The exchange was situated on the first floor of Messrs. Paterson, Simons and Co.'s offices, Prince's Street, and comprised a 50-line standard plug switchboard without cords. When taken over by the Oriental Co., the Exchange was removed (in 1898) to 91 Robinson Road, Singapore.

The first Manager of the Company was Mr. J. B. Saunders in 1885, followed by Mr. John Sibbons in 1893.

The subscribers in 1882 were: Behn, Meyer and Co., Bernard and Son, Borneo Co., Ltd., Boustead and Co., Brennand and Wilkinson Co., Cameron, Dunlop and Co.,

Chartered Bank of India, Australia and China, Chartered Mercantile Bank of India, etc., Crane Bros., The Singapore Exchange, John Fraser, Hamilton, Gray and Co., Hongkong and Shanghai Bank, Katz Bros., John Little and Co., Maclaine, Fraser and Co., Mansfield and Co., Martin, Dyce and Co., McKerrow, William and Co., McAlister and Co., Messageries Maritimes Cie., Netherlands Trading Society, Oriental Banking Co., Paterson, Simons and Co., Peninsular and Oriental Steam Navigation Co., Powell and Co., John Purvis, Puttfarcken, Rheiner and Co., Rautenberg, Schmidt and Co., Dr. Robertson, J. D. Ross, jr., Sayle and Co., W. R. Scott and Co., Syme and Co., Tanjong Pagar Dock Co., Eastern Extension Telegraph Co., Gilfillan, Wood and Co., Guthrie and Co., New Harbour Dock Co., Ltd., The Maharaja of Johore.

In 1907 the Company transferred their connection from the two exchanges at Robinson Road and Tanglin to a central exchange in Hill Street, where a lamp-signalling system was brought into use. In 1908 Mr. John Sibbons retired from the Company's service, and was succeeded by Mr. P. H. Gibbs. For health reasons Mr. P. H. Gibbs found it necessary to resign in 1915, and Mr. J. D. Pierrepont was then appointed Manager of the branch. In December 1916 the Company suffered an unfortunate experience in having their exchange burnt out, and at the present time a central battery exchange is in course of being erected. There are now 1,832 exchange lines.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO., LTD.

The actual commencement of the P. and O. Company was when the *Iberia* left England in 1837, with the Peninsular mails. Down to 1840 the mails to and from India were carried by the H.E.I.C. in their own steamers between Alexandria, Bombay, and Suez, and by steamers of the Imperial Government between Alexandria and Gibraltar. Alexandria to England was three or four weeks. In 1840 the *Oriental*, of 1,600 tons

and 450 h.p., and the *Great Liverpool*, of 1,540 tons, were despatched with the Peninsular and Indian mails. These were the first of the P. and O. mails. The line east of Suez was opened by the *Hindustan* in 1842 (1,800 tons), which went round the Cape. In 1844 a contract was made for the extension of the P. and O. line to Singapore and Hongkong at 17s. per mile. In this year the fleet consisted of fourteen ships, including the *Hindustan*, the *Bentinck*, and the *Precursor*. Also, William C. Crane was agent for Waghorn and Co. in Singapore. The landmarks of the Company's property in Singapore bear date 1850.

The Overland Route is as old as history. Lieutenant Waghorn revived it—eighteen hours' journey, ninety miles across the desert in an omnibus on a road hardly distinguishable from the desert. Fresh water and coal had to be carried by the same route (coal was cheaper sent this way than round the Cape by sailing ships). The railway was completed in 1858. The P. and O. spent on an average £525,000 per annum in coal, and Singapore stocked 8,000 tons. In 1853 the mail was sent every other month to Sydney by way of Singapore. The main line was 12 knots, the branch lines $10\frac{1}{2}$ knots, and $8\frac{1}{2}$ knots between Singapore and Sydney, the *Himalaya*, *Nubia*, *Pera*, and *Colombo*; in 1853, *Simla*, *Valetta*, *Bengal*, and *Vectis*. In 1857 a strenuous attempt was made by the European and Australian Co. to obtain the contract, but it failed miserably. In 1869 the Suez Canal was opened. For four years the mails were actually landed at Alexandria and taken overland to Suez, where they were embarked on the same steamers which had passed through the canal. In this year the P. and O. offices in Singapore were in Battery Road and at New Harbour. Mr. H. T. Marshall was Superintendent.

This is an early phase of the "fares" question. In January 1853 a circular was issued announcing a "considerable reduction" in fares. On the 1st March 1854, "owing to the increased price in coal," the fares were

increased, being then \$600 from Singapore to Southampton, payable in Spanish, Mexican, or Peruvian dollars. A promise was given of reduction when possible, which promise was redeemed on the 9th August 1856, the fare Southampton to Singapore falling from £125 to £110; but excess luggage had to be paid for at the rate of \$14.40 per cwt.

It was not till 1888 that the Suez Canal route became the exclusive route for the mails, and the condition that the mails should be sent overland was withdrawn. The P. and O. *Khedive* had been put on in 1871, at a cost of £110,000, being under 4,000 tons, built by Caird and Co., Greenock.

With its fine general record for safety the Company has yet suffered losses, which have concerned the Straits, of recent years. The *Bokhara*, of 2,994 tons, struck on dangerous rocks round the Pescadores in 1892, and foundered with all on board, only seven Europeans and sixteen Lascars escaping to the island. A worse disaster was the loss of the *Aden* (4,200 tons) off the island of Socotra in 1897, on her voyage home from Yokohama. She carried thirty-four passengers and a valuable cargo. She encountered very bad weather from the 1st June, when she left Colombo, with coal on deck to avoid calling at Aden, which coal successfully got into the bunkers on the 7th. No sights were obtainable till the 8th June, when the ship's position was ascertained, and she struck on the 9th at 2.30 a.m., in very bad weather and a pitch-dark night. By the afternoon of the next day the captain had his leg broken, and was washed away, and the survivors remained aboard for seventeen days, being rescued on the 26th June.

The P. and O. Company reached Singapore in 1844, when the first contract was made for the conveyance of mails to China via Ceylon. The contract was for 140 hours from Ceylon to Penang and 45 hours from there to Singapore, and the first mail steamer was the *Lady Mary Wood*, which arrived here on the 4th August.

The service was monthly, and the early numbers of the Directories contain copies of the contracts. The passage-money was then £160, including transit through Egypt and stewards' fees. Spottiswoode and Connolly were the first P. and O. agents. But in 1852 Captain T. Marshall was the P. and O. agent, and he gave a ball in the recently completed offices at New Harbour, in honour of that and of the opening of the line to Australia, the first vessel being the *Chusan*, 700 tons. Next year, 1853, the mail was made twice a month, alternately via Galle and Calcutta. The landmarks of the property at Teluk Blanga are dated 1850. The local agent at Singapore naturally is an important member of the commercial community, and usually is stationed here for a considerable time. Captain James Gardiner Jellicoe (1860) was relieved by Mr. J. D. Caldbeck in 1871, whom Mr. H. W. Geiger succeeded the following year, retiring in 1891. The P. and O. then, and for many years afterwards, had its own pilot. Under Mr. Geiger (1882-90) the passage Gravesend to Singapore was £68, "including all canal dues," but the passenger Suez Canal transit was by rail.

The P. and O. agents in Singapore since 1875 are as follows : J. R. Kellock (1875-7) ; H. W. Geiger (1878-83, 1884-8) ; D. Low (1883-4) ; F. G. Davidson (acting 1889-90) ; George King (1890-95) ; Frank Ritchie (1895-9) ; H. I. Chope (1899-1906) ; L. S. Lewis (acting 1906-7) ; H. W. Buckland (1907 to date). Mr. H. I. Chope lost his life as the result of a carriage accident near Tanglin Club in January 1906.

The present steel wharves of the Company were constructed in 1908, and the railway siding on the Company's property, connecting with the F.M.S. railway system, was completed in 1915.

BANKING

Early in the history of Singapore the question of banking facilities was mooted. In 1833 the first proposal was made to found a Singapore bank, with a

capital of \$400,000, but nothing came of this proposal. Two years later a scheme was formulated for a Singapore and Ceylon bank, capital £200,000, to be limited by charter. This scheme was also abortive. In 1837 Syme and Co. were offering advances in cash to nine-tenths of the value of the produce conveyed to their agents in London. John Gemmill did private banking business in 1839.

The Union Bank of Calcutta opened a branch in December 1840, and three years later appointed a committee of three merchants to assist in managing, but the Committee was objected to, as it would mean the disclosure to them of their competitors' business. Mr. A. G. Paterson came here to open the branch. This first bank made advances at 9 per cent. up to three-quarters of the value of the goods, up to 90 per cent. (at 7 per cent.) on bullion, and discount on bills ranged from 8 to 10 per cent. This bank was "Registered under the Indian Act."

The Oriental Bank branch was here in 1846, prior to having been incorporated by Royal Charter on the 30th August 1856. It continued to operate in Singapore till 1884, when it stopped payment.

On the 20th December 1855 the North-West Bank of India (headquarters, Calcutta) opened a branch at Singapore, under Mr. David Duff, who in 1859 became the first agent of the Chartered Bank of India, Australia and China in Singapore, which opened on the 19th February. Several of the most influential retired Singapore merchants were connected with the London Directorate, including Mr. James Fraser, of MacLaine, Fraser and Co. (died in 1872). The North-West Bank withdrew. The offices in 1864 were at the north corner of the Square, near Prince's Street.

In 1859 there were many banking agencies. Ker, Rawson and Co. held four; the Borneo Co. represented the Government of Labuan and the Rajah of Sarawak.

The branch of the Mercantile Bank of India, London and China was opened in 1855 by Mr. Walter Ormiston.

(In 1842 Mr. T. O. Crane lived where the Mercantile Bank is now.)

The New Oriental Bank, which took up the business of the old (Bank Lama), carried on till June 1892, when it failed, with liabilities \$5,500,000.

In 1864 there were four banks in the Square, the Chartered Mercantile, the Chartered, the Asiatic Banking Corporation, and the Oriental Bank.

Having given this sketch of the early history of banking in Singapore, the following is a brief account of the chief banks now established in the Straits :

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA was incorporated by Royal Charter, on the 29th December 1853, with a capital of £644,000. By a supplemental charter dated the 20th July 1861, the agency then existing in Singapore was converted into a branch, with authority from Her Majesty's Treasury to establish branches at Penang and Malacca, and to issue notes in the three Settlements. On the 3rd November 1863 the capital was fixed at £800,000. A second supplemental charter authorised the capital to be increased to £2,000,000, subject to the approval of H.M. Treasury. On the 29th December 1884 the charter was renewed. Some of the well-known managers in the Straits have been R. I. Harper (1871), T. Neave, T. H. Whitehead (1882), W. Dougal (who married a daughter of Dr. J. H. Robertson, of Singapore), 1883, and Mr. J. C. Budd. In 1884 the present Chartered Bank House at Cairn Hill was built. Since then, among the managers have been Mr. W. H. Frizell, Mr. E. M. Janion (1910), Mr. M. Morrison (1912), and Mr. J. Greig (1915-18). The Bank has had its office in three buildings within the memory of living man : corner of Prince's Street and the Square, corner of Flint Street and Battery Road (first occupied the 5th February 1895), and now corner of Bonham Street and Battery Road, the last two buildings being constructed to its order.

THE MERCANTILE BANK OF INDIA, LONDON AND CHINA existed prior to 1857 in Bombay, but in that

year a Royal Charter was obtained, and the Bank took the name of the Chartered Mercantile Bank of India, London and China. In October 1892 the Bank was voluntarily liquidated, and was reconstructed under the name of the Mercantile Bank of India. The branch in Malacca, the only bank in the old Settlement for many years, was closed in 1893. Mr. James Davidson was Manager in 1864. The best-known name in connection with the Mercantile Bank, however, is Mr. G. S. Murray (now Sir George Murray), who succeeded Mr. F. C. Bishop, reigned many years in Singapore (knighted in 1906), made money at the beginning of the rubber boom, in connection with W. W. Bailey and H. Payne Gallwey, and was of invaluable assistance to the Government in its difficult task of a note issue and of establishing a gold standard. Sir George Murray married Miss Dennys, daughter of Dr. N. B. Dennys, a man of singular ability and zeal in collecting facts connected with the Far East in 1880-94. (In 1872 the banks were badly let in by the firm of Joshua Bros., who caused a loss of \$400,000 by the manipulation of opium import certificates. A run on all the banks took place in November 1872, in consequence of the failure of the firm.) Mr. A. R. Linton, who was Acting Manager in 1910, returned in 1918.

THE HONGKONG AND SHANGHAI BANKING CORPORATION was incorporated under Ordinance 5 of 1866 (Hongkong), and in 1871 Boustead & Co. were the agents. In that year Mr. T. Jackson (afterwards Sir Thomas Jackson) was agent at Yokohama, and Mr. Herbert Cope, who was afterwards agent in Singapore, was at Hankow. The Bank has achieved remarkable success, its projectors wisely placing the headquarters at Hongkong. The circumstances of the foundation were exceptionally favourable. Although five other banks had branches in Hongkong, they appealed but slightly to local sentiment. The success of the new venture was something undreamt of in Colonial history. The original shares of \$100 rose rapidly within a few months

to 27 per cent. premium, and within five years, although large dividends had been declared, the reserve fund amounted to half a million of dollars. In 1866 the Bank received a check by the failure of Dent and Co., the head of which was a director of the Bank. A year or two later large advances to the Indo-Chinese Sugar Co. had worse results, and the Bank for the first time failed to pay a half-yearly dividend. But the earning capacity of the Corporation was so enormous that the former influential position was soon recovered. The Bank came to Singapore in 1877, and was incorporated that year in the Straits Settlements. The offices were in Collyer Quay, where Donaldson and Burkinshaw's office is now. In September 1890 the Bank purchased its present fine site, opposite the Singapore Club, from the Fraser Estate, the premises pulled down including those occupied by Messrs. A. L. Johnston and Co. and Robinson and Co., and the new building being constructed under the supervision of Messrs. Swan and Maclaren, who made use of many of the old rails of the first Tramway Company in constructing the vaults below. Some of the Managers have been Mr. J. P. Wade Gardner, Mr. G. W. Butt, Mr. J. C. Nicholson, Mr. T. S. Baker, and now Mr. J. C. Peter.

In 1898 two ingenious Germans named Grosse and Schultze conceived the idea of importing forged Hong-kong Bank notes. They were arrested on the *Preussen* with \$221,000, and later were duly convicted.

In the twentieth century there has been a great development of the banking facilities in Singapore. The Nederlandsch Indische Bank (N.I. Commercial Bank) opened on 1st June 1901. The Singapore branch of the Banque de l'Indo-Chine was established in 1904 to give financial support to French enterprise in the Straits and Malaya. The Bank of Taiwan, created originally to serve as a State Bank for Taiwan (Formosa), opened its Singapore branch on the 2nd September 1912. The Sze Hai Tong Bank, a Chinese enterprise, was founded in 1907. In 1908 there were nine banking establish-

ments. The Chinese Commercial Bank came into existence in 1912.

A private enterprise called the Straits Banking Co. had a very brief life in 1914. The Kwong Yik Bank was also formed in 1903, but its liquidation had to be arranged for with the aid of Government.

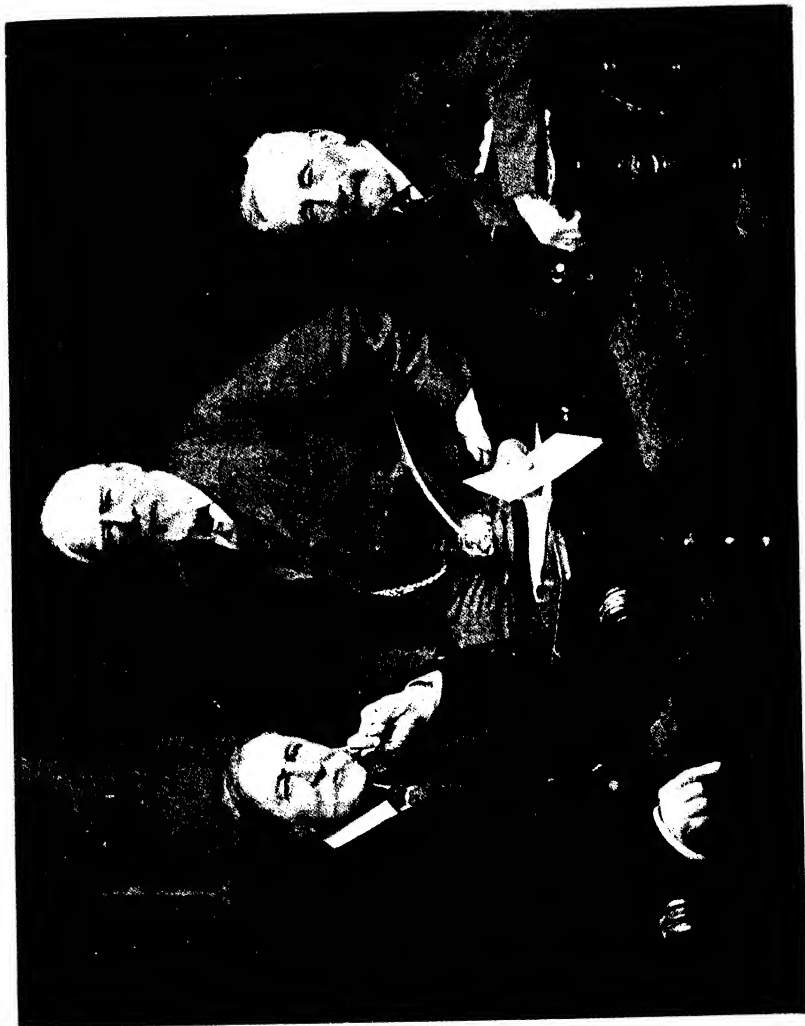
NEDERLANDSCH INDISCHE HANDELSBANK.—This is an offshoot of the Algemeene Maatschappij voor Handel en Nijverheid, established at Amsterdam in April 1863. The Directors early established a head agency in Batavia on the 15th March 1864, with an agency at Soerabaya and in Samarang the following year. It had many difficulties to contend with, among them the liquidation of the parent Algemeene Maatschappij, and the bad year 1883, when all produce, and especially sugar, greatly decreased; but with the formation of the N.I. Landbouw Maatschappij the Bank entered upon a new lease of life. An agency was opened in Singapore in 1901, and at Hongkong in 1906. The Managers of the Bank in Singapore have been R. A. van Santen (1901-3), P. Huga (1903-9), J. T. Lohmann (1909-10), W. E. van Heukelom (1910-12), C. Woldringh (1912-14), G. H. Theunissen (1914-16), E. J. H. van Delden (1916-18) and W. J. de Graan (1918).

THE INTERNATIONAL BANKING CORPORATION, which is closely affiliated with the National City Bank of New York, one of the largest banks in the world, and holding a controlling number of shares in the International Banking Corporation, came to Singapore in 1903, and opened at No. 1 Prince's Street, the General Manager then being Mr. J. B. Lee, a well-known figure in the Straits, who was in charge till 1908. Mr. H. T. S. Green, at one time Sub-Manager of the Hongkong and Shanghai Bank in London, succeeded, and is still General Manager and President. The first Manager of the Singapore branch was Mr. Alwyn Richards, who was succeeded by Mr. J. L. Lyon, Mr. J. K. Moir, Mr. W. H. Rose (all formerly of the Mercantile Bank), Mr. L. R. Macphail (at present a broker in Singapore), Mr. D. G.

MacLennan (since dead), and Mr. Walter Greig (now in the Yokohama branch). Mr. Rose returned as Manager in 1917.

THE COMMERCIAL FIRMS

ABRAMS MOTOR HIRING AND TRANSPORT Co.—One of the characters of Singapore for a quarter of a century was Mr. H. Abrams. "Daddy Abrams" was the founder of Abrams's Horse Repository on leaving the service of H.H. the Sultan of Johore. Singapore, from a very early date, in spite of a limited number of roads, was a great place for horses and carriages, at first imported. Madame Pfeiffer, who made a tour round the world, and called at Singapore in 1852, specially mentions that "the whole island is intersected with excellent roads, of which those skirting the sea-shore are most frequented, where handsome carriages and horses from New Holland, and even from England, are to be seen." The firm of Lambert and Co. was established in 1865, and in 1880-90 built very excellent vehicles at their factory in Orchard Road (near where Kelly and Walsh's printing works now stand), with imported machinery and European coach-builders. Mr. Abrams, an exceedingly good judge of a horse and a shrewd business man, withal a most genial character, was the leading horse-dealer and trainer, as well as a fine jockey in his younger days. Mr. J. E. Elphick and Mr. P. S. Falshaw were veterinary surgeons to Abrams, and some of the cleverest jockeys had their early or late training under "Daddy": E. Calder, W. Dallan (died in 1901), and H. S. Kirwan. Residents in the 'Eighties and 'Nineties will remember the inimitable Jinks, a right-hand man when it came to breaking horses into harness. Daddy used to keep a famous grey called "Patent Safety" for beginners; but the animal belied his name when the late Arnot Reid, Editor of the *Straits Times*, fell off him while sauntering round the Esplanade. Perhaps it was the unaccustomed "high horse" that did it. Mr. C. W. Abrams came out to his father as veterinary surgeon



MESSRS. ADAMSON, GILFILLAN, AND WOOD.

about 1900. A rival establishment, the Straits Horse Repository (1885-1908), under W. Dallan (and later Peter Dallan) and C. D. H. Currie (an early veterinary surgeon to come to Singapore), was established. But it was the advent of the motor-car that caused the greatest change in Abrams's, and led to the formation of Abrams's Motor Hiring and Transport Co.

ADAMSON, GILFILLAN AND CO.

GILFILLAN, WOOD AND CO.—The early history of this firm involves men very well known in the Victorian age of the Straits. Mr. H. W. Wood came to Singapore in 1851 to join Syme and Co., and remained with that firm till 1857, when he joined the newly formed Borneo Co., of which he was in 1859 a manager, with Mr. Samuel Gilfillan and Mr. W. Adamson as assistants. In the 1867 Directory Mr. H. W. Wood, Gaylang House, Tanah Merah Road, appears in the list of residents, and as a director of Tanjong Pagar Dock Co., Ltd., and Mr. S. Gilfillan as a J.P. living at Siglap; but curiously no reference is made to them in the Mercantile Directory. Next year Mr. Wood had gone to live at Woodside, the [*sic*] Grange Road; he appears as a member of the Library Committee, Deputy Chairman of the Chamber of Commerce, Attorney for the liquidator of the Asiatic Banking Corporation, and the Resident Partner of Gilfillan, Wood and Co., established 1867, Messrs. Gilfillan and Adamson being in London, and James Miller being an assistant, the branch firm being Adamson, Gilfillan and Co., London. This seems to settle without doubt that the firm was established in 1867. Mr. W. Adamson first appears in 1856 as an assistant in McEwen and Co. (founded in 1842), of which firm Mr. Samuel Gilfillan had been an assistant from 1854, or a year or two earlier. In the 1860 Directory a pencilled memo. by the late J. D. Vaughan mentions Mr. Adamson as "Siam"—two years previously he was mentioned as "assistant in Borneo Co., resident at Teluk Blanga." The history of Mr. Adamson is almost that of Singapore

for a long time. In March 1862 he proposed, at a public meeting, a bridge across the Singapore River near Ellenborough Market. He was a promoter of the Singapore-Tanjong Pagar Railway (1871—a resuscitation of the 1865-6 plan), and after his retirement in 1890 was for many years Chairman of the Straits Settlements Association. Mr. Gilfillan retired to London in 1881. He is credited, with A. T. Carmichael, of the Chartered Bank, with instituting a weekly half-holiday, which was taken sometimes on Saturdays, sometimes, to suit the mail, on Wednesdays. Mr. James Sword was a partner of the firm in 1881, and Mr. James Miller, while Mr. G. P. Owen was an assistant a year previously. In 1895 the Partners were S. Gilfillan, W. Adamson, H. W. Wood (London), J. Miller, T. E. Earle, G. F. Adamson, F. W. Barker, John Somerville, Chas. McArthur, and M. E. Plumpton (a great "soccer" man at that time). The growth of the firm may be judged from the fact that at this time it held the agencies of the Pacific Mail, Occident and Oriental Steamship Co., the agency of the P. and O. Co. at Penang (which branch was established about 1884), six insurance companies, the China, Japan and Straits Bank, and the Sungei Ujong Railway. In 1900 the staff included W. S. Coutts, A. J. Macdonald, H. W. Noon, F. L. Tomlin, F. C. Muhlinghaus, and C. F. Minnitt in charge of the insurance businesses. The Managers in 1905 were John Somerville and M. E. Plumpton, the latter also being here with Mr. A. J. Campbell Hart in 1910, Mr. F. L. Tomlin, the present Manager, and Mr. H. A. Low, the present Penang Manager, signing *per pro*. At the time of the outbreak of war the Directors in London were still Samuel Gilfillan, Sir W. Adamson, C.M.G., H. W. Wood, R. T. Peake; and in Singapore, M. E. Plumpton; the Managers: London, Campbell Hart; Singapore, F. L. Tomlin; Penang, H. A. Low; twelve European assistants, and three in charge of insurance work; seven steamship agencies, nine insurance, and numerous general and commercial agencies. The Company was

registered on the 6th October 1904, and then assumed the name of Adamson, Gilfillan and Co.

ADELPHI HOTEL.—This was first established in 1863 in the building in Coleman Street now known as the Burlington, and in the 'Seventies the Proprietor was A. Puhlmann, his widow subsequently carrying on the business to the late 'Eighties. The big building now occupied was built on the site of the old Hôtel de la Paix, and at the corner of North Bridge Road there was a concert and dancing hall—the original Tingel-tangel—owing its origin to a Mr. Finkelstein. Later the Tingel-tangel was removed along North Bridge Road, and lasted for many years under Austrian control, there being a very decent stringband, the lady-performers being allowed to dance with visitors. Sometimes rather rowdy scenes occurred, but the Tingel-tangel was, on the whole, very well conducted, and the band had outside engagements, as at the Children's Fête of the Queen Victoria Diamond Jubilee in 1897.

BARKER, ARTHUR.—Mr. A. Barker came to the Straits in 1889, and has carried on business continuously since. Mr. H. W. Noon (now of Guthrie and Co., Ltd.) was with the firm in 1905. The firm is now Barker and Keng Chuan, Mr. Keng Chuan having started as salesman to Mr. Barker before 1895. At the outbreak of war Barker and Co. represented in Singapore twenty-five business concerns.

BECHER, LOUIS AND Co. was formed in 1889 by Mr. H. M. Becher, Henry Louis, and H. Hamilton Gunn, with W. F. A. Thomae as metallurgist. They were the agents of Bentong and Kechau. Like most mining engineers, they all had adventurous lives. H. M. Becher was drowned in the Pahang River. Mr. Louis is now a professor in England.

BARKER AND CO., LTD.—Mr. F. Wilson Barker came out to Messrs. Gilfillan, Wood and Co. in the early 'Nineties, but left that firm and started business under the name of F. W. Barker and Co. as Accountant and Estate Agent about 1902. In 1904 Mr. Lowther Kemp,

A.C.A., and in 1905 Mr. Oswald Kimmel, joined him as assistants. Mr. Lowther Kemp and Mr. Kimmel took over the business in 1909 when Mr. Barker retired. The firm then employed four assistants and represented twenty-two companies. In 1914 the partners were Messrs. W. Lowther Kemp, O. A. Kimmel, and John Mitchell, the last residing in Penang. It had in that year five chartered accountants among its nine European assistants, with a branch at Penang, and represented some thirty-six companies at its Singapore office. Mr. O. A. Kimmel died in 1917. At the end of that year the concern was reorganised as a private limited liability company, comprising its Singapore and Penang branches and its London office.

BARLOW AND CO.—The firm arose out of W. R. Scott and Co., which was established in 1877, though really it began much earlier. Mr. W. R. Scott (1859) was a clerk in Shaw, Whitehead and Co., itself a successor to Graham, Mackenzie and Co. prior to 1834. W. R. Scott married a daughter of Captain George Julius Dare, a well-known Singaporean, who was here in the 'Forties and died in London in 1856. In 1864 W. R. Scott became a partner of William MacDonald and Co., of which Mr. Garlies Allinson was a partner; and Buckley mentions that in 1866 he had a fresh-water swimming bath at Abbotsford (Orchard Road), of which he allowed the use to subscribers; but it was very little used. Of the firm of W. R. Scott and Co. the note for 1882 is the following constitution: W. R. Scott (London); T. S. Thomson, *per pro.*; J. M. Allinson and James Muir. In 1891 W. R. Scott, jun., had been added as an assistant, and the firm is out of the 1895 Directory. But the name of Barlow and Co. comes in with Mr. J. M. Allinson, E. Bramall, A. Booth, T. Black, and E. F. Salzmann, E. Bramall and Black being still here in 1910. When the War started the staff included E. Bramall (Manager), G. D. Mackay, L. Hinnekindt, F. Blackwell, and H. I. Jones. The agencies of the firm are now mostly rubber, but it has the Compania Trasatlantica line of steamers.

THE BORNEO COMPANY, LIMITED.—According to Buckley (p. 380) the firm of W. R. Paterson and Co. (1842) led to McEwen and Co., and so to the Borneo Co. An autograph note by Mr. P. W. Auchincloss gives the following account of the commencement of the Company: "McEwen and Co. were in 1851 the successors of Paterson and Co., and in 1854 started the Borneo Co., with their London agents to work their interests in Sarawak, which had become too important for a private firm. The wharves at Teluk Banga were initiated by Mr. John Harvey in the days of McEwen and Co., early in 1856, and were transferred with their other property to the Borneo Co. In 1854 McEwen and Co. had among its clerks the gentlemen with the familiar names of S. Gilfillan and George Armstrong. Three years later Mr. William Adamson was in the firm, and on the 31st July 1851 the Borneo Co., Ltd., was established in Singapore. Mr. John Harvey was Managing Director in the East, Mr. John Black Manager at Batavia, and Mr. Samuel Gilfillan at Bangkok. McEwen and Co. was dissolved in the previous April." In 1859 Mr. S. Gilfillan and Mr. H. W. Wood were Managers and Mr. C. E. Crane a clerk. In 1860 Gilfillan and Auchincloss were managing, and Mr. W. Adamson in 1862, among the clerks being Messrs. Tidman, Mulholland, and Crum. In 1863 both Mr. Gilfillan and Mr. Adamson were in Singapore. In 1868 Mr. John Harvey was Managing Director, Mr. William Martin Manager, and at the Singapore Branch Herbert Buchanan and William Mulholland signed *per pro*. The branches established were at Manchester, Calcutta, Singapore, Batavia, Hongkong, Shanghai, Bangkok, and Sarawak, and among the agencies held by the Company were H.M. Government of Labuan, Standard Life, North China and Norwich Union Assurance Companies. Mr. Mulholland then lived at Ardmore. Three years later we come upon the name of Andrew Currie as an assistant, while A. W. Neubronner and J. L. Neubronner were clerks.

These three names appeared for many years in the firm—perhaps of all Companies the Borneo Co. has most had the knack of keeping its employees. Mr. Currie was a member of the Legislative Council before 1880, and he lived then at Neidpath. He remained Manager till 1891, being relieved by an equally well-known and respected public man, Mr. C. Sugden, who had then been ten years in the firm, his contemporaries being Mr. W. A. Cadell, Mr. St. V. B. Down (1884), and Mr. J. D. Ross, jun. (1888). The firm had developed. Among its agencies were the National Bank of Scotland, Nobel's Explosives, the Russian Volunteer Fleet—then regularly calling in the most princely style on the journey from Odessa to Vladivostock—and the National Bank of India. But as long ago as 1871 the biggest ship in the harbour, the *William Cory*, was consigned to the Borneo Co. Curiously, this is the only company in the Directory of 1857 to which is attached the word "Limited." In 1900 the staff included C. Sugden, W. A. Cadell (Managers), St. V. B. Down (*per pro.*), F. Hilton (from 1890), W. Patchitt, C. J. Davies, J. Denniston, F. C. Wreford, E. G. Hartnell, and W. A. Darke. Mr. Sugden had retired before 1910, leaving behind him the memory of a good business man, a keen sportsman, and a good friend. Under him the Company here had extended its business to cover nine insurance companies, three banks, and four lines of steamers, besides its own considerable trade. Mr. W. Patchitt succeeded him, and now Mr. John Denniston. At the outbreak of war there were seventeen Europeans in the firm, looking after the business and its sixteen agencies.

BEHR AND CO. was founded before 1895, its partners in that year being Meyer Behr (London), and Sigismund Behr, who was then absent. Mr. F. H. Pearce, Mr. S. Rosenbaum, and Mr. L. Hoefeld have at times looked after the affairs of the Company. Mr. Traub was a partner in 1914.

D. BRANDT AND CO. goes back to the early 'Eighties, the partners then being D. Brandt, H. Muhlinghaus,

and H. Brinckman. G. Pertile and van der Pals carried on the firm, and later R. Engler and H. Windrath. In 1895 R. van Pustau and the brothers G. and J. Schudel were in the firm.

BRAUSS AND CO., H. Brauss, G. Wolber, and H. Reuter on the staff, was in full swing in 1895. The firm ceased to exist by 1910.

JOSEPH BASTIANI was established here in 1873, and for many years carried on the business of pineapple preserving. The firm had ceased to exist in 1905, but Mr. V. Clumeck, who was in it in 1891, is still in Singapore.

BEHN, MEYER AND CO.—This great German firm was established in 1840, in November of that year Mr. August Behn and Mr. V. Lorenz Meyer commencing business and remaining partners till 1850, when Mr. F. A. Schreiber, who had joined as a clerk, became a partner. In that year also Mr. V. L. Meyer apparently went out. In 1852 Arnold Otto Meyer was a partner, and in 1890 that gentleman and his son, Edward Lorenz Meyer, presented a service of communion plate to St. Andrew's Cathedral as "a thank-offering of the goodwill and prosperity experienced by the House of Behn, Meyer & Co. during fifty years." Mr. A. O. Meyer used to sing in the choir. Mr. T. A. Behn was a Municipal Commissioner in 1851. He retired from the firm in 1857, and gave \$500 each to the Sailors' Home, Tan Tock Seng Hospital, Mr. Keasberry's Malay School, and the Seamen's Hospital, and died in London in 1913. In 1868 the partners were Arnold Otto Meyer, Ferdinand von der Heyde, and Oscar Mooyer, the first and last being marked "in Europe." The Company then had twelve agencies, mostly insurance companies. The firm was a member of the Chamber of Commerce and Exchange, and Mr. Mooyer was on the Committee for 1871, the firm's staff then mustering six Europeans, besides O. Mooyer and Caspar Glinz. The latter was Vice-President of the Teutonia Club (established 1856), and lived at Sanssouci, River Valley Road. J. Lutyens, a junior, had

risen to be Manager in 1882, and among his assistants were Otto Muhry and W. Edelmann, who afterwards became Managers, for it was a rule of the firm that no man remained a manager for more than five years—if he had not made a private fortune in that time, he was not enterprising enough for the firm. In 1895 the Company had fourteen agencies, twenty-seven insurance companies, and two agencies for the classification of steam vessels. In that year A. Laspe became a Partner and F. H. Witthoeft was Manager. When he retired in 1900 there were twenty-six Europeans in the firm, the departments of which were : Home Shipping (Hans Becker and A. G. Faber) and Coast Shipping (C. Eckhardt and A. Diehn). Hans Becker was Manager in 1910, but retired and died in October 1913. A. G. Faber was then at Penang, and A. Diehn at Singapore. The fortunes of these two gentlemen during the War must be told by others. The Directory account of the constitution of the firm just before the outbreak of the Great War tells its own story. There were six Directors, and E. Lehrenkrausz, Secretary. He will be remembered as a fine vocalist. In the General Office, Bank, and Produce were five Europeans ; in the Home Shipping (twelve companies, including three British), eight Europeans ; in the Transport Insurance Department, three ; in the Import Department, including the Potash Syndicate, three ; in the N.D.L. Co., four ; Nautical and Technical, three ; Hamburg-Amerika Line, one. They were agents for rice-mills, engineering companies, and estates. They had control of a large rattan and cane business. Thirty-six insurance companies were represented by Behn, Meyer and Co. with the London House, Arnold Otto Meyer and Co. There were eleven branches in the Far East alone, the Penang branch being started in 1890.

BUYERS AND RIACH. BUYERS AND ROBB.—The first-named firm in 1863 built a vessel called the *Singapore* for the Netherlands India mail line of Mr. Cores de Vries, 600 tons, the largest vessel constructed in Singapore at that time. Buyers and Robb in 1867 had a shop at

Teluk Ayer (in this year Mr. Chas. Wishart was Superintending Shipwright at Cloughton's Dock, established 1859 at New Harbour), and were the owners of Bon-Accord Dock at Pulo Brani (built 1866). This dock existed till filled in by the Straits Trading Co. in the 'Nineties. Buyers and Robb ceased to exist about 1885.

BOUSTEAD AND Co. was established about 1827, and became Boustead, Schwabe and Co. on the 1st January 1834. The *Singapore Chronicle* of the 27th March 1828 mentions: "arrived per British ship *Hindustan* on the 13th March from Liverpool, E. Boustead, Esq." The fine barque *Eleanor*, Captain Mactaggart, 200 tons, was advertised on the 5th December 1833, "for freight or charter, apply to Edward Boustead." He advertised on the 2nd January next year that Mr. Gustav Christian Schwabe had been admitted a partner, and the firm would be called Boustead, Schwabe and Co. Mr. Edward Boustead came here from China as Manager of the firm of Robert Wise and Co. (so Buckley writes), and Mr. Adam Sykes, who succeeded him, joined Boustead, Schwabe and Co. when Wise's was closed down in 1837 or 1838. In 1843 Boustead, Schwabe and Co. opened a house in China, and Mr. Boustead himself took charge of that, Mr. Schwabe (he left the firm in 1848, and died in Liverpool in 1896) going to Liverpool and Adam Sykes being in charge in Singapore. Mr. Edward Boustead was sole partner in 1849, and retired to England next year, never returning to Singapore. Joseph Wise and William Wardrop Shaw became partners, the former leaving in 1853. In 1856 Archibald Buchanan Brown was added to the firm, retiring in 1867. Jasper Young came out in 1855, became a partner in 1860, and in 1888, on the death of the founder of the firm, became senior partner. He left Singapore in 1873, and died in 1908, leaving two sons, Arthur and J. B., both of whom afterwards became partners. The title of the firm in 1867 was Boustead and Co., the partners being Boustead, Shaw, George Lipscombe, and Jasper Young, assistants being J. Stow Young (left in 1873), Charles Frolich, Claude J. Morris,

and F. W. Mackie. The firm evidently showed its independence, for in 1864 it was not a member of the Chamber of Commerce, though it had been in 1856, and had taken part in the foundation of the institution, and of course joined forces with the rest of the mercantile community. Boustead's was against the levying of duties in 1836, in common with nearly every firm in the Colony, and Mr. Edward Boustead was one of the Committee appointed to draw up the petition. They repeated the protest in 1857. The firm was interested in the land settlement and in cultivation. It also took a leading part in the establishment of steamer communication with Madras in 1858. In 1842 Mr. Adam Sykes was an original subscriber for a theatre. Mr. M. F. Davidson left A. L. Johnston's in 1863 to join Boustead's, and later Farleigh Armstrong left Armstrong and Co., the latter becoming a partner in 1874, at the same time as Mr. Thomas Cuthbertson. The firm prospered after the Transfer. In 1882 the partners included Thomas Cuthbertson (still alive in London) and John R. Cuthbertson, both very musical, strong supporters of the kirk, and John taking a keen interest in racing. In that year, also, John Finlayson, H. W. Gunn, and A. M. Aitken were in Penang, and Robert Craig, W. Greig, and W. P. Waddell assistants. The Cuthbertsons and John Finlayson carried on in Singapore well into the 'Nineties. W. A. Greig was *per pro.* in 1886, D. T. Boyd and G. Macbain assistants in 1888, while John Dill Ross, jun., had a spell in the firm, as he tells, slightly disguising the names, in his book *Sixty Years' Travel and Adventure in the Far East*. The steady expansion of the firm is shown by the Directories of thirty years ago; it held five insurance companies, the Glen and the Gulf Lines, Netherlands Indies Steam Navigation Co., Queensland Royal Mail, and the Shire Line, and three years later the British India, the Canadian Pacific, the Compagnie Nationale, the West Australian, and the Indo-China Line had been added, with two banks. In 1895 in the service of the firm were F. E. Jago, F. D. Mactaggart, W. Mackay, W. H. Macgregor,

E. D. Hewan, V. Gibbons, J. B. Young, F. H. Darke, D. Ritchie, F. Y. Blair, and Arthur Darke. The partners of the firm in the last twenty-eight years have been :

1891. Jasper Young (died 1908), J. Henderson (retired 1901, since dead), T. Cuthbertson (retired 1911), J. R. Cuthbertson (1898, since dead), J. Finlayson (retired 1896, died 1908).

1893. R. Craig.

1898. W. P. Waddell, R. Yeats (1917), W. A. Greig (1908), F. E. Jago (1904).

1901. Arthur Young.

1903. J. B. Young.

1909.—E. D. Hewan, D. T. Boyd (1914), and G. Macbain (1914).

1915.—R. J. Addie.

1917.—V. Gibbons.

The present partners are A. Young, J. B. Young, W. P. Waddell, H. E. Snagge, E. D. Hewan (London); R. J. Addie, V. Gibbons, F. Y. Blair (Singapore); J. C. Benson (Penang).

BRINKMANN AND CO. were established here in 1876, Mr. J. G. Brinkmann, late of Linton, Cambridge, opening the firm on behalf of his co-partners, Mr. Ignazius Hiltermann and Mr. Theodore Hiltermann, who were trading in Manchester as Hiltermann Brothers. Mr. J. G. Brinkmann died at Linton on the 19th December 1917. The firm of Hiltermann Bros., Manchester, was opened in 1854, their branch office in Bradford, Yorkshire, being opened at a later date. The present partners are Messrs. Charles T. and Ernest T. Hiltermann, of Manchester and London, sons of the late Mr. Theodore Hiltermann. The London firm is Brinkmann and Co., of 7 Mincing Lane, E.C. 3. Their present Manager in Singapore is Mr. P. Cunliffe, who came out in 1897; Mr. E. A. Brown joined in 1901, leaving in 1918. Mr. S. Dunn joined the firm in 1904.

BELL'S ASBESTOS, LTD., opened their office in Singapore in 1900, the first representative being Mr. F. A. Waylen.

CALDBECK, MACGREGOR AND CO. (London 1864) has been in Singapore since 1905. Mr. K. A. Stevens was long the Manager of the firm.

CAMERON, JOHN, AND CAMERON, DUNLOP & Co.—John Cameron was a well-known and popular resident in Singapore for thirty years. He was a master mariner, trading with Australia, and, after being so unfortunate as to lose two vessels, he settled in Singapore in 1861, with an office in Raffles Place. He became Editor of the *Straits Times*, which he and some of his friends bought. Afterwards, with Captain E. M. Smith, of the Tanjong Pagar Dock Co., he became Proprietor. He died at Monk's Hill, in Bukit Timah Road, in 1881, and Mrs. Cameron carried on the firm (which Mr. Charles Dunlop had joined) till 1887. One of Mrs. Cameron's daughters married Mr. James MacRitchie, Municipal Engineer; another, Mr. MacLennan, of the Hongkong Bank, and a third, Mr. C. D. Harvey, of the Borneo Co.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.—For many years prior to 1894 the Company was represented in Singapore solely by the firm of Gilfillan, Wood and Co. (now Adamson, Gilfillan and Co., Ltd.), and in that year it purchased the business of the Straits Fire Insurance Co., Ltd., and established a branch (known as the Eastern Branch) in the Straits Fire Building, Finlayson Green, under the management of Mr. S. F. Clark, who had been in the service of that Company. Mr. Clark died in Singapore in 1899, when his assistant, Mr. E. J. Robertson, was given charge, and the branch office was removed to No. 6 Battery Road, next but one to the building now occupied by Messrs. Guthrie and Co., Ltd. Mr. Robertson remained in charge until the end of 1902, when he resigned, and Mr. C. R. S. Walker was transferred to Singapore from the Company's Madras branch. In 1904 the Company purchased the building at the corner of Robinson Road and Telegraph Street, which it now occupies. Mr. Walker suffered in health; he was transferred in 1904 to the Company's branch in South Africa, and the control of the Singapore office was given to

Mr. W. A. Sims, in whose hands it has since remained. Mr. Sims was formerly at the head office of the Company for some years, and had been since 1900 an assistant at the Hongkong branch.

CRANE BROS.—About the year 1826 Mr. T. O. Crane, father of Mr. H. A. and Mr. C. E. Crane, and the founder of the family, came to Singapore, having left England with the intention of going to India, but being wrecked off the coast of Spain swam to shore, where, after subsisting for a month on rats, shell-fish, and shoe leather, he was rescued by a vessel bound for Singapore. From the first year of his arrival he founded the firm of Crane Bros., auctioneers and land agents, Mr. W. Crane (his partner and brother) being at that time in Australia. Mr. Crane was successful at a time when Raffles Square was almost a swamp and there was no Esplanade or Tanjong Pagar, and he died in 1867. The goodwill of the firm was in 1855 handed over to his two eldest sons—he had fourteen children in all, and thirteen of them were alive in 1902. The third son, Mr. C. E. Crane, worked in the firm of Hooglandt & Co., and the Borneo Co., and as Manager of the Grove Estate. He retained his interest in Crane Bros. till 1899, but also started the Tampenis Clearwater Dairy Farm in 1890, which he carried on successfully for five or six years, and then converted it into a limited liability company. Mr. C. E. Crane retired to England in 1901. He had seven children, one of them, Mr. C. S. Crane, having been Secretary of the Straits Trading Co. His brother, Mr. Arthur Crane, was back in Singapore in 1917. Henry A. Crane carried on the business with his sons until his death.

DERRICK AND CO. dates back as a firm of accountants, secretaries, and auditors to 1887, but Mr. G. A. Derrick had been in Singapore since the late 'Seventies. In 1900 Mr. F. G. Penny was an assistant, and in 1905 Mr. H. R. Llewellyn was a partner in the firm, which then had charge of the interests of nine companies and two agencies. In 1910 the assistants were W. P. Plummer, C. S. Brison, W. E. Rayner, and C. L. Duff (who left in

1912). Mr. Plummer became a partner in 1913, and Messrs. D. J. Ward, G. S. Farebrother, and S. H. Moss had joined. The firm then held the interests of nineteen companies. Mr. Derrick retired from the firm in 1915 and Mr. Llewellyn in 1918. The present partners are W. P. Plummer, D. J. Ward, and W. E. Rayner.

C. DUPIRE AND Co. was established before 1900, the partners being Jules and Louis Dupire. Later the title of the firm was changed to Dupire Bros., with Mr. Paul and Mr. Louis as partners.

EDGAR AND Co. was established in 1862, and in 1882 the senior partners were S. Edgar and John S. Sarkies. The firm is now Edgar Bros., all five partners having the family name.

FRASER AND NEAVE, LTD., goes back in its inception to the missionary agencies of the Rev. B. P. Keasberry. That great pioneer came to Singapore in 1837, having been born in 1811 at Hyderabad, his father being Resident of Tegal, Java, during the British occupation. The year he came to Singapore he had married an American lady, Miss Charlotte Parker, of Boston, and Mr. and Mrs. Keasberry came to Singapore as missionaries to the Malays under the American Board of Commissioners for Foreign Missions. In 1839 Mr. Keasberry joined the London Missionary Society, and taught printing and other things in a small school at Rochore. In 1847 he became a self-supporting missionary, and the printing establishment was one of the means by which he supported his work. Mrs. Keasberry died in 1875, and John Fraser and David Chalmers Neave bought the printing works, then in Battery Road. It was still known as the Mission Press (established 1843), and then, as now, the *Singapore and Straits Directory* was an important publication of the firm. In 1883 the Singapore and Straits Aerated Water Co. was formed by Messrs. Fraser and Neave. The Managers of the two departments in 1886 were T. G. Scott and A. Morrison, who each remained with the Company for nearly thirty years. Fraser and Neave, Ltd., was formed in 1898, and has gone on increasing its

business and extending its branches to Penang, Kuala Lumpur, Bangkok, Ipoh, and Malacca, with local directors at Penang and Bangkok. The printing works and aerated water manufactory were removed to Tanjong Pagar in 1903.

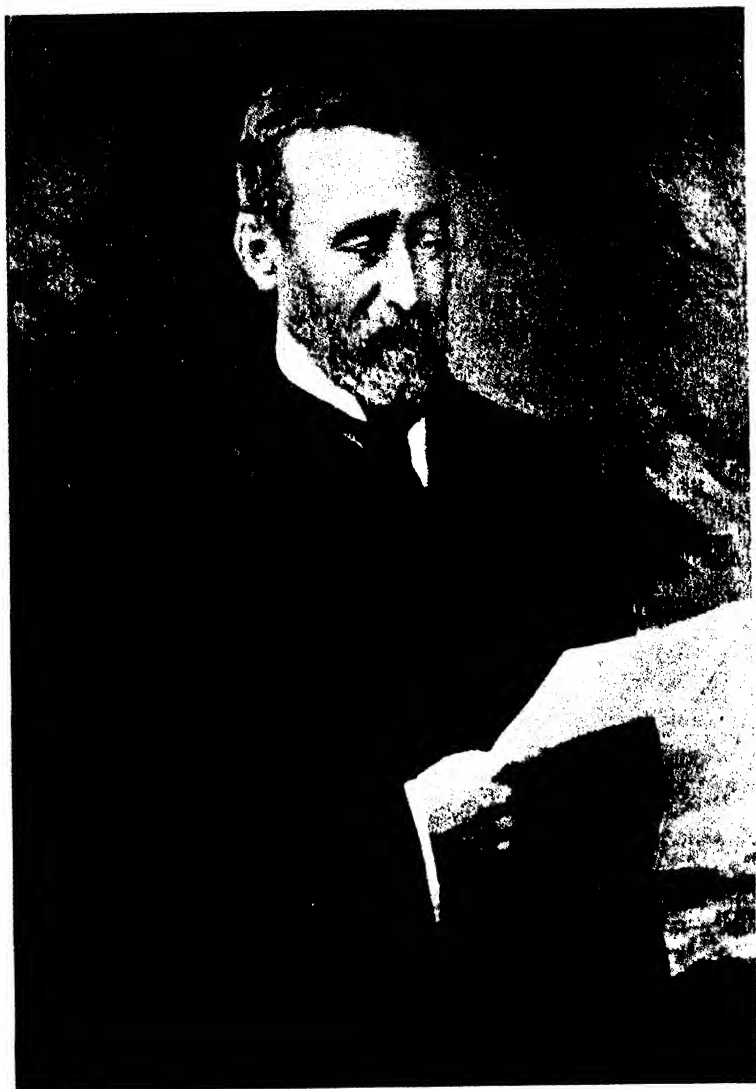
FRASER AND CUMMING was the branch of Mr. John Fraser's business that constructed materially. Mr. J. B. Cumming was associated with Mr. Fraser for this purpose. They leased the Johore Steam Sawmills from Dato Meldrum ; they established brickworks at Balestier, and they built a number of fine residential houses in the neighbourhood of Dalvey Road—White House, Cree Hall, and others. After Mr. J. B. Cumming's death, while bathing at a seaside residence, Mr. H. P. Bagley looked after the interests of the firm as a partner.

GREER, H. AND W., LTD., first appear in the Directory in 1910. Mr. Thomas Sibary was in charge then, and still is at the date of writing. The firm is closely associated with cycles, rubber, and the Dunlop Rubber Co. (Far East).

GUTHRIE AND Co. was founded in 1821 by Alexander Guthrie (Singapore) and James Guthrie (London). In 1823 Harrington and Guthrie was commenced, Harrington being the seafaring man, but the partnership lasted only eight months. In February 1824 Guthrie and Clark was formed, and Mr. Clark continued with the firm till 1833. Buckley tells us that his house was on the present site of the Hôtel de l'Europe. Alexander Guthrie remained here till 1847, and died in London in 1865. He was a man who took a high position for his character and abilities. The name and the fame of the firm were carried on by Mr. James Guthrie, a nephew, who arrived in January 1837 and retired in 1876, dying at Tunbridge Wells in 1900, in his eighty-seventh year. He was " Sheriff of the Incorporated Settlement " in 1851. Both of them signed the famous letter concerning the Transfer (Buckley, p. 775). Mr. Thomas Scott arrived in Singapore on the 7th July 1851, was a partner in the firm for forty-five years, and died in Scotland on the 28th

June 1902. Hewas one of the "fathers" of Tanjong Pagar, and one of the first members of the Legislative Council, on its institution in 1867. Mr. Thomas Scott married the elder daughter of Major McNair, and his son is Mr. R. F. McNair Scott.

The names of these three great men of the earlier half-century of the firm appear constantly as on all public bodies and communities. A Thomas Scott seconded the resolution (the 8th February 1837) which led to the formation of the Chamber of Commerce (but he was not Guthrie's Thomas), and Alexander Guthrie was on the first Committee of the Chamber. In the 'Forties J. J. Greenshields was in the firm, and in December 1849 "bore the oil" used in the Masonic ceremony for the laying of the foundation-stone of the Horsburgh Light. In 1858 he drew up a petition against the importations of more convicts, and was a general objector at the Transfer. A notable point about Guthrie's in the early days was the long period of partnership and service in the Straits: Alexander and James Guthrie, James Greenshields (in Singapore in 1847 and still here in 1860), James Watson, Thomas Scott, John Anderson (1876 to date). Mr. Louis R. Glass and Mr. Alexander Johnston joined the firm in the 'Seventies, and the list of agencies increased. In 1876 Mr. Guthrie gave \$500 to found a Guthrie scholarship at Tanjong Pagar Malay School, and in 1882 Mr. Thomas Scott was Deputy Chairman of the Chamber of Commerce, and Mr. Louis Glass was in London, Mr. John Anderson and Mr. Alex. Johnston signing the firm per procuracy, both of these becoming partners in 1886, among the assistants being A. H. Raeburn, A. J. Ross, E. Cameron, and C. J. Davies. The firm at that time represented only three planting companies, Trafalgar, Pakan Bahroe, and London Sumatra; but this was long before the era of rubber companies. Mr. (now Sir) John Anderson directed the firm after the death of Mr. Thomas Scott, and remained in Singapore till 1912. In 1900 Mr. A. Hood Begg and Mr. A. E. Baddeley had joined the firm, which had a



THOMAS SCOTT.

West Australia branch (Guthrie and Co.) and a London branch (Scott and Co.). Mr. W. W. Macmillan was in the firm for a time, about 1905, and Mr. R. F. McNair Scott, Mr. Thomas Scott's son, came out to Singapore for a short time. The present Managers, A. E. Baddeley and J. Robertson, signed *per pro.* in 1910, since when the Scott interests have withdrawn from the firm. Guthrie and Co. have grown tremendously in the last thirty years. In 1888 their agencies included the Eastern and Australian Steamship Co., the Castle Line, Trafalgar and Pagan Bahroe Estates, London and Westminster Bank, Drummonds Bankers, and Coutts and Co. At the outbreak of war the firm had twenty-four Government, banking, insurance, and shipping agencies, and over sixty other agencies. The Europeans in their employ in Singapore were thirty-seven in number.

GEOK TEAT AND Co. have been in business since 1868, according to one Directory. But that of 1868 mentions Locke Hong Ghee and Co. (late Geok Teat and Co.) as having been established in 1863. Tay Geok Teat ruled for many years, and died quite recently.

HARTWIG AND Co. goes back to 1864, and in the early 'Eighties the partners were F. von Hartwig and H. C. Verloop. O. Muhlenbein came in in 1900.

THE HÔTEL DE L'EUROPE (now the Europe Hotel) was established in 1857, on the site it now occupies, and in that year had the description "Hôtel d'Europe; do. de Famille." J. Castelyns seems to have been the original proprietor, but by the 'Seventies he had been succeeded by A. Becker, whose name persists into the 'Nineties. The whole range of buildings as far as Coleman Street was occupied as "bachelors'" quarters, the blocks being for families. Few of the old-world residents of Singapore have not occupied them for a longer or shorter time. W. G. St. Clair was there for perhaps over a score of years, his triangle being the Hotel, the Club, and the Office. Mr. John Fraser tried unsuccessfully in the 'Nineties to form a company to build a new hotel on the same site. By 1910 Mr. N. N.

Adis was in control of the finances, and the new building passed into the hands of a company.

HAMMER AND Co.—Mr. W. Hammer and Mr. Hansen, Danish gentlemen, living in Singapore, considered that the supplying of water to the shipping of the port should prove a profitable business, and, with that object, acquired a site on Blakan Mati and constructed a reservoir thereon. In 1863 they formed a partnership, Hammer and Co., starting business with two wooden steam-driven water-boats and a sailing boat, all of thirty tons capacity. The two former were fitted with steam pumps, the latter with a hand one. The offices were situated at the mouth of the river. The Tanjong Pagar Dock Co., Ltd., had no water-mains on the wharves, and therefore Messrs. Hammer and Co. supplied all the water required.

In 1872, whilst superintending the supply of water from the sailing boat, Mr. Hammer fell into the hold, breaking both legs, from the effects of which he died. Mr. Tutein then joined the Company as Manager. About this time Mr. E. Almeida also entered the water business, leasing a small reservoir at Teulk Blanga from the Sultan of Johore. The two concerns arranged to retain their respective customers, and divide any outside orders that should be obtained. In 1876 the two amalgamated. The annual supply of water at this time amounted to 20,000 tons. In 1880 the Tanjong Pagar Dock Co., Ltd., laid their water-mains, and Mr. Almeida, becoming nervous, sold his shares to Messrs. Hartwig and Verloop, who were fully justified in their optimism, and so successful that in 1888 the Company constructed its first steel water-boat. In 1884 Mr. Gaggino formed an opposition company, having a reservoir at Pulo Bukom, but, after three years, came into a working agreement with Messrs. Hammer and Co. In 1891 Hammer and Co. built a pier near Finlayson Green, the boats being filled from municipal pipes. In 1894 one of Mr. Gaggino's water-boats was wrecked, and was replaced by one built at Tanjong Rhu. Cap-

tain D. J. Reek became Manager of the Company in 1900, and the supply of water by this time had increased to 90,000 tons per annum. In 1901 the Company's reservoirs were enlarged and improved. In 1902 Singapore experienced a severe drought, the Company's reservoirs ran low, and the Municipality were unable to give more than a two-hour service per day. Arrangements were, however, made to receive water from ships coming from Hongkong, and in this way shipping was supplied, the loss being borne by the Company. In order to avoid further shortage, a new reservoir was constructed at Pasir Panjang, the Municipality also enlarging the Impounding Reservoir. In 1909 the Government built a pier for the Company near the mouth of the Singapore River on Fullerton Road, replacing that situated at Finlayson Green, the removal becoming necessary owing to the alterations for the Teluk Ayer Reclamation. In 1910 Mr. Verloop retired, and the Company became a limited one.

The first Directors were Captain D. J. Reek, Messrs. E. F. H. Edlin, and H. R. Llewellyn. In 1913 Mr. Gaggino sold his fleet to the Company in return for shares.

HOWARTH, ERSKINE AND CO., LTD.—There was an Hon. J. J. Erskine, member of the Council at Penang in 1824, but Samuel Erskine, who was associated with H. Howarth in establishing this well-known engineering firm, came to Singapore in the late 'Seventies.¹ In 1882 the chief members besides Mr. Erskine were R. Anderson and J. J. Macbean, the latter being Managing Director afterwards (1901). Mr. A. Snodgrass was in the firm in 1888, with Mr. A. E. Benzie. Later came Mr. G. E. V. Thomas as Electrical Engineer, and Mr. F. Pollock, who died in December 1918. Mr. Benzie was Secretary in 1901, and Mr. Lemberger joined the Company in 1904, thirty-one Europeans being then employed. The Company was reconstructed in 1905, when the General

¹ Howarth, Lyon and Erskine carried on business for some time till, in 1878, J. M. Lyon left and started in business for himself.

Manager was Donald MacDonald. The amalgamation with Riley, Hargreaves and Co. took place in 1912, and the two concerns were merged into the United Engineers Limited.

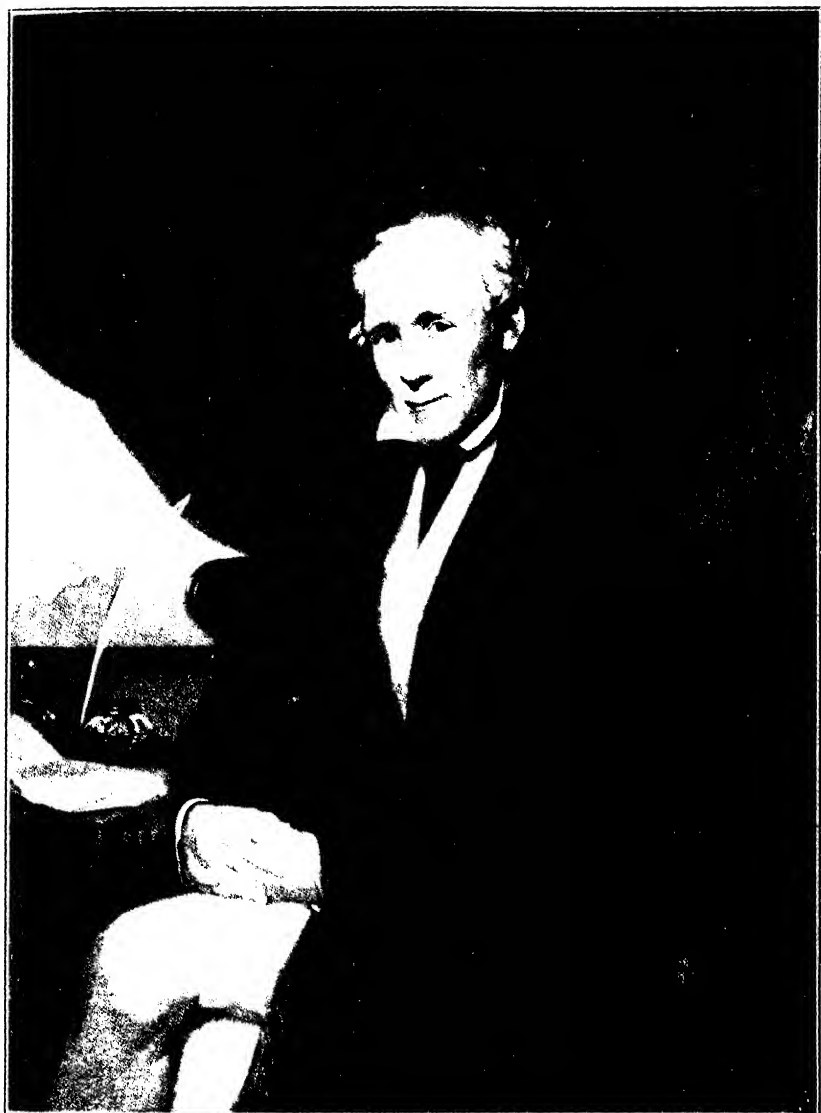
HUTTENBACH BROS. AND Co. was formed by the two brothers Ludwig and August in 1883—Huttenbach, Liebert and Co. in Penang. Mr. August Huttenbach, who fought in the Franco-German War of 1870, became a naturalised British subject, and was for many years a member of the Legislative Council. Of great force of character, Mr. Huttenbach was a sturdy debater, with strong views on currency, trade, and the rights of Penang. He died in London in November 1918. His son is a major in the British Army. Mr. J. Heim was for long Manager of the firm in Singapore, and in 1886 Emil Huttenbach was also in Penang.

HAMILTON, GRAY AND Co. commenced business in 1832, and lasted till 1886. Among its partners whose names appear in the old records were Walter and William Hamilton, G. G. Nichol, Reginald Padday (1857), and C. H. H. Wilsone (1863). The latter was on the original Committee of the Tanjong Pagar Dock Co. In 1882 he was still a member of the firm, and A. W. Stiven was an assistant. He afterwards joined the firm of Stiven & Co.

HOOGLANDT & Co. was started in 1859 or 1860 by Jan Daniel Hooglandt and Johann Rudolf Riedtmann. It rapidly rose as an agency for many Dutch firms. The senior partner had retired to Amsterdam in 1882, and "rulers of the firm" since then have been W. H. Diethelm (who afterwards started in business for himself in Singapore), W. Stiefel, Hoyneck van Papendricht, W. Naef, G. A. Kesting, J. van Lohuizen, and W. E. van Rijnbeck. The firm had charge for a time of the interests of the Netherlands oil industry and the works at Puloe Samboe.

FISCHER, HUBER AND Co. lasted for about five years, 1900-5. Mr. A. Cadonau was the leading spirit.

HOGAN AND Co., LTD., was also a short-lived company, from 1905 to 1910.



ALEXANDER LAURIE JOHNSTON.

A. L. JOHNSTON & Co. (1819-92).—The founder of the firm came to Singapore in 1819, and the portrait of Mr. Alexander Lawrie Johnston appears in Buckley's *Anecdotal History*, in which book the notable works of the chief partners of the firm, A. L. Johnston, C. R. Read, W. H. Read, M. F. Davidson, and R. B. Read, are told in detail. Mr. W. H. Read was born in 1819, and died, in his ninetieth year, in 1908. Barclay Read was his cousin, and died at Yokohama, on the 27th October, 1884, aged 56. The present notice is to carry on the history of the firm, so well told by Buckley, since 1867, where the subsequent careers of some of the partners are noted. So long ago as 1863 M. F. Davidson left the firm and joined Boustead's. W. H. Read and A. L. Johnston were still carrying on the firm in 1880, and in 1881 Mr. W. E. Hooper came in, and in 1888 Mr. R. J. Gunn and H. Brett, the latter leaving in 1891. The premises were at the corner of Collyer Quay, where the Hongkong Bank now stands. The agencies of the firm at this period included the Russian State Bank, Baring Bros., British North Borneo Co., Comptoir d'Escompte de Paris, Banque de l'Indo-Chine, Franco-Égyptienne Bank, Sadong Coal Mines, and the Sarawak Government. Read Bridge commemorates the name of Mr. W. H. Read, for so long Consul for the Netherlands and District Grand Master of the Eastern Archipelago.

KATZ BROTHERS emerged in 1865 from the firm of Hieber, Katz and Co. (1864), the first partners being Mr. H. Katz and his brother; the latter left the East in 1877, when Mr. August Huttenbach joined Mr. H. Katz. Other partners were Mr. Max Behr, who died in 1886, and Mr. Meyer Behr, who withdrew in 1888. In 1897 Katz Brothers became a limited liability company, with a capital of \$1,000,000, the present Resident Directors of which are Messrs. G. Gansloser, J. A. Webster, and G. A. Chaney. The fine building on the west side of the Square, surmounted by a figure of Mercury, was built for the firm, and completed in 1912.

THE KONINKLIJKE PAKETVAART MAATSCHAPPIJ was

founded in 1890 as a result of combined action of the "Stoomvaart Maatschappij Nederland" and "Rotterdamsche Lloyd," to form a feeding line for the home steamers. The Company started business with thirteen steamers, ranging in size from 600 to 1,300 tons. With these thirteen vessels, thirteen services were opened throughout the Dutch East Indian Archipelago, with about eighty ports of call. The Company's fleet consists now of ninety-two vessels, with a total gross tonnage of 156,183 tons, running on fifty different services with about 300 ports of call. The well-known fast steamers *Melchior Treub* and *Rumphius* maintain a regular weekly service with Java and Sumatra, and ten services have Singapore as starting-point to the Dutch East Indies, with eighty-four ports of call. A line from Penang and Singapore to China ports was opened early in 1916. The agency in Singapore was opened in the same year as the foundation of the Company (1890), under the management of Messrs. "De Scheeps Agentuur," late J. Daendels. In 1914 the K.P.M. opened its own office at 2-3 Collyer Quay. The regular steamer service to Singapore has developed enormously, with much good fortune and some bad, for the *Reyniersz* was destroyed by fire in Singapore on the 23rd January 1907, while two years later the *Djambi* was sunk at Tanjong Pagar as a result of collision with the Messageries Maritimes steamer *Polynesien*.

KELLY AND WALSH, LTD., opened their Singapore branch in 1889 under Mr. George Brinkworth, who now represents the Company in London. The first store was in Battery Road. The printing works in Orchard Road were built in 1902, and Mr. J. E. Tyler, now Government Printer, was in charge of that department in 1905, Mr. R. W. Chater in 1910, when Mr. W. J. Mayson was in charge of the firm's business here. A good many Eastern books have been published and printed by Kelly and Walsh, probably the most difficult to produce being Wilkinson's large Malay Dictionary.

JOHN LITTLE AND CO., LTD.—There were four Littles originally, Dr. Robert, John Martin, Matthew, and

Robert Little, all closely connected with Singapore. In 1845 Dr. Robert Little and Dr. Oxley called attention to the possibilities of gutta-percha. Dr. Little lived for thirty-five years at Bonnygrass, on Institution Hill, on land originally bought by M. J. Martin and Adam Sykes for a small yearly sum. It was part of the land granted to Raffles Institution, but the grant for twenty-eight acres was sold in 1844. The connection of the firm with Singapore goes back farther than this, for Alexander Martin came here with Raffles, and died at his bungalow in Beach Road in 1831, being succeeded by his brother, M. J. Martin, who retired in 1836. Dr. Robert Little succeeded his uncle, this Martin, and lived till 1888, when he died at Blackheath. He arrived on the 11th August 1840, and lived (1842) at the Dispensary in the Square. In 1846 he was one of the founders of the Presbyterian Church; two years later was sworn in as Coroner; in 1855 proposed a sanatorium on Gunong Pulai in Johore, and explored the place as one of a party of six. He was one of the original subscribers for a theatre, and was one of the founders of the Library in 1844, a steward at St. Andrew's Ball in 1845, at the New Public Hall, the Assembly Rooms, foot of Fort Canning. On the 27th November 1846 a meeting was held at Little, Cursetjee and Co.'s godown to form the Presbyterian Church. Dr. Little seconded the motion for the London Missionary Society to select a clergyman, and one from any of the Evangelistical denominations of Scotch Presbyterians would be cordially received without reference to his particular views in regard to Church government. Dr. Little was in the Chinese riots of 1854, and helped to rout a party of "rebels" at Gaylang; in the same year he was on the Committee of the new Town Hall and of the Dalhousie Obelisk, now on the patch of green near Anderson's Bridge, its third site. He was a strong advocate of a new iron bridge at Kallang, which would have been very convenient for his plantation at Siglap. The bridge, however, became Elgin Bridge, widened and strengthened

when the steam tramways were introduced in the 'Eighties. He was also one of the founders of Tanjong Pagar in 1866. He wrote many papers in *Logan's Journal*, dealing with meteorology; he was at the famous meeting on the Transfer, when Harry St. George Ord, Colonel in the Army, etc., "stalked in without removing his hat, and sat down on a chair on the daïs without taking notice of anybody"; and was one of the first members of the Legislative Council in 1867. He was the senior member of Little and Robertson, who established a dispensary under Robert Jamie's management.

John Martin Little was a relative of F. S. Martin, a store-keeper and auctioneer in 1842, which business in 1845 was made over to him and Mr. Cursetjee Fromerzee. Cursetjee Fromerzee was the son of Fromurzee Sorabjee, a Parsee merchant, who established his firm in 1840 and died in 1849. In 1853 the partnership, John Martin Little and Cursetjee, was dissolved, and the former was joined by Matthew Little, and thus came into being the firm of John Little and Co., in premises on the same site as the present store. The limited company was formed in 1900. J. M. Little was one of the signatories to the petition praying for the Transfer in 1867; he died at Blackheath in 1894. Matthew Little left in 1877, and went to live at Hampstead.

In 1882 the members and assistants included A. M. Martin, C. J. F. Banister, S. R. Carr, W. Hutton, E. Scott Russell—the last three had already been here for some years, as had D. Maw. Banister dropped out before 1886, and S. R. Carr was a partner. W. Hutton became a partner before 1889, and went home in 1903. Scott Russell remained till after 1905. Mr. F. C. Wreford was in the firm in 1895; in 1889 R. Scoular and H. G. Diss, with Alex. Martin and W. Martin, C. W. Banks and W. G. Blunn. In 1905 the firm employed twenty-five Europeans. Five years later S. R. Carr, W. Hutton, and Scott Russell were in the London office, those in Singapore being R. Little, C. W. Banks, R. Scoular, and W. G. Blunn.

At the outbreak of war the Directorate in Singapore was R. Scoular (managing), C. W. Banks and W. G. Blunn (on leave), E. N. Benjafield; and J. T. Hume was the Secretary. The later members and the employees of the firm have played no less a part in the life of Singapore than the earlier. S. R. Carr was a keen racing man, and as "Pendek" was a most useful member of the Sporting Club. Hutton and Scott Russell were busy rowing men, and kept that club going for years. R. Scoular was one of the great exponents of Association football, D. Maw one of the most successful shikaris and rifle-shots, while junior members have more than held their own in lawn tennis and other forms of sport. The fine new godown was opened on the 19th September 1910.

J. M. LYON AND Co.—George Lyon came to Singapore in 1860, and appears in the 1868 Directory as G. Lyon, Sandy Point, shipbuilder. When he died, in July 1885, it was chronicled that with his brother he built the big iron bridge at Kallang and the Elgin Bridge, which he pushed bodily across the river, a novel feat in those days. He began the first work of the Dock Co. at Tanjong Pagar in 1864, and at the Borneo Wharf. The brother mentioned we believe to be J. M. Lyon, who was established here in 1895, where he was known as "the Laird." James Murchie was one of his assistants, and his sons Albert and Edward were with him, a daughter marrying A. Mackay, so long in charge of the Dispensary. Edward Lyon established himself as a cycle manufacturer in Battery Road, the forerunner of the Straits Cycle Co., which made the Laju bicycle.

MARTIN, DYCE AND Co. was one of the old-established firms of Singapore, being formed in 1842, out of the firm of Paterson and Co., by George Martin, Charles Carnie, and Alexander Dyce, with houses at Singapore, Batavia, and Manila. In 1866, in Singapore David Roger was in charge—there is a memorial window to him in St. Andrew's Cathedral, died the 11th October 1867, aged 37. In 1880 the Managers were G. A. MacLverty and J. Y. Kennedy, who migrated to Penang, and there founded

the firm of Kennedy and Co. G. A. Derrick and John Wilson were assistants in 1881, the Company being then the Glen agents. The firm ceased in 1885.

W. MANSFIELD AND Co.—Walter Mansfield came to Singapore in 1861, and was in business as a ship chandler (1864) in Collyer Quay. In 1868 the members of the firm were Richard Joseph Wright and Walter Mansfield. In 1872 the partners in the firm were Walter Mansfield and George J. Mansfield. Previous to this date the Company had been appointed agents for The Ocean Steam Ship Co., Ltd. Mr. Walter Mansfield died in 1873 in London, and Mr. T. C. Bogaardt subsequently joined Mr. G. J. Mansfield, and the firm opened a branch in Penang, under the style of Mansfield, Bogaardt and Co., and later on in Sandakan under the same name. Mr. G. J. Mansfield retired in 1886. Later Mr. A. E. Turner became a partner with Mr. T. C. Bogaardt, and took charge of the Penang office, Mr. A. P. Adams and Mr. J. E. Romenij being assistants in Singapore. In 1891 Mr. A. E. Turner went to Sandakan. In 1894 Mr. T. C. Bogaardt retired from the firm, and the remaining partners were then Mr. A. P. Adams, Mr. J. E. Romenij, and Mr. J. G. Berkhuisen (the latter stationed at Sandakan), Mr. Edward Anderson being an assistant. Mr. Anderson was made a partner in 1899. Amongst the assistants at this time were Mr. W. G. Hennings, Mr. E. R. Weare, Mr. P. L. Williams, and Mr. A. Jackson. In 1902 Mr. A. P. Adams retired, the Company being formed into a limited liability company in 1903, with headquarters in Liverpool, the first Managers being Mr. J. E. Romenij, Mr. E. Anderson, and Mr. J. G. Berkhuisen. In 1904 W. Mansfield and Co., Ltd., were appointed agents for the China Mutual Steam Navigation Co., Ltd., which had been acquired by Messrs. Alfred Holt and Co. In 1907 Mr. Romenij retired from the firm, and Mr. W. G. Hennings became a manager. In 1913 Mr. J. G. Berkhuisen retired, and Mr. P. L. Williams was appointed a manager in 1915. In addition to acting as agents for the Ocean Steam Ship Co., Ltd., and the China Mutual Steam



GEORGE MANSFIELD.



WALTER MANSFIELD.

Navigation Co., Ltd., Mansfield and Co. also act as agents for the China Navigation Co., Ltd.

Captain F. M. Darke was connected with the firm as pilot for the steamers of the Ocean Steam Ship Co., Ltd., for a period of over thirty years, and retired in 1908.

MACLAINE, FRASER AND CO.—Mr. F. Maclaine is in the list of merchants resident in Singapore given in the report of the Resident in 1824. Mr. D. A. Fraser is among the original subscribers to Raffles Institution, but Mr. James Fraser was the second partner, and in 1840 he bought and occupied a house in Kampong Glam. The firm was opened in 1827, James Fraser in London, Lewis Fraser and Gilbert Angus Bain (left in 1854) in Singapore. I. P. Cumming and J. B. Cumming (whose son, also James Bannerman Cumming, was a partner of Fraser and Cumming) were notable members of Maclaine, Fraser and Co., to which Mr. Charles Dunlop came out in 1857, becoming a partner in 1864. Mr. Lewis J. Fraser was a partner in 1880, and the firm dissolved soon after, having brought to Singapore many notable public men.

mitsui BUSSAN KAISHA, LTD.—The Singapore branch of this great Japanese firm came to Singapore and commenced business on the 7th July 1891, and in 1900 the Manager was Mr. G. Kawamura. By 1905 the firm had so extended that there were nine assistants (grown five years later to twelve), under Mr. T. Hayashi. The four coal-mines represented by the firm at its inception had increased to fifteen, with other important agencies, and at the outbreak of war Mr. Ohmora, the Manager, had fourteen assistants.

MEYER BROS. established itself in Singapore in 1873, the three brothers ten years later being Reuben and Elias (Calcutta) and Manasseh Meyer. The last named has been continuously here, though Elias was here from 1889 to 1891. Mr. R. Sassoon was with the firm for many years. In 1900 Mr. J. A. Meyer was an assistant.

JAMES MOTION AND Co.—Mr. James Motion came out to W. Huxtable, but commenced business for himself before 1883, and in that year Mr. W. Lawson joined the

business. The Jubilee clock at Malacca was erected by him in 1885. Mr. D. Maw, who was originally with Messrs. John Little and Co., was in the firm in 1895 as "compass adjuster." In 1910 he was sole proprietor.

WILLIAM MCKERROW AND Co.—Mr. William McKerrow was an assistant in John Little and Co. in 1868. He shortly afterwards joined Guthrie and Co., but commenced business for himself before 1880, and remained in Singapore for many years, among those in the firm being J. Birrell, D. W. Lovell, G. H. D. Bourne, and, later, H. Freeman, also J. Love Montgomerie, who lost his life in the Mutiny. The firm ceased prior to 1910, and Mr. McKerrow was associated with Paterson, Simons and Co., in business in London, till he died in 1918. He was a keen supporter of the Scotch kirk, and a member of the Municipal Commission in the 'Nineties, from which he resigned owing to a disagreement over the erection of a fire-engine station in the Square. His son is in Paterson, Simons and Co., Ltd., in Singapore.

McALISTER AND Co., LTD.—This firm was founded as McAlister and Company in 1857, the original partners being Alexander McAlister and James Parker Niven, whilst Ebenezer McAlister was an assistant of the firm. It is interesting to note that the Company to-day have on the walls of their offices in Singapore reproductions of photographs of both Alexander and Ebenezer McAlister, the original photographs bearing the dates of 1868 and 1875 respectively. A great fire occurred in McAlister's premises, at the corner of Battery Road and Flint Street, on the 31st December 1864, the loss being very considerable, as the fire-extinguishing organisation at the time appears to have been too small. It is recorded that the fire engines used on that occasion were two small hand-engines from the police, one from Guthrie's, one from the convicts at the old gaol, and one from H.M.S. *Perseus*. History repeats itself, and McAlister's was burnt out again twenty-nine years later, in 1893. In the 'Eighties, when Ebenezer McAlister was still in Singapore, the partners

of the firm, which had grown considerably since its inception, were C. C. N. Glass and J. S. Neave, a brother of D. C. Neave, of Fraser and Neave. John Muir came into the firm about 1883, and later Frank Warrack left Messrs. Paterson, Simons and Co. to become a partner in McAlister and Co. Mr. Warrack had as a co-partner Mr. Alexander Cumming, and they were later joined by Mr. A. H. Stephens, these gentlemen continuing actively to develop the business. Mr. Frank Warrack retired in 1903, and the Company then became incorporated. Shortly after this date the principal interests of the business were acquired by Messrs. McIlwraith, McEacharn and Co., Pty., Ltd., London, and Mr. A. D. Allan became Managing Director in Singapore, to be succeeded by Mr. A. Reid in 1916. Since Messrs. McIlwraith, McEacharn and Co. became interested in the Company the character of the business has largely changed, the shipping, coal, and export departments of the business being very greatly developed. The Company has branch houses throughout the Peninsula, these being founded as follows: Penang 1898, Ipoh 1904, Kuala Lumpur 1906. At one time McAlister's did a great business with Western Australia in pearls and pearl-shell, and their pearl auctions used to be held regularly after the arrival of the old Western Australian steamers, such as the *Saladin*, the *Karakatta*, and the *Australind*; but this trade is now a thing of the past. Having an unbroken history of over sixty-one years, McAlister's is one of the oldest of Singapore business houses.

MESSAGERIES MARITIMES.—The parent of the Messageries Maritimes was the Messageries Nationales, founded about 1835 as a Government line of mail steamers to the Levant. In 1852 a separate undertaking was formed, which subsequently (1871) became the present Company. The first steamer to arrive in Singapore was the *Impératrice*, on the 18th October 1862, and from that dates the establishment of the Singapore agency in De Souza's Buildings and at D'Almeida's

Pier. The Batavia branch was inaugurated in 1864. In 1871 Paul Brasier was agent and A. C. Byng pilot. Captain Byng remained for many years the senior pilot in Singapore, and lived at Bukit Chermin. He was a most polite and self-contained old gentleman in the 'Nineties. In 1886 and onward M. de Bure was agent and Brasier de Thuy sub-agent. In 1900 M. A. Dumonteil and M. P. Nalin were in Singapore, and in 1905 there was a main line A to Aden ; main line B to Djiboutil, branches Singapore to Saigon, Singapore to Batavia, and a monthly cargo-boat service, the whole amounting to twelve a month from Singapore, where M. Tournaire was in charge, to be succeeded in 1910 by M. L. Bricard. M. de Courtois was in charge at the time of the outbreak of the Great War. He went home ill in 1918, and died on the voyage. Mr. A. Fombertaux took charge of the office in 1918 and M. de Bussierre in 1919.

McAULIFFE, DAVIS AND HOPE.—This firm of accountants came East as the result of a visit in 1908 of Mr. H. S. Hope, A.C.A., who came out to carry through certain professional work on behalf of London clients in the development of rubber in Malaya. In the following year Mr. A. Sydney Evens came out from the London office and founded the Eastern practice in Penang, under the name of McAuliffe, Davis, Evens and Co., of which he was the Eastern partner. He was intimately connected with Penang Sugar and Straits Sugar Estates, now under rubber. Mr. Evens afterwards joined this group as their Chief Accountant, and Mr. F. H. Grummit took over the management in Penang. Mr. J. S. Brittain, F.S.A.A., who had come out to join the Eastern firm on Mr. Evens's retirement, came to Singapore in 1912 and founded the Singapore branch. The present partners are the London firm, Mr. Grummit (Penang) and Mr. Brittain (Singapore).

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society).—As its name implies, the Nederlandsche Handel-Maatschappij was founded primarily as a trading company, and it has done much to promote

commerce and industry in the Netherlands overseas possessions. It was established by Royal Charter in 1824, and is thus within a few years of its centenary. In its early days, when the compulsory cultivation system was in force in the Dutch East Indies, the Society was the State agent for the disposal of the resulting produce, and with the abandonment of the system banking business in all its modern ramifications was undertaken. How successful this departure has proved is shown by the large increase in profits and the growth in the number of branches. The authorised capital of the Society at its foundation was fl.37,000,000, and it now stands at fl.100,000,000 (about £8,333,333). The Netherlands Trading Society is at present by far the largest Dutch banking concern in the world. Since December 1913 fl.25,000,000 has been issued. These measures were rendered necessary in order to cope with the steadily growing business of the Society, especially abroad, the number of its branches having risen from seventeen in 1900 to thirty in 1914. Of these twenty-four are established in the Dutch Dominions and six outside Netherlands India, viz. Singapore, Penang, Rangoon, Surinam, Shanghai, and Hongkong.

The local branch was opened on the 1st May 1858, in premises at Boat Quay, afterwards removing to No. 2 Collyer Quay (now the office of the Koninklyke Paketvaart Maatschappij), in February 1893 again removing to larger premises at No. 14 Collyer Quay (now occupied by Messrs. Meyer Bros., Syme and Co., and others), where the banking business was practically started. Although this business was then gradually being extended, it increased greatly under the management of Mr. C. J. K. van Aalst (the 1st October 1898 to the 1st August, 1902), who is now President of the Board of Directors at the Amsterdam head office. The present premises, No. 1-2 Cecil Street, corner of D'Almeida Street, were bought in 1901, and occupied by the Bank since February 1902. The Managers after Mr. van Aalst were: J. W. van de Stadt, L. Engel, G. J. Houtsma, and C. W. A. M. Groskamp.

NIPPON YUSSEN KAISHA (Japan Mail Steamship Co.).—Founded in 1885 by the amalgamation of the Mitsui Bussan Kaisha Ltd. and the Union Transportation Co. The Nippon Yusen Kaisha was subsidised by the Japanese Government, and since 1899 has run most of its voyages under mail contract. Until 1918 the agency in Singapore was held by Messrs. Paterson, Simons and Co., Ltd.

THE NORTH CHINA INSURANCE Co. has had its office here more than thirty years. Mr. B. C. T. Gray for many years (1889–1900) was in charge, followed by L. K. Davies and A. H. Turner, with a local committee.

PATERSON, SIMONS AND Co.—The founders of this business traded under the name of Holdsworth, Smithson and Co., which firm started business in Singapore some time prior to 1828, in which year Mr. William Wemyss Ker joined them. He was admitted a partner on the 22nd January 1830. According to the old newspapers, Richard Holdsworth and William Smithson retired on the 31st March 1835, and the name was changed to Ker, Rawson and Co. Mr. William Paterson and Mr. Henry Minchin Simons were assistants in the middle 'Forties, and both appear as partners in 1853. On the 30th April 1859 the firm of Ker, Rawson and Co. was dissolved, and Messrs. Ker, Paterson, and Simons started business as Paterson, Simons and Co. as from the 1st May 1859, so that the firm this year (1919) celebrated its Diamond Jubilee under the present name. Partners in the firm since the original partners have been Thomas Shelford, C.M.G., W. G. Gulland, Charles Stringer, Cosmo Gordon Paterson, Henry Melvill Simons, George Muir, William Heard Shelford, Graham Paterson, and D. P. MacDougall. In 1907 the limited liability company of the same name was formed, and in the same year the firm of William McKerrow and Co. was absorbed, Mr. McKerrow becoming a director of Paterson, Simons and Co. He died in London in 1918, after a connection of fifty years with the Colony. In England Messrs. H. Melvill Simons, William Heard Shelford, and Graham



H. M. SIMONS.

Paterson still maintain their interest as Directors of the firm, and the Honourable Mr. C. W. Darbishire and W. P. W. Ker, a grandson of the original Ker, are Directors resident in Singapore.

Several other well-known Singaporeans have been at one time or another in Paterson, Simons and Co., among them E. M. Alexander (1886-9), later in the Straits Trading Co.; H. P. Bagley (later Fraser and Cumming, 1887); A. C. Somerville (1900); and F. Warrack (later McAlister and Co.).

The firm used to do all sorts of business, for in 1856 they advertised for sale the late Dr. Montgomerie's nutmeg plantation at the junction of New Harbour Road and Tanjong Pagar Road, 32½ acres, with the dwelling-houses Craig Hill and Duxton. In 1888 their agencies included the Johore Government, New Harbour Dock, Ben Line, Gibb Line, Union Line, four insurance companies, and the Pahang Corporation. By 1895 there had been added the Mogul Line, the Nippon Yusen Kaisha, the Tata Line, and the Pahang Kabang. By 1910, when Mr. Darbishire was in charge in Singapore, the firm employed eleven Europeans, and had the Warrack, Apar, Barber, North Pacific, Boston Steamship, Great Northern, Atlantic Transport, and White Star Lines, and the Eastern Mortgage Agency (1902). At the outbreak of war sixteen planting and rubber companies had their interests in the hands of the firm, and the European staff had increased to twenty-one, the branches opened including Penang, Kuala Lumpur, Klang, and Port Swettenham.

P. S. and Co., or their partners, were instrumental in the formation of the New Harbour Dock Co., which purchased the property and goodwill of Tivendale and Co. (1863) at Sandy Point, "alongside the heaving down hulk." In a case reported in 1874 against George Orton (a brother of the Tichborne claimant) as captain of the *Chow Phya*, the plaintiffs named were H. M. Simons, W. W. Ker, W. Paterson, W. Cloughton, Joseph Burleigh, José d'Almeida, and Ho Ah Kay (Whampoa).

Joseph Burleigh's name is the only one in this list that does not stand prominently forward in Singapore history.

POWELL AND CO.—The firm was established in 1863 by Mr. H. T. Powell, who in 1867 was also Secretary of the Singapore Club (then five years old); Secretary of the Singapore Exchange (aged eighteen); an auditor, with Mr. W. W. Willans, of the Tanjong Pagar Dock Co.; and the Proprietor of the "Exchange Prices Current" (printed by the *Straits Times* Press). Mr. J. T. Lloyd and Mr. C. Dunlop took over the business in 1871, and the former did not retire from it till 1916, when he retired to England. In 1883 there were associated with Mr. Lloyd: Mr. C. Dunlop, Mr. W. H. Derrick (afterwards of the Pahang Corporation), and Mr. C. P. Derrick. Mr. H. L. Coghlan was in the firm in 1900, and two of Mr. Lloyd's sons. Powell and Co., Ltd., was formed to take over the business, the first Directors being Mr. C. M. van Cuylenberg and Mr. Harold Latham.

RAFFLES HOTEL.—This hotel was established by the brothers Sarkies in 1888, in a large bungalow at the corner of Bras Basah Road and Beach Road. The original Proprietors were Martin Sarkies, Tigran Sarkies, and Aviet Sarkies, Tigran being very well known in Singapore for many years, with his chief man, "Joe Constantine," who has passed thousands of passengers through his hands with unflinching urbanity. Continual enlargements have been made, the last, in 1918, raising the accommodation to close on 200 rooms. The present Proprietors are Aviet Sarkies, Arshak Sarkies, and M. S. Arathoon.

RILEY, HARGREAVES AND CO.—Richard Riley was in business in Singapore (High Street) in 1868 as a civil engineer, and he and William Hargreaves were shipwrights at Boat Quay. Four years later the venue of the firm is given as North River Bank; Samuel Erskine was moulder and J. Howarth engineer. Thus were the originators of the two firms one, again to become one by their amalgamation into the United Engineers, in the course of forty years. Erskine and



DEACON CONVENER JACKSON MILLAR.

Howarth were both here in 1880, in River Valley Road, while Riley, Hargreaves & Co. were at Kampong Malacca. E. J. Wells, engineer of the Gas Co., and J. R. Allan were then partners. About this time Jackson Millar joined the firm from Tanjong Pagar, and Robert Allan was outdoor foreman. Jackson Millar had gone to Europe by 1900, when the Company was formed. Many well-known engineers in Singapore have "passed through the shops" of Riley, Hargreaves and Co.: C. E. F. Sanderson, A. Richardson, R. M. Goldie, R. Risk, J. L. Hope, Graham Hutchison, and W. M. Robertson. In 1900 the Board of Directors included H. Muhlinghaus, W. M. Robertson (also Manager and in 1901 Managing Director). G. A. Kesting, G. M. Preston, and Jackson Millar. Five years later there were twenty-nine Europeans in the firm. Mr. T. C. B. Miller was Accountant. In 1908 C. E. F. Sanderson was Managing Director, Mr. R. M. Goldie Manager, thirty-six Europeans, and branches at Ipoh and Penang. Riley, Hargreaves were the original ice-makers in Singapore.

ROBINSON AND Co.—Mr. Philip Robinson, the founder of the firm, came to Singapore from Melbourne about 1857, from the firm of Passmore, Watson and Co. He was one of the West of England Robinsons, a family well known for its ability to put into the cricket field "Robinson teams." One of his brothers was Mayor of Bristol. In 1858, with James Gaboriau Spicer, Mr. Robinson opened business, and the partners continued together for a year, when Spicer left. Mr. George Rappa, jun., and Mr. T. C. Loveridge were partners for a time, and in 1886, when Mr. Philip Robinson died, his son, Mr. S. R. Robinson, took charge of the business and has been in control, here and in London, ever since. Mr. A. W. Bean joined the firm in 1886, and Mr. H. T. White and Mr. F. Apps more than a decade ago.

STRAITS STEAMSHIP COMPANY, LTD.—This prosperous Company was formed in January 1890, with an authorised capital of \$500,000, paid up \$362,800. The head office was at No. 1 Robinson Quay, Mr. T. C. Bogaardt, the

leading spirit of the Company, being first Chairman of Directors. Its fleet consisted of the *Sappho*, Captain Wahl; *Malacca*, Captain Daly; *Will o' the Wisp*, Captain Angus; and *Billiton*, Captain Chopard. Captain F. M. Darke was Marine Superintendent and Mr. D. J. Matthews was General Manager. Apart from a small service to Dutch ports, the steamers then traded between the ports of the Colony and the Malay Peninsula. In 1892 Messrs. W. Mansfield and Co. took over the management of the Company, whose head office had been removed to No. 5 Prince's Street. Mr. Bogaardt continued to take an active interest in the Company until 1897, when Mr. C. W. Laird was appointed General Manager. The fleet in 1900 included the *Malacca*, Captain J. M. Daly; *Sappho*, Captain F. A. Turner; *Hye Leong*, Captain W. S. Quine; *Neera*, Captain J. H. Coyshe; *Ban Whatt Hin*, Captain R. T. Olsen; *Lady Weld*, Captain L. Treweek; *Lady Mitchell*, Captain S. Mugford. Just prior to 1900 the Tan Kim Tian Steamship Co., Ltd., was formed, and run under the directorship of the Straits Steamship Co., with Mr. R. Schmidt as its General Manager. Its fleet included the *Giang Ann*, *Penang*, *Giang Seng*, *Zweena*, and *Flevo*. Mr. D. K. Somerville joined the Company in 1900, and was appointed General Manager in 1902, which office he held till 1914, when he left for Europe. It was Mr. D. K. Somerville who was responsible for the progressive building scheme which materialised with the arrival of the s.s. *Selangor*. By 1905 the Tan Kim Tian Steamship Co., Ltd., and the Straits Steamship Co., Ltd., were again separated, and the fleet of the latter Company at that date included the s.s. *Bentong*, which was lost in a collision in the Straits of Malacca in 1906. In 1910 the fleet included the well-known passenger steamers *Perak*, *Ipoh*, and *Kinta*. The Directorate was strengthened in 1910 by Mr. C. McArthur, of the Straits Trading Co., joining the Board, other directors being the Honourable Tan Jiak Kim, Mr. Lee Choon Guan, and Mr. Yow Ngan Pan, Mr. H. E. Somerville being then Manager; Mr. J. H. Sunner, Marine Superin-

tendent ; its captains including such well-known skippers (in addition to those named) as R. H. D. Sanderson, R. Upton, W. G. H. Morell, W. Stafford Fawcus, and H. Cobb. The Company at present owns twenty-two steamers, and the service has been extended to Bangkok, British North Borneo, and South Philippines.

THE SINGAPORE ELECTRIC TRAMWAY Co. is the successor of the steam tramways that formerly ran from Tanjong Pagar to Johnston's Pier and from Tanjong Pagar to Rochore. It lasted for three years, from May 1886, and in 1889 the undertaking was offered for sale at auction at Crane Brothers, being purchased by the Tanjong Pagar Dock Co., who used it to convey goods to town for a few years only, when the rails were taken up and some of them were employed in constructing the vault of the Hongkong and Shanghai Bank. Mr. A. A. Swan drove the first steam tramcar himself. The present Company was registered in 1902, in London, but it was not till 1905 that the cars started running. The contractors for the power station, track, and rolling stock were Dick, Kerr and Co.

SARKIES AND MOSES goes back to 1840, and the three Moses, Catchick, Aristarchus, and Narses, were all here in 1871. They were pillars of the Armenian community, and Catchick did much for the old Armenian Church. Aristarchus Sarkies had come to Singapore in 1820, and Catchick joined his uncle in 1840 to open the business of Sarkies and Moses. He lived till 1892, and as he had come to Singapore in 1828—he served Boustead, Schwabe and Co. as an apprentice for five years—had an extraordinary experience of the place, as Mr. Buckley tells in his *Anecdotal History*. No firm in Singapore has had so long a life, with unchanged name and unchanged partners.

RIBEIRO AND Co.—Mr. M. Ribeiro was a mercantile assistant and Consul for Portugal in 1879. His son, Mr. C. A. Ribeiro, opened the printing business now established here in 1895.

PUTTFARCKEN & Co. PUTTFARCKEN, RHEINER & Co.—Otto Puttfarcken and Otto Rheiner were clerks in

Rautenberg Schmidt's before 1858. Old Otto was one of the founders of the Teutonic Club in 1856, then in a house in North Bridge Road, behind where Raffles Hotel is now. Puttfarcken, Rheiner and Co. was founded on the 1st January 1857. Mr. Theodor Heinrich Sohst was an assistant in 1871, and Mr. P. J. Seth was a clerk in the firm when the "Rheiner" was dropped out in 1888. Mr. Sohst was the head, and continued so till the liquidation of the firm before 1910. Max Puttfarcken, a fine, handsome man, son of Otto, was out here in the 'Eighties and 'Nineties, when the firm had eleven assistants, among them Mr. H. Schaefer.

RAUTENBERG, SCHMIDT & Co. was opened in Singapore in 1848, the associated firms being Schmidt, Kustermann and Co., Penang, and Schmidt and Kustermann, Hamburg. Henry Charles Rautenberg and Frederick George Schmidt were the founders, the former having been in the German firm of F. E. Walte and Co. Mr. Schmidt was the sole partner 1852-8, but G. Cramer, Otto Puttfarcken, and Otto Rheiner were assistants, and in 1863 and in 1865 Franz Kustermann and Carl Sturzenegger became partners. In 1851 Rautenberg had gone with a party of three others in a sailing boat to Rhio, and she sank in a squall, and Rautenberg and another man were drowned. In the 'Seventies M. Suhl was the head of the firm, and in 1883 C. A. Rauch followed him. In 1895 Mr. Rauch, P. Haffter, and A. Seumenicht were in the firm, which had then eleven European assistants. Rauch and Seumenicht were good musicians, and about this time chamber music flourished, a weekly meeting being held at Rauch's house, Mr. W. G. St. Clair being one of the party. Haffter was in Singapore in 1900-5, and R. Sturzenegger. The firm held the Austrian Lloyd agency, and had a large shipping and insurance connection. M. Suhl, jun., had charge in 1910, and continued so to the outbreak of war.

VADE AND Co. was established prior to 1905, the name-founder being a brother of the wife of Mr. C. W. Conington, who was in charge of Syme and Co. in the 'Eighties.

Mr. Worsley Taylor, son of the well-known English King's Counsel, is the present senior.

THE STRAITS TRADING CO., LTD., which carries on the business of tin smelting, was started by the late Mr. Herman Muhlinghaus and Mr. James Sword in the year 1886, under the style at first of Sword and Muhlinghaus. It was afterwards, on the 8th November 1887, turned into a limited concern, under the title of "The Straits Trading Company, Limited." The original telegraphic address "Sword—Singapore" is retained to this day. Muhlinghaus, who was the originator of the idea, was at one time in the firm of Volkart Brothers, of Ceylon and Western India, and he came to Singapore to the firm of D. Brandt and Co., leaving them afterwards of his own free will. It was at this time that, while having a look round, he visited the Native States (now the F.M.S.), and saw something of the tin mining there. Among other things he noticed the methods of smelting the tin-ore, and he formed the opinion that they were very wasteful, and that a good and profitable business could be started by introducing European methods of smelting and purchasing the ore from the miners. He appears to have acted promptly on his idea. Tin mining in the Malay Peninsula would appear to have been carried on for centuries. The industry was, and is, largely in the hands of the Chinese, but Malays and Siamese were also engaged in it (and latterly, of course, Europeans), and most of the old mining and smelting terms were in the Malay language, e.g. Lombong—mine (ordinary open-cast); Lombong Siam—shaft mining, said to be of Siamese origin; Lampan or Leris—ground sluicing; Pooboot Timah—tin smelting; Relau—furnace; Tekkang—slag, etc. etc.

Two styles of smelting furnaces were used, the Relau Semut and the Relau Tongkah. The Semut was of cylindrical form, of clay, about 8 ft. to 10 ft., and 5 ft. diameter in the centre. It had a natural draught, but it required the best hard-wood charcoal to keep it going. The Tongkah furnace (named from its place of origin)

was also of clay, in crucible form, built into a framework of iron bars, and raised on an iron tripod stand. The draught is produced by a rough bellows made from a hollowed-out tree trunk, and worked on the piston and cylinder principle. It can be used with inferior charcoal or even charred wood. It is still in use, but the Semut has pretty well gone out. These furnaces were worked either by the miners themselves or by Chinese smelters, who made a business of buying the ore from the miners, as the Straits Trading Co. did later on. Attempts to find out what results were got from this kind of smelting never revealed any satisfactory information. The Chinese professional smelter got pretty fair returns from the higher grades of ore, but had difficulty in dealing with the lower qualities. The Straits Trading Co. was supposed for many years to have a monopoly of smelting in the Straits Settlements. This is untrue, as they had the very keenest competition from Chinese smelters, especially in Perak. It was only by continually improving and cheapening their methods that they were able to hold on their way.

Sword was a partner in the firm of Gilfillan, Wood and Co. (now Adamson, Gilfillan and Co., Ltd.). His health gave way, and he had made up his mind to cut adrift from the Straits and clear out for good. It was at this time that he was approached by Muhlinghaus and asked to join with him in the new smelting venture. Sword knew nothing of tin refining, and Muhlinghaus was aware of this. It was the custom in those days for the miners to send out the tin in a rough state ; some of it was refined at Malacca on the way down, and the remainder mostly by Singapore merchants themselves, after purchase from the Chinese. After taking time to think the matter over, Sword made a trip to Australia and home, and finally agreed to fall in with Muhlinghaus's proposal. The combination turned out a very happy one.

To start the business the first thing to do was to get permission from the Native States Governments to export the tin-ore. This was obtained without much

difficulty apparently in the case of Selangor and Sungei Ujong (now part of Negri Sembilan); but Perak would have none of them at first, as they feared the business would lead to smuggling, but the permit was obtained about two years later. They were welcomed by some of the Residents of States, because they were going to pay cash for the ore on delivery in place of the truck system then largely in use by the miners; and also because the Native States Governments were getting alarmed at the rapid destruction of the forests by the charcoal burners for the local smelting. As the opening up of the new business entailed the outlay of considerable capital and considerable risk, the promoters asked for a monopoly of the export of tin-ore for a period of years. This concession was granted by the Selangor Government, and also, for a short term, by Sungei Ujong, but never by Perak. The percentage of metal in the ore on which export duty was calculated was supposed by outsiders to be very advantageous, but it was not so, as the ore was not then cleaned up as it was later on, when the percentage was raised.

The question of finance was arranged at first through the Hongkong and Shanghai Bank, but the Directors in Hongkong of this Institution would not agree to it, much to the disgust of the then local Manager, the late Mr. W. G. Greig. The account was then taken over for the Chartered Bank of India, Australia and China by their Manager, at that time the late Mr. William Dougal, to whom the new concern was frequently indebted for his sympathy and financial support. In order to collect the tin-ore from the miners, it was necessary to open branches in the Native States for this purpose.

Sungei Ujong was opened by Muhlinghaus at Seremban. The Resident of the State was then Mr. W. F. B. Paul, and among his subordinates were the late W. R. H. Carew, W. W. Douglas, E. P. Gueritz, and, later, Arthur Keyser, etc. Among the non-officials were the late T. H. Hill, the late A. B. Rathbone, the late Abraham Hale (then engaged in mining pursuits), the late Sheikh

Abdulrahman, etc. The Company's godown was erected in Paul Street, Seremban, and it stood until 1918, when the new building was put up. Some of those who joined the Company about that time were Gustav Guntzel, O. Oertlopp, the late W. R. M. Wragge, the late J. W. Gunn, the late G. J. Penny. An interesting phase of the Sungei Ujong branch was the opening up of the little State of Jelebu, where Muhlinghaus was interested in mining concessions, which were afterwards worked as the Jelebu Mining Co. under the management of the late James W. Gunn, a clever and interesting man. The Johore Mining and Tin Co. was another concern, with which were associated William Dunman, Horace Brett, L. W. Money, John Gardner, etc. Both these concerns did well at one time, but their lands are now mostly worked out, and have passed into other hands. Mr. Evan Cameron worked for the Company in Seremban for about sixteen years in all. In the old days the port was Penkalen Kampas, on the Linggi River. Since then the railway has been built, and Port Dickson has come into existence as the port in place of Penkalen Kampas. The mining in this State dwindled down, but with the development of rubber the town of Seremban has extended greatly.

The *Selangor* branch was started by Sword in a small shop in Ampang Road, Kuala Lumpur, afterwards moving to the present site near the railway premises and the Padang. The Resident of Selangor was then Mr. (now Sir Frank) Swettenham. Among his officials were A. R. Venning, the late Sir John Rodger, Conway Belfield, H. C. Syers, Hon. Martin Lister, H. F. Bellamy, etc. Among the non-officials were the late W. W. Bailey, the late Fred. Toynbee, R. C. Rendle, and H. O. Maynard. Selangor soon developed into an important branch, and it was for a long time the mainstay of the Company's business. Mr. Cameron paid a visit to Kuala Lumpur in the year 1887, and met Mr. Sword there for the first time. In later years he worked there for the Straits Trading Co. Among those who followed Mr.

Sword were the late F. O. West, a very well-known man in his day, and very hospitably inclined. In his time the "Tinneries" (as the godown and living quarters were then called) was a great social centre. Others were the late George Cumming, the late E. M. Alexander (Sandy), both well-known and popular men; G. H. D. Bourne, W. W. Cook, and W. F. Nutt. The branch is at present under the management of Mr. J. M. Sime.

Perak.—Mr. Muhlinghaus opened this branch about 1888 or 1889. He began work at Gopeng in Kinta, his first leading customer being the late Towkay Eu Kong, father of Towkay Eu Tong Seng. The headquarters were later on transferred to Ipoh, and sub-agencies as in Selangor were opened afterwards at Lahat, Kampar, and other places. The Perak seat of Government was, of course, at Taiping, as it is now. Mr. F. Swettenham had then become Resident in the place of the late Sir Hugh Low, retired. There was no inducement to start business at Taiping in those days, but there is a sub-agency there now. The Kinta District Government was in charge of the late Mr. J. B. M. Leach and other officials, including Hubert Berkeley, W. G. Maxwell, F. J. Weld, W. P. Hume, etc. Muhlinghaus was very successful in Perak, and worked up a fine business there. He had a wonderful way of attracting the Chinese miners to him. Work was difficult owing to the undeveloped state of the country, no roads nor railways, and the Kinta River the only means of transport. Pilfering of ore in transit was at one time a serious source of loss. Later on, the Kinta Valley Railway came through, and things were easier, and Perak is now considered the Company's most important branch. Among the earlier men in Perak for the Company were Oertlopp (Manager), the late D. J. Berwick, the late W. R. M. Wragge, and Henry Tatlock (Manager for many years, and a very popular man). The last-named was in Germany when the War broke out, and cannot for the present be traced. Mr. F. E. de Paula is now Manager. The non-officials included Grant-Mackie, Douglas Osborne (then starting

his hydraulic mining schemes, which were afterwards to prove so successful), J. J. and the late C. Tait, Walter Tait, and the late G. M. Donald.

The *Tongkah* branch was started quite recently (in the year 1902) by Mr. Frank Adam, who joined the Company about that time.

Smelting.—The first reducing of the ore was done in an old smelting shed at Teluk Anson, formerly the property of the Shanghai Tin Mining Company, a concern which had mines in Kinta, but which had closed down. To this place came the first smelting staff, and among them two men, John McKillop and John Carroll, as Manager and head smelter respectively. They were in the Company's service for many years, afterwards occupying prominent positions. Carroll, on the retirement of McKillop, succeeded to the managership of the smelting works. He, in turn, was succeeded by Mr. S. B. Archdeacon, the present Manager. The starting of the business appears to have been difficult; the leading miners were very suspicious, and there were many wheels within wheels: for instance, the mines were largely financed from Singapore and Penang, and the advancers wanted tin in exchange for what they sent up in the shape of stores, etc. Weights were another problem. The Native States pikul was different from the Straits (the kati was based on the weight of so many silver dollars, something like twenty-four dollars in one place and twenty in another). Pikuls 100 in the Native States weighed pikuls 107 in Singapore. In buying ore this was allowed for in the price to the seller, but on the mines it was not considered at all in dealing with the coolies selling the tin to the miner, who consequently scored an extra profit on it. In some cases, the difference was much greater—there was no really good system of control of weights and measures, and swindling went on right and left. This state of things has long since passed away, and one system of weights prevails everywhere; but it was difficult to overcome these troubles at first. The fact of the Company paying in cash instead

of partly in kind, as was the old custom, was a great help.

The first experiments of smelting were apparently very disappointing at Teluk Anson. They could not get the tin out of the ore, and it looked at one time as if the whole thing would close up. A curious incident is related of what took place at that time. It was discovered that a lot of tin, as molten metal often does, had percolated into the ground below the furnace. Quite a large mass was dug out, and was pointed to with pride by the smelting manager as the missing tin! There was a shrewd suspicion in some quarters that this tin was an unintentional gift from the old Shanghai Company, but anyway it saved the situation for the time, and it was from about this date that things began to mend, and the smelting plant was transferred to Singapore.

The new smelting works were erected at Pulo Brani Island, New Harbour, Singapore, on lease from the Tanjong Pagar Dock Company, Limited. The site was at one time the property of the old Bon-Accord Graving Dock (Buyers and Robb), and some of the old buildings were made use of. The smelting works are there to this day. Other sites were looked at—among them Button Island, New Harbour, and later on the late Captain Bing's property at Bukit Chermin. The works were established in 1890, the personnel of the Company in that year being: General Manager, J. Sword; Manager of Branches, H. Muhlinghaus; Sungei Ujong, O. Oertlopp; Selangor, F. G. West; Batu Gajah, Archibald Kennedy; Ipoh, W. M. R. Wragge; Gopeng, C. G. Mackie; Pulo Brani, Manager, John McKillop, Foreman Smelter, John Carroll. It was at this time that the Limited Company (Straits Trading Company) was formed, and the Singapore office opened. (Gilfillan, Wood and Co. did the Singapore work at first. Adamson, Gilfillan and Co., Ltd., are the London agents.) Sword and Muhlinghaus took charge alternately in Singapore from year to year, until about the year 1899, when they

both practically retired from active participation in the Company's affairs. Successive Managing Directors have been: Charles MacArthur, W. W. Cook, T. E. Earle, Frank Adam, E. F. Mauldon, and to-day W. F. Nutt. Among the first shareholders were the late James Miller, T. E. Earle, and other partners of Gilfillan, Wood and Co.; Huber and Cadonau, of Fischer, Huber and Co.; W. Hutton, of John Little and Co., Ltd., etc. Many of the leading men in Singapore, however, for many years declined any participation in the Company's affairs. Mr. George Derrick was for many years the Company's Accountant, and Charles Crane, the late Secretary, was a very old servant.

The Straits Trading Company at times had in view other business besides tin smelting, but the schemes did not mature. They had individual interests in tobacco planting and coffee estates in Selangor and Perak, but they were not a success. The late Mr. T. C. Bogaardt, the founder of the Straits Steamship Company (a man of great ability), was the man with whom the first arrangements for carrying the ore by sea were made, and his two captains, the late O. Wahl, of the *Sappho*, and J. M. Daly, of the *Malacca* (now of the *Ipoh*), carried the ore in their ships very successfully for many years.

Penang Smelting Works were opened in the year 1902 to take over the increasing business, and have now assumed large dimensions.

From small beginnings the Company has spread to great things, and is now probably the largest smelter of tin in the world, and has had many years of great prosperity. They were not without their periods of trouble, and there were times when it needed all the ability of the management to surmount them. The more recent history of the Straits Trading Company is well known. Since they started, over thirty years ago, vast changes have taken place in the Native States. The railways, which were then only the lines from Kuala Lumpur to Klang and Taiping to Port Weld, have now extended from Penang to Singapore on the west side

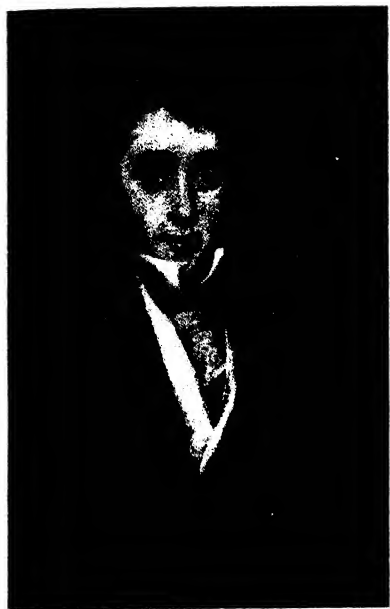
and as far as Siam. The country has been further opened up by a magnificent road system. New towns have sprung up, and the older ones have extended greatly. Port Swettenham has come into existence, and the country has been covered with vast areas under rubber cultivation.

With regard to the tin-mining industry, an enormous amount of work has been done, and the amount of ore produced would, if reckoned up, reach astounding figures. The quantity dealt with by the Straits Trading Co. is almost past belief. Unfortunately, an alluvial mine is not a thing that lasts very long as a rule, and large areas of mining land, especially in the southern parts of the Peninsula, have become worked out. Many valleys that in comparatively recent years had thousands of coolies at work in them are now silent and deserted. New and unexpected finds are taking place, but it is difficult to foretell what will happen (for one thing the country, being covered with jungle, is difficult to prospect), and it is generally believed that the F.M.S., at least, have reached the top as regards tin production. The tendency now is to look in the States further to the north for fresh fields.

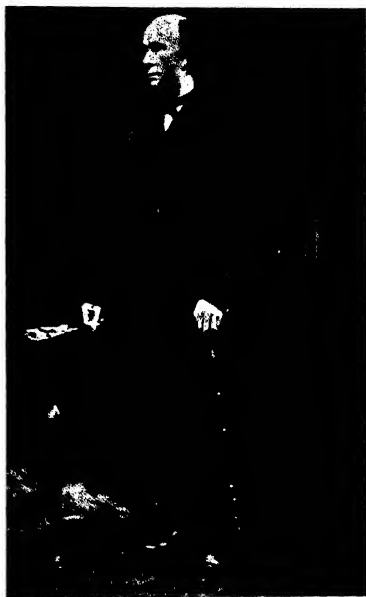
SWAN AND MACLAREN.—The founders of this firm of architects and engineers were Mr. A. A. Swan and Mr. J. W. B. Maclaren in 1885, and in 1895 their assistants were Mr. Alan Wilson (who died in Penang in 1918), Mr. J. Meikle, and Mr. R. W. Crichton, architects. By 1900 Mr. Swan had retired; Mr. R. A. J. Bidwell had become a partner (1899), and continued so for many years; Mr. T. Swales, architect (went to Rangoon and established himself there, with Mr. E. J. Pullar, also of Swan and Maclaren, 1901-6); Mr. S. af. Klinteberg, a civil engineer, a Swede, who died in Penang in 1918; and Mr. Jas. Stark, established in Penang. Mr. A. J. W. Watkins, originally in the F.M.S. railways, had become a partner by 1905, and Mr. V. A. Flower was in the firm. Mr. Flower retired before the War, but joined up, rose to the rank of Lieutenant-Colonel in charge of

a London battalion, and was killed in action. Mr. T. Bramell was in the firm in 1910, for a time in charge of the Bangkok branch. Mr. H. Robinson became a partner a year or so later, Mr. D. McLeod Craik and V. Steadman were the architects, Mr. H. L. Penfold an engineer, and the staff of surveyors included Messrs. R. D. Jackson and A. A. Lermitt. Mr. Maclaren was trained as a civil engineer in Edinburgh, was formerly engaged on an extension of the Caledonian Railway and on the Calansas and Marsis Railway, and was one of a commission to report on Naples Waterworks. Mr. Watkins was in the same firm in Edinburgh, and up to 1902 was engaged in railway work in the Federated Malay States. Mr. Bidwell came into the firm in 1895, having been assistant to the Superintending Architect of the London County Council. He originally came out to Selangor, and under Mr. C. E. Spooner designed the Kuala Lumpur public buildings. He married a daughter of Mr. C. M. Allen, of Perseverance Estate, who was A. R. Wallace's assistant in Borneo. Swan and Maclaren came easily first among those in control of the metamorphosis of building in Singapore, among their achievements being the Victoria Memorial Hall; the Chartered Bank (both buildings); the Hongkong Bank; John Little and Co. and Katz Bros., new stores; innumerable stores in town and houses in the country; the P. and O. steel wharves; Raffles Hotel; additions to the Adelphi and Europe Hotels; Commercial Union premises; Eastern Extension Telegraph Co.'s office; and buildings at Finlayson Green.

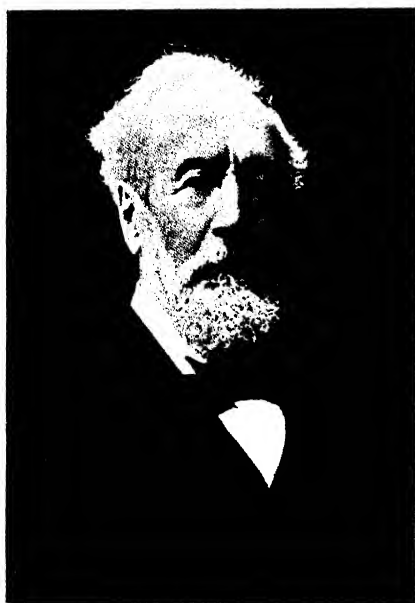
SYME AND Co.—The firm of Syme and Co., merchants, was founded by Mr. Hugh Syme in the year 1823, and continues to this day in Singapore under the same name. Mr. Syme was one of the first Commissioners of the Peace, appointed in 1826, and remained connected with the Settlement until 1830. On the 29th March of that year he sailed from Singapore in the British ship *Flora* for Anjer, to join a home-going ship there, but was not destined to reach the Old Country. Falling



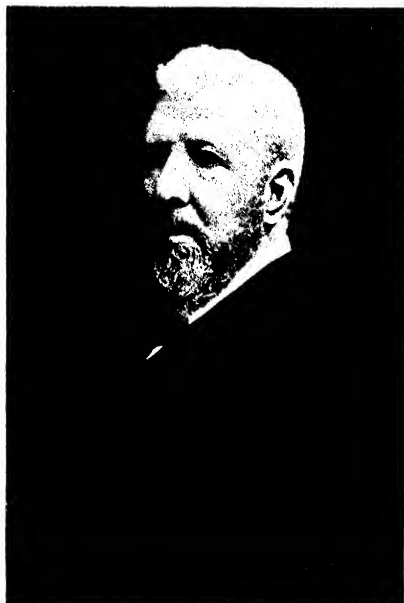
HUGH SYME.



R. KER.



W. KER.



J. GRAHAM, SEN.

ill on the voyage, he died at sea off the Cape. News of this, which did not reach Singapore till November, came in a letter from Mr. C. R. Read, of A. L. Johnston and Co., written from St. Helena. He left for Europe about three months after Mr. Syme did, and probably learned of his death on arrival at St. Helena, which was a regular port of call in those days. A house known as Duxton, standing in sixteen acres of ground off New Harbour Road, as it was then called, was the residence and property of Mr. Syme. Later members of the firm, Mr. Robert Diggles and Mr. Thomas McMicking, also lived there. The house no longer exists. It stood on the land forming the triangle made by Tanjong Pagar Road, Craig Road, and Neil Road, now covered with houses and intersected by the two roads known as Duxton Road and Duxton Hill, by which the name survives. The property, which was planted with spice and fruit trees, was eventually acquired by Dr. Montgomerie. Another link with the time of Mr. Syme is a tombstone, still existing, in the old cemetery on Fort Canning Hill, to Mr. Samuel Sweeting, one of the firm's earliest employees, who died on the 30th September 1830. Mr. Syme goes back to the very earliest days of Singapore. He is one of the ninety-four European inhabitants of the year 1827, and these included "punch-house keepers." Of the list of firms of 1823, Syme and Co. is the only one surviving, although Guthrie and Clark have their representatives in Guthrie and Co., Ltd. A. L. Johnston and Co. closed down in 1890, and J. Purvis six years previously. Syme and Co. were appointed Lloyd's agents in 1829, and the original document of appointment is still in existence, though dilapidated, and is probably the oldest commercial document referring to Singapore. Mr. F. J. Bernard, Notary Public, had represented Lloyd's in Singapore up to the time Syme and Co. were appointed agents.

Throughout its long existence the partners and assistants of Syme and Co. have played an important part in the history of Singapore. Mr. Robert Ker, one

of the earliest, came east in the 'Twenties. One of his voyages was made in the brig *Matilda*, 260 tons register, which sailed from Liverpool on the 13th June 1827, and reached Batavia in 110 days. He did not retire from Ker, Bolton and Co. till 1870. His nephew, Mr. William Ker, jun., who followed his father Mr. William Ker in the firm, started as a clerk in Syme and Co. in 1846, became a partner six years later, and retired from Ker, Bolton and Co. in 1884, living to 1912, when he was over ninety years of age. His son, J. Paton Ker, was also in the firm in Singapore in the 'Eighties, a fine amateur jockey; he died in 1917. Another partner who had a long connection with the firm was Mr. Joseph Cheney Bolton. He retired from Ker, Bolton and Co. in 1884. Mr. Thomas McMicking, who was a trustee of the Raffles Institution, became a partner in 1835. He was one of those that made the celebrated and nearly fatal voyage to Malacca in 1836 in the newly arrived paddle-steamer *Jardine*. The engines could only be got to go by fits and starts; finally the vessel went on fire in the Straits, all on board having a very narrow escape. Mr. McMicking in 1835 was nearly killed by gang robbers in his house, Duxton, an affair that created a great sensation at the time. Mr. Gilbert McMicking became a partner in Syme and Co. in 1852, at which time Mr. William Mactaggart, whose sons were well known in Singapore in later years, was an assistant in the firm, becoming a partner in 1857. Mr. Robert Jardine, who later joined Ker, Bolton and Co., came out to Syme and Co. in 1852. In 1857 Mr. G. M. Dare was an assistant in the firm of Syme and Co. Mr. George Armstrong was an assistant from 1856 to 1862, and Buckley tells us that he was a member of the first Volunteer Corps, a tall and remarkably athletic man. Mr. James Lyall was a partner in 1866, and subsequently established himself first as a broker, and later in association with Mr. P. T. Evatt as an accountant. Mr. James Graham, although but a comparatively short time in Singapore, was one of the leading men after the Transfer,

and had a remarkable career. Of Border and Ulster stock, he was born in County Tyrone in 1838. As a boy he got his early business training in a well-known South American firm, and was married at Lima to Jane Buckley, niece of a partner of the firm. In 1869 he returned to England and started business, and in 1875 accepted an offer from Ker, Bolton and Co. to manage their Singapore house, Syme and Co. He remained in the Colony till 1886, when he was recalled to Glasgow, and became a partner in the home firm, dying on New Year's Day 1905, just as he was on the eve of retirement from the firm, of which he was then the senior partner. His son, Mr. James Graham, jun., was in Syme and Co. from 1892 to 1906, and is now a partner in Ker, Bolton and Co. Mrs. James Graham, sen., is still living and well (January 1919), and resides with her daughter at Limpsfield, Surrey. Mr. Graham the elder, while he lived here, entered into the affairs of the Colony with Ulster energy and wholeheartedness. He was for five years a Member of the Legislative Council, and brought to its debates much ability and independence of thought, besides a good deal of the saving grace of humour.

The *Singapore Free Press* of the 1st February 1905, in its obituary notice, wrote of him as follows, and those who knew him will agree that the words quoted give an excellent sketch of his personality :

“ Owing nothing to local influence or connection, he rapidly came to the front in business and social circles, purely through force of character, level-headedness, and unswerving uprightness. In manner blunt and outspoken, he sometimes gave offence to those who did not understand him by his impatience of humbug ; and he never failed to speak his mind, whether in the Chamber of Commerce in his early days, at the Club, where he was generally the centre of a group of seniors, or in the Legislative Council, where he soon made his mark, sharing the honours of opposition with Thomas Shelford and William Gulland. His best speech in

Council was perhaps that opposing Lord Kimberley's scheme for disendowing the Colonial Chaplaincies (in 1882). . . .

" Mr. Graham was a great reader. Like John Bright, he brought to all the subjects he handled a mind stored with the English classics, and this gave tone and style to all his public speaking. He was a keen politician, and, as became an Ulster Protestant, he detested Home Rule. A genial companion and a warm and trusty friend, his sympathies were always with those in trouble or misfortune ; and a worthy cause, whether in fashion or not, was sure of his help and advocacy. In society he was as much sought after as in grave affairs, and when early in 1886 he joined his firm at home, he left a blank in Singapore."

Coming on down the list of Syme and Co.'s representatives, Mr. C. W. Conington (1890) was a Member of Council for a short time, and was a very keen racing man. Mr. John F. Craig (1901) was greatly interested in music, and took a large part in the organisation of the Singapore Philharmonic Society.

Syme and Co. have, since the 'Thirties and 'Forties, been in close association with several strong home and Eastern firms—Murray, Syme and Co. (later Sholfield, Doering and Co. and then Sholfield, Bolton and Co.), Liverpool ; and Ker, Murray and Co. (later Ker, Doering and Co.), Glasgow ; and now Ker, Bolton and Co., London and Glasgow ; also with Ker and Co., Philippines (established at Manila in 1827 as Strachan, Murray and Co., later as Ker, McMicking and Co., and from 1846 as Ker and Co.), and with Pitcairn, Syme and Co., Java (established at Batavia in 1825).

The following is a list of the resident partners of Syme and Co., with the year of their leaving Singapore, an asterisk indicating the gentlemen that joined Ker, Bolton and Co. : Hugh Syme, 1830 ; *Robert Ker, 1834 ; Edward Diggles, 1834 ; Thomas McMicking, 1846 ; Nath. P. Rees, 1849 ; *Gilbert McMicking, 1853 ; William Mactaggart, 1864 ; James Murray, 1868 ; James Lyall, 1866 ; William Webster, 1872 ; *James

Graham, 1886 (member of Legislative Council from 1881 to 1886); C. W. Conington, 1890; *John F. Craig, 1901; H. M. March, 1894; *James Graham, jun., 1906; Alex. M. McNeil (at present, 1919, in Singapore), and Robert S. Menzies, 1912. Non-resident partners in Syme and Co. in 1919, in addition to members of Ker, Bolton and Co., are R. S. Menzies (Sourabaya) and Thos. J. Tayler (Batavia). Present (1919) partners in Ker, Bolton and Co. are: Messrs. Robert J. Paterson (London), James W. Murray (Glasgow), C. S. Weir (Glasgow) James Graham (London), and James M. Beattie (Glasgow). Three former partners, Messrs. Robert Jardine, John Ross, and John F. Craig (latter with Syme and Co. at intervals from the 'Eighties to 1901), are still alive.

Among the interests with which the firm has been identified in Singapore is that of the trade in mineral oil in bulk. Their connection with this lasted from its start in 1891 till 1908, during which time they represented, as agents, Messrs. M. Samuel and Co., London, later the Shell Transport and Trading Co., Ltd., and then the Asiatic Petroleum Co., Ltd. The agency terminated in 1908, on the last-named company opening an office of its own in Singapore.

TOMLINSON AND LERMIT.—Mr. Sam Tomlinson came to the East in 1886 (from the Bradford Corporation), to be waterworks engineer at Bombay. He was appointed Municipal Engineer, Singapore, in 1896. Pearl's Hill Reservoir is one of his chief works while in the Municipality, and he negotiated the purchase of the Gas Works and the present Municipal Offices, and took part in the great Tanjong Pagar Arbitration case. He was associated with Messrs. Swan and Maclaren in the new Europe Hotel and Whiteaway's buildings. Mr. A. W. Lermi joined Crane Bros. from home in 1883, and in addition to furnishing plans for the Adelphi and Katz Bros. buildings, carried out important surveys in Province Wellesley, Johore, and Singapore. He is the Nestor of Singapore architects.

WHITEAWAY, LAIDLAW & Co. was founded in Calcutta in 1882, and came to Singapore in 1900, quickly opening branches at Penang, Kuala Lumpur, Ipoh, Taiping, Seremban, Klang, Malacca, and Teluk Anson. It became a limited company in 1908. The fine block of buildings opposite the Post Office was erected for the firm in 1910. It replaced an historic but somewhat squalid mass of houses belonging to the Flint family.

WHAMPOA & Co. is a fine example of a family firm, and is entirely associated with the name of Mr. Hoo Ah Kay Whampoa, who was one of the first members of the newly constituted Legislative Council. In 1889 Mrs. Hoo Ah Kay had the chief interest in the firm. Mrs. Cheah Hee Lin and Chun Chun Fook signed *per pro.* in 1895 and Hoo Hong Kee in 1905.

CHAPTER XVI

RELIGIOUS SINGAPORE

By the Rev. W. Murray, M.A.

CHURCHES AND MISSIONS

WHEN the British flag was planted in 1819, and the Settlement of Singapore began to develop as an emporium for trade, Christian missionaries came to it from the older Settlement of Malacca, first as visitors at intervals, and then as residents. Roman Catholics, who had been in Malacca since the days of Francis Xavier in the sixteenth century, had a numerous following, and were able at once to supply workers for the new Colony. Protestant missions began in Malacca in 1815, and Drs. Morrison, Milne, and Legge, who were the pioneer missionaries there, had a share in the beginning of Protestant mission work here. It is on record that the Rev. W. Milne, of the Anglo-Chinese College, Malacca, applied for ground to build upon as early as May 1819, and received from Sir Stamford Raffles the sum of \$150 in consideration of his performing services as Chaplain (*Logan's Journal IX*, p. 442). Under these leaders, along with John and Alexander Stronach, the L.M.S. (London Mission Society) established itself. In 1834 Singapore became a station of the A.B.C.F.M. (American Board of Commissioners of Foreign Missions), and its agents were Tracy, Dickinson, Hope, Trevelli, and North, the three former working in the Chinese language and the two latter in Malay. North was a practical printer, and had a well-furnished printing-press. About the same time the C.M.S. (Church Missionary Society) sent the Rev.

Mr. Squier here to work among the Chinese. The American Baptists also contemplated beginning work, but there is no evidence that they actually commenced it.

The chief efforts of these early Protestant missionaries lay in the direction of establishing schools, in which work they were assisted by the Government and residents. Their great difficulty was in inducing parents (Chinese and Malay) to send their children to school ; and when they did send them, to induce them to let the children stay at school for more than a few months. They were also energetic in translating portions of the Scriptures and tracts, and formed the Singapore Christian Union in 1830, under the auspices of which tens of thousands of Scriptures and tracts were distributed. Very little was done in the way of direct preaching, because for a long time there was no one competent enough in the native languages to undertake it. So far as conversions were concerned, the result of the work of these early days was practically nil ; and this is not surprising in a time when almost none could read and no direct appeal by preaching was made.

The L.M.S. Chapel stood at the corner of Bras Basah Road (then called Church Street) and North Bridge Road, and was used for services by European residents.

The work of the above-mentioned missionary societies came to an end both in Malacca and Singapore when China was opened to foreign residents. The chief aim of these Societies was to reach the Chinese, and it was only because China was at the time closed to them that missionaries settled in the Straits at all. First the A.B.C.F.M. removed its men to China in 1839 ; and by 1847 all the L.M.S. men had left, except the Rev. B. P. Keasberry, who severed his connection with the Society and continued here as an independent and self-supporting worker.

Before proceeding to record the history of the various denominations which have established themselves in the Colony during the century, it is well to give a description of Mr. Keasberry and his work, because he and it

had no official connection with any of the denominations to be described. He was for many years the only missionary here, and his labours were of a strikingly varied and lasting character.

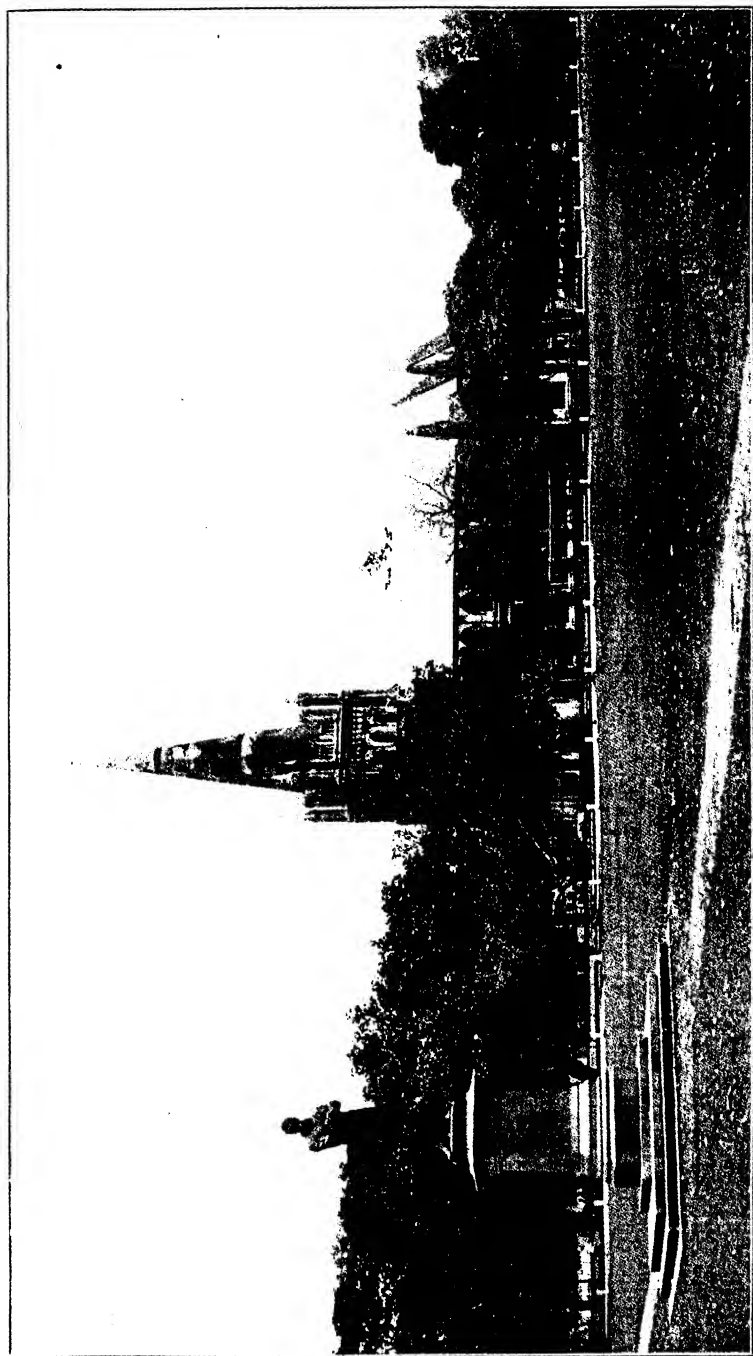
Benjamin Peach Keasberry (1811-75) was the son of a colonel in the Indian Army who had been appointed Resident of Tegal, Java, by Sir Stamford Raffles in 1814. Educated in Mauritius and Madras, he came to Singapore and opened a general store. But, finding after a time that the prospects were not bright, he closed it, and took service as a clerk in a British firm in Batavia. The sudden death of a bosom friend solemnised his mind, and led him to devote himself to religious work. He attached himself to Dr. Medhurst, of the L.M.S. in Batavia, under whom he learnt the art of printing and bookbinding. In 1834, having received some money from his father's estate, he went to America to college, and returned to work among Malays in Singapore under the A.B.C.F.M. He remained here until his death, without ever leaving the Colony. When the A.B.C.F.M. removed their men to China, he joined the L.M.S., and continued here, and when the L.M.S. men were removed, he remained as an independent worker. He had gathered round him a congregation of Malays and Chinese; had Malay boys as boarders in his school, among whom were some princes; had established a printing-press; and was a master of the Malay language. Moreover, he had the sympathy of Colonel Butterworth, the Honourable Thomas Church, and the principal merchants. We can well understand that these many ties made him choose to sever his connection with the L.M.S. rather than leave Singapore. Prince's Street Church (then known to everyone as the Malay Chapel) was built for this work in 1843, the money being subscribed by residents. The opening services were conducted by the Rev. Samuel Dyer, of Penang, and Dr. Legge, of Malacca, both being missionaries of the L.M.S. From 1847 to 1860, with the exception of Miss Grant and Miss Cooke, he was the only Protestant missionary in the Colony. For thirty-eight

years he carried on manifold operations—preached on Sundays, translated the Scriptures, tracts, and hymns, managed a printing-press, conducted a day and boarding school. He helped the poor, sometimes beyond the limit of his means, and his name became a household word with all sections of the community. He died suddenly while speaking in his chapel on the 6th September 1873, and was buried in the Bukit Timah Cemetery, his grave being marked by a stone placed on it by H. H. Abubakar, Maharajah of Johore, G.C.M.G., one of Mr. Keasberry's old scholars.

THE CHURCH OF ENGLAND IN SINGAPORE

The Church of England in Singapore has the advantage and disadvantage of being an established church. It has had the advantage of a salary of a chaplain being paid by the Government for many years, after the example of the Indian Establishment, and of a very fine church being erected and kept by the Government. This, which applies equally to Malacca and Penang, has been a help, especially when the communities were small. On the other hand, the fact of establishment has not produced a vigorous church life out here. Instead of its members feeling a personal responsibility and saying "we ought to do so and so," the theory has more often been "*they* ought to do so and so," the "*they*" generally meaning the Government. Thus initiative has not been fostered. Further, members of the Church of England have devoted themselves to definite and purely secular work, such as the Raffles School (which had a voluntary governing body before it became a Government school), and have not realised the special call of the Church to claim the nations for Christ. This is partly the reason why the Church of England has lagged so far behind in educational and other works.

When Singapore came under the East India Company, the territories managed by that Company formed part of the Diocese of Calcutta, the Bishop of Calcutta then being the only Bishop of the Church of England in the



ST. ANDREW'S CATHEDRAL.
Showing the statue of Sir Stamford Raffles on its original site.

East. Singapore remained as part of the Diocese of Calcutta till after the Straits Settlements were cut off from the Indian Empire. It then, in 1868, was transferred to the existing Diocese of Labuan and Sarawak, and the whole diocese was termed the Diocese of Singapore, Labuan, and Sarawak. This could, of course, be only a temporary measure. This unwieldy diocese was too vast to allow one bishop to supervise adequately countries so scattered and so diverse as the Straits Settlements, the Federated Malay States, Sarawak, and British North Borneo. The United Diocese of Singapore, Labuan, and Sarawak survived two Bishops—Bishop W. Chambers (1868–80) and Bishop Hose (1881–1908). It fell to Bishop Hose to arrange and provide for the separation of the Malay Peninsula from Labuan and Sarawak, and he postponed his resignation until this was accomplished, not wishing that another Bishop should be appointed to this unwieldy diocese to which he had been appointed. Consequently, on the resignation of Bishop Hose, two separate dioceses were newly constituted, and in 1909 the Rev. W. R. Mounsey was consecrated as Bishop of Labuan and Sarawak and the Rev. C. J. Ferguson-Davie as Bishop of Singapore. The so-called Diocese of Singapore includes the Straits Settlements and the Malay States, together with the British communities in Siam, Java, Sumatra, and the adjacent islands.

The first residency chaplain of the Church of England who was posted in Singapore was the Rev. Robert Burn, B.A. He had arrived in Bencoolen in 1825 to be Resident Chaplain there, in succession to the Rev. C. Winter, who had recently died. As the headquarters of the Government was being transferred to Singapore, he was sent to the new Settlement soon after reaching Bencoolen. On the 25th August 1825 he had reached Penang, and was detained there during the absence of the Chaplain of that Settlement. He, however, wrote expecting to reach Singapore early in 1826. During the latter year he was at work in Singapore, and a letter written to a brother

in that year shows that he did not find his people as responsive as he had hoped. The Rev. R. Burn died in Singapore in 1832, and is buried in the old cemetery on Fort Canning Hill.

The chaplaincy continued as a chaplaincy of the East India Company till the British Government took over the rule of India. Since that time it has been a Government chaplaincy. The Bishop of Calcutta from time to time paid visits to Singapore. The famous Bishop Daniel Wilson (1832-58) visited Singapore in 1834, when he took part in arranging for the erection of the first St. Andrew's Church. In 1838 he came back to consecrate the church, and subsequently visited it in 1842, 1850, and 1856. This first Church of St. Andrew, consecrated in 1838 by Bishop Wilson, stood on the site of the present Cathedral. In 1845, and again in 1849, the steeple was struck by lightning, and in 1852 the church was disused, as the building was considered dangerous. In 1854 the foundation-stone of the present Cathedral was laid by Bishop Wilson, then seventy-eight years of age, and on the 25th January 1862 his successor in the see of Calcutta, Bishop Cotton, consecrated it. The building is 181 feet long, internal measurement from the west door. Including the tower it is 226 feet between the exterior points of the building. The nave and side aisles are 55 feet wide and the spire 207 feet from the base to the centre of the iron cross. It was designed by Colonel Macpherson, who was Executive Engineer at the time, and was built largely by convict labour. The site is very suitable for a fine building and the effect of the architecture of the church standing in such an excellent open space makes it one of the most noticeable features of Singapore. When the Straits Settlements were transferred from the jurisdiction of the Bishop of Calcutta to that of the Bishop of Labuan and Sarawak, Bishop Chambers in 1870 made St. Andrew's Church the Cathedral Church of the United Diocese.

While the church was being erected, an attempt was made in the building up of the body of the spiritual



BISHOP WILSON OF CALCUTTA.

Church, and in 1856 a mission was established connected with the congregation of St. Andrew's Church. It was termed St. Andrew's Church Mission. This was strengthened a few years later by the sending out of a missionary by the S.P.G., the Rev. E. S. Venn, who arrived in 1861. After his death there was no superintendent missionary till the arrival in 1872 of the Rev. W. H. Gomes. Mr. Gomes was a man of marked ability, and during his tenure of office the school, which has now developed into St. Andrew's Boys' School, was started, the school chapel (now St. Peter's Church) was opened in 1875, while the S.P.G. Mission House was built in 1877, and the Church of St. John, Jurong, was built for a Christian agricultural colony.

In 1874 the Church of England commenced work amongst the seamen of the port, and the work was continued under three Chaplains to Seamen, but was subsequently dropped.

In 1881 Archdeacon Hose, the first Archdeacon of Singapore, who was then Colonial Chaplain of Singapore, was consecrated as Bishop of Singapore, Labuan, and Sarawak. During his occupancy of the see, St. Matthew's Church, Sepoy Lines, was built, and institutions for European boys and girls were opened, so that those who lived far away from Singapore might have a home while they attended the Government school. The former of these, built in European style (principally through the energy and liberality of Mr. C. B. Buckley), St. Andrew's House, Armenian Street, now has about fifty boarders, while the latter, St. Mary's Home, Tank Road, (originally St. Nicholas's Home) is excellently housed in a spacious mansion of a Chinese towkay, which has been adapted to its present use by the addition of dormitories capable of accommodating about sixty girls. St. Mary's Home owes much to the work of Archdeacon Izard. It was during Bishop Hose's time also that the Chinese Girls' School¹ on Government Hill, which now has over

¹ The Chinese Girls' School was begun under the L.M.S. by Mrs. Dyer, who, on leaving the island, handed on the work in 1843 to Miss Grant.

sixty inmates, became part of the organisation of the Church of England.

During the last few years there has been a strengthening of mission work, principally through an organisation known as the Singapore Diocesan Association, which aims at strengthening the various departments of work throughout the diocese. This has been the means of bringing to Singapore the Rev. J. Romanis Lee, M.A., Principal of St. Andrew's School, who has raised the school between 1911 and 1916 from a second-grade to a first-grade school, with over 500 scholars, and teaching to the Cambridge Senior Local Examination. In mission work the staff has been increased in late years by the addition of one Tamil and two Chinese priests, in addition to the Rev. R. Richards, the European missionary in charge. It may here be noted that the staff of St. Andrew's Cathedral had, prior to the Great War, been increased to three. There were two on the staff twenty or thirty years ago. A Medical Mission for Women and Children, in charge of lady doctors, was founded by Mrs. Ferguson-Davie, M.D., in 1913. There are about eight thousand attendances annually at the dispensaries, and a small number of in-patients are taken. At the present time an appeal is being made for funds to build a well-appointed hospital for this important work, which up to now has been carried on in hired houses.

Another recent branch of church work (opened in 1910 by Miss Fitzgerald) is that of the Girls' Friendly Society, which has a club for girls and rooms for women who are working in the town. Miss E. M. Stephenson is now in charge of this.

There doubtless is room for far greater extension of the work of the Church of England in Singapore. With a communicants' roll of 500 at the Cathedral and 250 at the Mission Church, where services are held in

of the Female Education Society. Miss Cooke took charge in 1853, and kept up the work till her death in 1895. In 1900, when Miss Gage Brown was Principal, it was put under the Church of England Zenana Missionary Society.

six languages, with one boarding-house for Chinese boys and one for Chinese girls, with hostels for European and Eurasian boys and girls, and with a staff of seven European and three Asiatic clergy, there is at any rate a good nucleus for a strong and progressive branch of Christ's Church. Amongst those who have done faithful work in Singapore, special reference must be made to six who worked for over thirty-five years in Singapore: Bishop Hose as Chaplain, Archdeacon, and Bishop (1868-1908); Miss Cooke and Miss Ryan in the Chinese Girls' School; the Rev. W. H. Gomes, B.D., in the Mission; Mr. Edward Salzmänn, for forty-four years organist at the Cathedral; and Mr. C. B. Buckley, who spent nearly fifty years in the East, and who, starting with a small class in Sunday school as a young man, became the friend of generations of people in the town.

THE CATHOLIC CHURCH

THE FRENCH MISSION

1. *The Cathedral of the Good Shepherd*

The first missionary to visit the Catholics of Singapore appears to have been Father Imbert, who was on his way to China in December 1821, and, at the request of the Vicar Apostolic of Siam, called at the new Colony, founded two years previously, remaining there a week. He afterwards wrote to Monseigneur Florens that he had found there about a dozen Catholics.

In 1824 the Catholics of Singapore applied to Mgr. Florens for a priest. But the Bishop, being in doubt as to whether the island of Singapore was comprised in his diocese, referred to the Propaganda for directions, and jurisdiction was conferred on him by a decree of His Holiness Pope Leo XII, dated the 22nd September 1827, confirmed by another decree of Pope Gregory XVI, on the 3rd January 1840.

Matters, however, remained *in statu quo* until the arrival of Mgr. Bruguière, Bishop of Capsa, Coadjutor for Siam. He had called at Singapore in 1831, on his

way from Bangkok to Penang. Before leaving Singapore on the return journey, in 1832, he entrusted the new flock to the care of Father Clemenceau, who had then recently arrived from France. He likewise wrote to Father J. B. Boucho to come down from Penang and settle certain difficulties.

On the 18th October 1832 Father Boucho succeeded in obtaining from the Resident, Mr. Bonham, a site for a church at Bras Basah Road, where St. Joseph's Institution now stands. The good Father lost no time in inviting public subscriptions, and returned shortly after to Penang. The church was begun by Father J. P. Courvezy, and completed, on the 9th June 1833, by Father E. R. Albrand, who also built a small vicarage. Prior to that missionaries said Mass in the house of one Mr. MacSwiney.

In the course of a few years the new church was found inadequate for the rapidly increasing congregation, and it was therefore decided to convert it into a school, and to build a church elsewhere. A site at the corner of Bras Basah Road and Victoria Street was granted by Government on the 20th July 1842, and the foundation-stone of the present Cathedral of the Good Shepherd was laid there on the 18th June 1843. The vicarage, which later became the Bishop's house, was completed in 1859 by Father J. M. Beurel.

Mgr. Courvezy, on being appointed Vicar Apostolic of Siam, resided at Singapore from 1838 to 1843. It was during this period, viz. on the 20th October 1839, that Father Beurel, the real founder of the parish of the Good Shepherd, arrived. On the 10th September 1841 the missionary province of Siam was divided into two dioceses. Mgr. Courvezy became the first Vicar Apostolic of Malaya, which was then ecclesiastically known as Western Siam, but subsequently as the Malayan Peninsula.

On the 21st December 1843 Bishop Courvezy left the mission field for France, and did not return. Father Boucho, who had for the past twenty years ministered

to the Catholics of the Peninsula, then took charge of the diocese as Pro-Vicar Apostolic. Subsequently, in August 1845, he was appointed Bishop, and was consecrated at Calcutta as Bishop of Athalia and Vicar Apostolic of the Malayan Peninsula. On his return he continued to reside at Penang until his death.

Bishop Boucho was succeeded by Bishop Michael Esther Le Turdu, who at first also resided in Penang, but later, on the 3rd July 1871, took up residence in Singapore, which Settlement has ever since been the headquarters of his successors. He returned to Europe, owing to ill-health, early in 1877, and died at the Seminary in Paris shortly after his arrival, in the fifty-first year of his age, and after having laboured twenty-seven years in the East.

His successor, Mgr. Édouard Gasnier, came to the Straits as Vicar Apostolic in 1878. It was during his tenure of office that the old title " Bishop of Malacca " was re-established by His Holiness Pope Leo XIII, and as a consequence the Vicarate Apostolic of the Malayan Peninsula became the Diocese of Malacca. Permission was granted by the Holy See to the new Bishop to make Singapore his residence, and the Church of the Good Shepherd his Cathedral. About the same time, by an Ordinance No. XI of 1888, passed by the Legislative Council of the Straits Settlements on the 15th November, " The Titular Roman Catholic Bishop of Malacca, resident in the Straits Settlements " was made a corporate body. This Ordinance was repealed and replaced, with extended privileges, by another Ordinance passed on the 31st May 1910 (No. XV of 1910), which gave a proper status to the Mission. Bishop Gasnier died in Singapore after several years' illness, on the 8th April 1896, and was buried in his Cathedral. His funeral was very largely attended, H.E. the Governor, Sir Charles B. Mitchell, the Consuls, and other officials being present.

The Right Rev. R. Fée, who succeeded Bishop Gasnier, was the first Bishop consecrated in the Cathedral of the

Good Shepherd. This unique ceremony was held on the 22nd November 1895. Two other important events also took place shortly after. The first was the visit of the Papal Delegate, Monseigneur Zaleski, who arrived in Singapore on the 1st January 1897. The visit of this distinguished prelate was much appreciated by all the Catholics of the place. The other event was the consecration of the Cathedral, which had been enlarged to its present dimensions in 1888. Bishop Gasnier had often expressed a wish to perform this ceremony himself, but was unable to carry out his intentions, owing at first to a debt remaining on the church, and, later, owing to his continuous ill-health. It was therefore left to his successor, Bishop Fée, to perform the ceremony on the 14th February 1897. Bishop Fée had charge of the See of Malacca till his death, which took place in France in January 1904.

His Holiness Pope Pius X was then pleased to appoint the Right Rev. E. Barillon to the vacant See of Malacca. His Lordship was consecrated in Paris, and arrived in Singapore on the 21st November 1904. The new Bishop was no stranger to the Mission, having already for eight years laboured in the diocese, both at Penang and Singapore. He was now returning to the Straits after an absence of twelve years, spent in Paris in the formation of aspirants to missionary work.

In April 1905 an exchange of land was effected between the Mission and the Government, the Mission giving up all their land lying on the line of extension of Queen Street, and receiving in its place a portion of the land situated behind the Maternity Hospital.

Bishop Barillon celebrated his Sacerdotal Silver Jubilee in September 1909; it was attended by thirty-five French priests and about two thousand people.

This short history of the French Catholic Cathedral would be incomplete without mention of Bishop C. Bourdon. Born in 1834, Bishop Bourdon was ordained in 1860 and appointed Bishop of Upper Burma in 1872. After fifteen years' arduous work in that mission, he

retired owing to ill-health. He recuperated for some time in Hongkong, but finally, on the invitation of Bishop Gasnier, made Singapore his permanent home. As Chaplain to the troops and to the General Hospital, he rendered good service for many years, and endeared himself to all those with whom he came in contact. His Lordship celebrated his Sacerdotal Jubilee on the 18th September 1910, being then seventy-six years of age.

2. *The Chinese Church of SS. Peter and Paul, Queen Street*

The first Catholic missionary to labour among the Chinese of Singapore was Father E. Albrand. This zealous priest gave himself unreservedly to the good work during the years 1833-5. He was subsequently appointed Vicar Apostolic of Kwei-Chow. Father Albrand's work was ably carried on by Father John Chu, a Chinese priest ordained in Bangkok by Bishop Courvezzy and brought by him to Singapore in 1839. Other pioneer missionaries of those days were Father A. Maudit and Father F. Issaly; the former arrived in 1844 and the latter in 1847.

The Church of SS. Peter and Paul, with its tower, was erected by Father P. Paris in 1869-70. Heretofore the Chinese and Indian Catholics had attended the "Good Shepherd," but this arrangement ceased on the completion of the new church, as both these communities repaired thither. It is said that the cost of the compound wall of the church was defrayed by the Emperor Napoleon III.

In 1883 Father Paris purchased the three beautiful bells which are still in use, but the state of his health prevented him from being present when the bells were blessed. He died shortly afterwards, on the 23rd May 1883, and was buried in his church. Four years previously the remains of Father Issaly, who had died in Hongkong in 1874, had been translated here and interred in the same church. These two missionaries

are regarded as the founders of this fine parish, and their memory is still held in high veneration by the elderly Chinese Catholics of Singapore. The spire of the belfry and the present vicarage are the work of Father L. Galmel.

Father F. Vignol in 1891 built an extension, and this notwithstanding the fact that the Indian community had a few years previously withdrawn to their own beautiful Church of Our Lady of Lourdes. He likewise erected three marble altars, the High Altar being consecrated by Bishop Gasnier.

Joseph Chan Tek Yi in 1897 purchased the grounds adjoining the church, and erected thereon, at his own expense, the eleven houses known as St. Joseph's Houses for the accommodation of catechists, widows, and the aged. In 1910 he, in conjunction with Low Gek Seng, defrayed also the cost of enlarging the church gallery, erecting a porch, and extending the façade.

Altogether about forty young missionaries have passed through the Church of SS. Peter and Paul, the majority, however, remaining just long enough to acquire a knowledge of the Chinese language.

3. *The Chinese Church of the Sacred Heart, Tank Road*

Prior to 1910 the Church of SS. Peter and Paul was the parish church of all the Chinese Catholics of the town of Singapore. But notwithstanding its great size, it had nevertheless become too small for the congregation, ever on the increase. It had, moreover, enjoyed the privilege of having, so to speak, two vicars: the holder of the office looking after the Teh-Chews and the Hok-kiens, and Father V. Gazeau, who ministered to the Khehs and the Cantonese. Another church for the two last-named sections of the Chinese Catholic population was sorely needed. After many efforts a suitable site was acquired close to Tank Road Railway Station, but it was far from spacious. Father Gazeau had great difficulty in obtaining the funds requisite for building, and it was some years before he

could utilise the site. He erected first the vicarage, also used as an orphanage, and then the church.

The foundation-stone of this new church was laid on the 14th June 1908, and the blessing of the entire edifice took place on the 11th September 1910. Since that date the Church of the Sacred Heart has become the parish church of the Khehs and the Cantonese.

4. *The Tamil Church of Our Lady of Lourdes, Ophir Road*

The Indian Catholics of Singapore were for a long time without a church of their own. They attended the Cathedral of the Good Shepherd, and later on the Church of SS. Peter and Paul, where Father Paris attended to them as well as to the Chinese.

When Father J. Meneuvrier, who was the first missionary to have exclusive charge of the Tamil congregation, arrived in 1883, a small house situated in Waterloo Street served him both as a dwelling-place and a school. This house was later on occupied by Father Gazeau, and subsequently demolished by the Christian Brothers to make room for the extension of their school.

In 1885, the Government granted a site in Ophir Road. The foundation-stone of the new church, dedicated to Our Lady of Lourdes, was laid on the 1st August 1886, and the church, together with the vicarage and school, erected beside it, was opened in 1888.

SINGAPORE ISLAND

1. *The Chinese Parish of Bukit Timah, St. Joseph's Church*

In 1846 Father A. Maudit, assisted by Father Beurel, built a church and took up permanent residence here. The Church of St. Joseph, which exists to this day, was erected in 1852-3. Father Maudit may be regarded as the founder of this parish, which he ad-

ministered till his death in 1858. He was buried in the church, which later was to receive the mortal remains of several other missionaries. The present vicarage was built by Father Perié in 1852.

2. *The Chinese Parish of Seranggong, Church of the Nativity of the Blessed Virgin Mary*

The Seranggong parish was founded by Father Maistre about the year 1853, for the earliest baptisms recorded in the registers go back to the Christmas of that year. The parish church was some seven miles from Singapore town. Father Maistre first erected a small attap building, to which he added a room for the purpose of his catechism classes. The congregation becoming more numerous, he next determined to build a church. The project happily matured, and within a short time the good Father had the satisfaction of seeing a brick church erected. Father Issaly later added to this church a ceiling and verandah. In 1880 Father Page replaced the old attap construction by a parochial house of wood, raised on brick pillars.

Father C. Saleilles, who succeeded Father L. Page, erected a new catechism hall, to which were attached quarters suitable for a boys' and girls' school. Finally, he set about the erection of the present fine Gothic church with its triple nave and belfry, the latter being visible from a considerable distance, towering above the surrounding country. The foundation-stone was laid on the 2nd August 1898, and three years later the church was solemnly consecrated. In 1908 a second storey was added to the old church, which was now superseded and converted into the present vicarage.

The parish of Seranggong has a branch church at Ponggol, situated three miles away, on the shore of the Johore Straits, where, in 1904, Father Saleilles built a chapel and house for the benefit of about twenty Catholic families scattered in the neighbourhood.

The Catholic population of Singapore Island under the jurisdiction of the Bishop of Malacca is about

8,900 : Cathedral of the Good Shepherd, 3,000 ; Church of SS. Peter and Paul, 2,200 ; Church of the Sacred Heart, 1,150 ; Our Lady of Lourdes, 1,000 ; Serang-gong Church, 1,200 ; Bukit Timah, 350.

All the missionaries are members of the Société des Missions Étrangères, which was founded in Paris in 1659 ; according to the annual report for 1916 it now numbers in all 46 Bishops and 1,258 missionaries in the Far East.

In 1857 a Procuré house was established in Singapore at the corner of River Valley Road, to take charge of the temporal affairs and general administrative work of the Society.

ST. JOSEPH'S INSTITUTION

This Catholic educational establishment was founded in the year 1852 by the Rev. Father J. M. Beurel, who was very anxious to ensure to the boys entrusted to his care the advantages of a sound religious and secular education. As far back as 1841 we find him working with a view of securing the services of the Christian Brothers for educational purposes in Singapore. The Superior-General of the Congregation, who was then residing in Paris, appeared to have been more or less opposed to the project ; but the Rev. Father did not desist from his purpose, and finally proceeded in person to Paris to plead his cause. His journey was not fruitless, for towards the close of March 1852 he returned to the scene of his labours with six Brothers, three of whom were destined for Singapore, and the others for St. Xavier's, Penang, an analogous establishment.

The Brothers lost no time in getting to work, and the first classes were held in the disused old church at No. 8 Bras Basah Road. Though intended primarily for Catholic children, the school was nevertheless open to all, irrespective of religion, and in a short time became very popular with the Singapore community. In 1863 the school received official recognition from the

Government, as also an annual grant. In the same year, too, school fees began to be charged. The old church building proving inadequate for the ever-growing needs of the school, it was determined to provide a building more in keeping with the requirements of the times. This project was happily brought to a successful issue by the Rev. Brother Lothaire, Director, in 1867. The school grew and prospered, notwithstanding pecuniary and other difficulties, until 1881, when, owing to local differences and misunderstandings, the Brothers withdrew, and for the space of about four years the establishment was run by lay masters. The Brothers returned in 1885. In 1898 it was deemed advisable to extend the building, but for various reasons the project was postponed until the Rev. Brother Michael took charge two years later. This enterprising Director at once set to work, with the result that very soon the two semi-circular wings were added to the central portion. The work was carried on in co-operation with the late Rev. Father Nain, who drew the plans and supervised the construction.

The school now entered on a period of prosperity and activity. New pupils flocked in numbers, the results of the public examinations were very encouraging, especially those for the Queen's Scholarships, the number of Brothers increased, the class-rooms were congested, and the need of the hour was for more space. Government was approached in 1906, and showed itself very sympathetic. The new school fronting Waterloo Street was erected in 1907, at a cost of \$37,000. Towards this sum the Government generously gave \$20,000, the balance being contributed by friends and benefactors, conspicuous amongst whom were the Chinese. The last effort of Brother Michael to bring the school up to date was the erection of the beautiful hall and chapel at the rear of the main building. The school celebrated its Diamond Jubilee in 1912, and the occasion was availed of by its old pupils to found a Diamond Jubilee Scholarship for the Cambridge classes. Besides

this scholarship, there are four others available for the boys attending the higher classes.

There are at present over 1,200 boys distributed among thirty-two classes attending the school. A pleasing feature of recent years is the large number of pupils attending the secondary classes. This is particularly the case with the commercial class, where, besides learning the usual business subjects, the pupils qualify for the L.C.C. certificates. The recent changes in the Cambridge Local syllabus have made a second language compulsory, and French is taken by all the boys in the higher division. One effect of the War has been that the number of Brothers has considerably decreased. There is a flourishing boarding establishment attached to the Institution; the boys are under the direct supervision of the Brothers, who pay particular attention to their moral and intellectual well-being.

The physical side of education finds its scope and action on the football and tennis grounds attached to the Institution. The boys compete yearly, in a series of inter-class football matches, for the school cup, and thus the old maxim *mens sana in corpore sano* is never lost sight of. Quite recently a school cadet corps has been established. Altogether the prospects at present are bright, and the authorities look to the future with hope and confidence.

CONVENT OF THE HOLY INFANT JESUS

The Fathers of the Society of the Foreign Missions finding it absolutely necessary to get help for missionary work amongst the girls of Singapore, the Rev. Father Beurel went to France, and approached the Rev. Mother-General of the Sisters of the Holy Infant Jesus for assistance. His request was granted, and four Sisters left France for the East; but only three of these reached their destination, as the Superior of the little band died on the way, and was buried at sea. The three that arrived at Singapore in March 1852 were, to the great

disappointment of the Rev. Father Beurel, sent to Penang, where their first house was founded. Soon after another little band of Sisters set out from Southampton, and, after a weary journey across the desert in caravans, arrived eventually in Penang; one of these, Sister St. Mathilde, was appointed Superior of the Convent there.

In February 1854 Rev. Mother St. Mathilde, with three Sisters, arrived in Singapore to start the Convent here. They received many orphans, did needlework for the ladies of the town in a hastily organised work-room, and lived very poorly; but the need of financial help making itself felt, a paying boarding school was opened. This was a great success, and the number of children increased rapidly. Help was sent from the parent house in France, and new batches of Sisters arrived at various dates, all anxious to help in the great work of redemption of souls.

On the 7th January 1876 Rev. Mother St. Mathilde was appointed Superior of the Yokohama Convent, which she had founded two years previously. She was succeeded in Singapore by the Rev. Mother Gactan, who ably filled the office of Superior from 1876 to 1892. Under her care the different good works established went on developing, and, when the existing house became too small, she had a new wing erected to accommodate the paying boarders and pupils of the new important school, to which the children of Singapore flocked in large numbers. In 1892 this good Reverend Mother left for England to procure help for her good work in Singapore; but, to the great regret of all who knew her, she died in London on the 22nd August of the same year.

Rev. Mother St. Hombeline, who was already Mistress of Novices from 1887, was then elected Superior of the Singapore Convent. Her zeal and devotedness were quite equal to that of her regretted predecessor, and the Convent went on growing. The orphanage and day school developed even more rapidly. Accommo-

dation not being sufficient, another wing was added to the already extensive establishment, and toward this the Government contributed \$20,000. A beautiful chapel was erected, thanks to the generosity of many kind friends and benefactors.

At present the orphanage contains about 200 children, not to speak of many Chinese babies who are received in the crèche. The number of children attending the school has increased apace with recent years, and at present there are about 700 children on the registers. The school is under Government control, and pupils are prepared for the Cambridge Locals.

On the 8th November 1916 Rev. St. Hombeline died suddenly of apoplexy. Her unexpected end was a great shock to all, and her loss is deeply mourned by the children and people of Singapore, in whose interest she worked for so many years.

THE PORTUGUESE MISSION

The rise and growth of the Catholic Church in Singapore under the Portuguese Fathers date back to the earlier days of Malacca, the oldest of the seaports of the Straits; after the conquest by the explorer Afonso d'Albuquerque, a wide field was opened for missionary enterprise in the East.

In 1557 was created the Diocese of Malacca (subject to the Arch-diocese of Goa), the Church of Our Lady of the Assumption there being made a Cathedral and a body of Canons appointed for it by a Bull of His Holiness Pope Paul IV, dated the 4th February of that year, which at the same time placed the Diocese under the patronage of the Crown of Portugal.

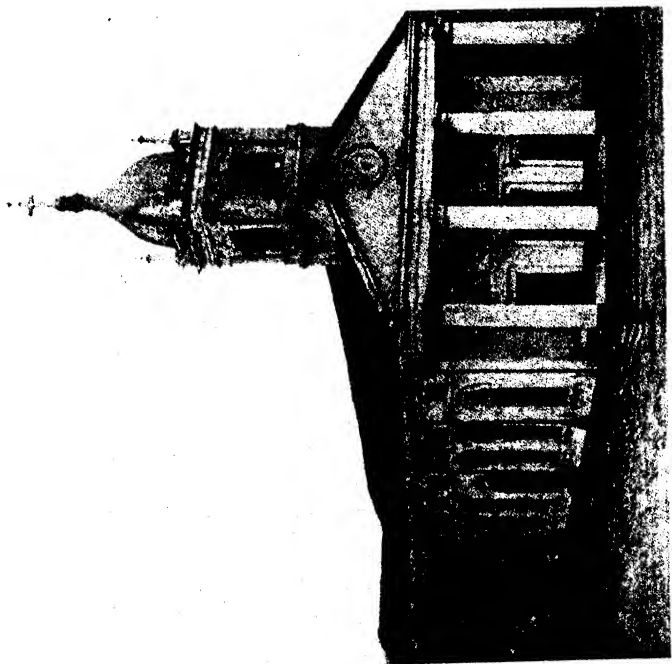
With the capture of Malacca by the Dutch in 1641 the Diocese of Malacca disappeared, and every other trace of Catholicism was extirpated with the utmost vigour by the adherents of Calvinism; and it was not till 1795, when Malacca passed from Dutch to British rule, that the Catholic religion breathed again the air of

freedom of which it had been deprived for a century and a half.

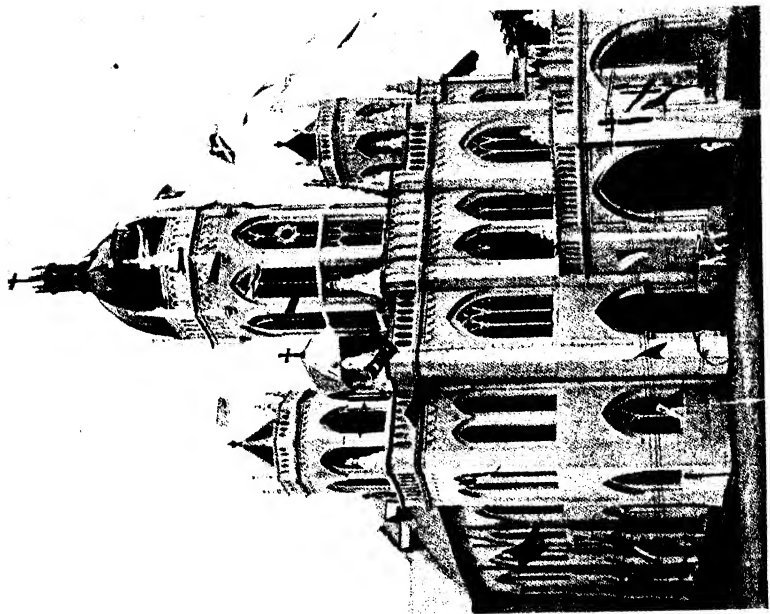
Upon the occupation of Singapore by Sir Stamford Raffles in 1819 a great incentive was given to immigration, and missionary activity developed apace. Thus, in 1822, we hear of the first Portuguese Catholic priest, Padre Jacob, coming from Malacca and obtaining from Sir Stamford Raffles a site for a church in Singapore, and, although it appears that he did not succeed in erecting the church, we may justly infer that from that year he took the Catholic residents under his care.

The Rev. Francisco da Silva Pinto e Maxia, of Oporto, Portugal, was, however, the first to settle as Catholic Pastor in Singapore, where he arrived from Macao on the 7th April 1825, and he is commonly held to have been the founder of the Portuguese Mission here. Having obtained the necessary powers from the Archbishop of Goa, he built and opened for worship a small church on the spot where, up to 1912, stood the Parochial House, but which is to-day incorporated in the St. Anthony's Convent. Father Maxia worked zealously at the development of his mission for twenty-five years in Singapore, and died on the 17th February 1850, being buried in the Old Cemetery, Fort Canning, whence his remains were afterwards transferred to the Church of San José when it was built. A few weeks before his death he had been made a Knight of the Portuguese Order of Christ. He bequeathed all his money, and part of the land forming the present church compound at Victoria Street, which he had bought with his own moneys, to the Mission for the erection of the Church of St. José, the other part having been granted to him for the same purpose by the East India Company.

He was succeeded by Father Vicente de Santa Catharina, who lost no time in taking in hand the building of the church, which he saw completed in 1853, at a cost of about \$15,000, being principally moneys left by Father Maxia, supplemented by \$2,000 from the King of Portugal and local subscriptions.



OLD PORTUGUESE CHURCH.



PRESENT PORTUGUESE CHURCH OF ST. JOSEPH.

In 1868, with the help of subscriptions from the community, along with the munificent gift of \$9,000 received from the Portuguese Government, the Parochial House underwent extensive repairs, and two transepts were added to the Church.

A long-felt want in this mission was supplied in 1879, when Father José Pedro Sta Anna da Cunha established, in a small house in Middle Road, a school for children of both sexes called St. Anna's School, which later, in 1886, was moved into a new building erected in the precincts of the church compound and named St. Anthony's Boys' and Girls' School, the local Government contributing a grant of \$4,000 towards its expenses.

In November 1893 the boys' school was separated from the girls' school, which had a staff of lady teachers of its own, and was under the control of the Fathers of the Portuguese Mission up to 1894, when the Canossian Nuns arrived from Macao and took over, and have since remained in sole charge of it. The present combined average enrolment of the two mission schools is 640 pupils in the lower and higher elementary classes.

In 1886 His Holiness Pope Leo XIII, by his constitution "Humanæ Salutis Auctor," and by a Concordata with the King of Portugal (subsequently confirmed by a decree dated the 20th August 1887), severed the Portuguese Mission in the Straits from the Archbishopric of Goa and incorporated it in the Diocese of Macao; the Bishop of Macao thenceforward holds personal, and not territorial, jurisdiction over his subjects in Singapore and Malacca; the churches and other edifices connected with them are at the same time classed in the category of "exempted," i.e. completely independent of the jurisdiction of the territorial Bishop.

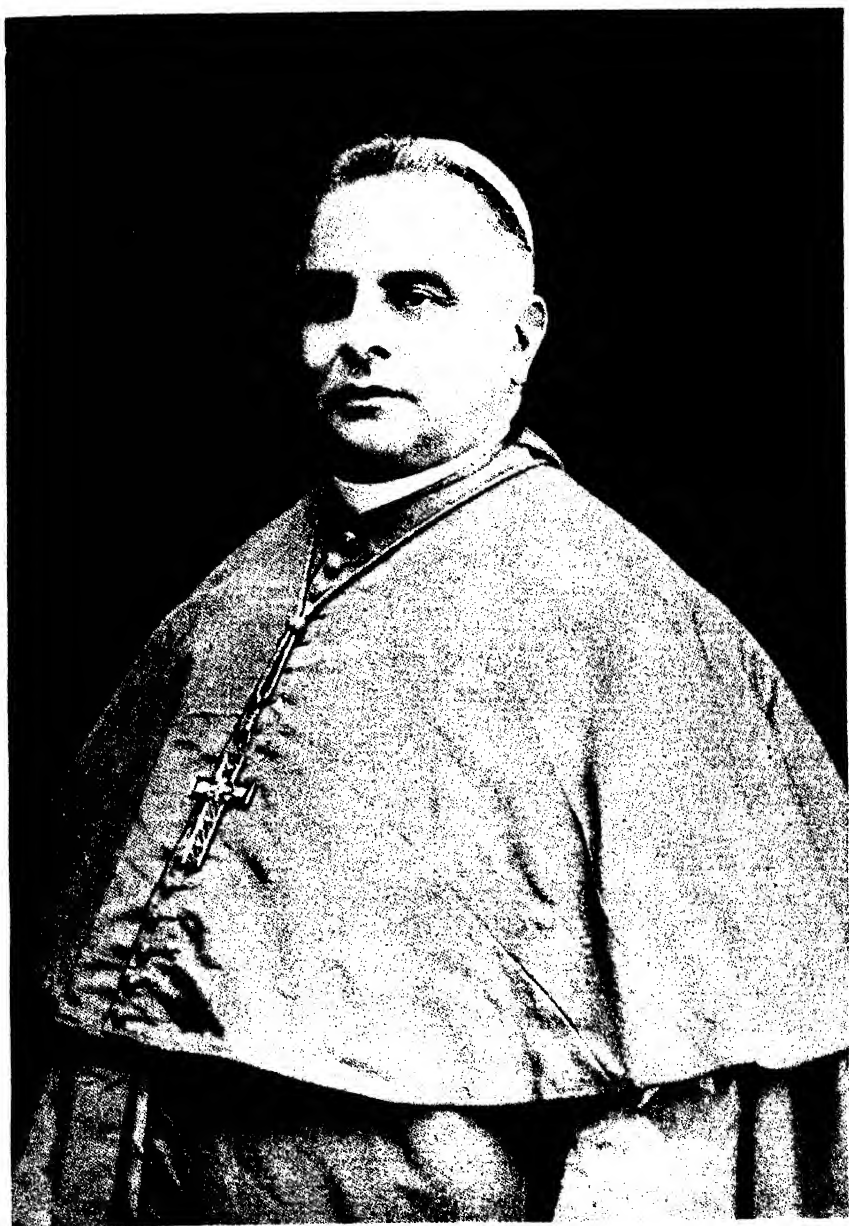
The increase in the numbers of the Portuguese Mission followed *pari passu* with the progress and development of the new Settlement, and thus in 1890 the modest little church built by Father V. de Santa Catharina being found no longer to suffice for such a large and ever-

increasing congregation, it was decided to build a more spacious one, but the subscriptions did not warrant taking the work in hand soon. When, however, the Bishop of Macao, Dom Joao Paulino d'Azevedo e Castro, made his first pastoral visit to Singapore in 1904, the subject was again revived and discussed, and His Lordship, in full sympathy with the cause, laid the foundation-stone of a new church on the 21st August of that same year.

In 1906 the old church was pulled down and the construction of the new taken in hand. Notwithstanding the great and many difficulties arising especially from the lack of funds for a work of such magnitude, the new and imposing Church of St. Joseph, measuring 212 feet in length and 60 feet across the nave, capable of seating with ease 1,500 persons, with a central octagonal tower surmounted by a dome and flanked by two smaller towers, was at last blessed and opened on the 30th June 1912. The congregations, thankful for the invaluable assistance received from Bishop Castro, who died in Macao on the 17th February 1918, and to whose untiring efforts is due the successful completion of the new church, have decided to erect in his honour a brass memorial tablet, which will soon be fixed in a prominent part of the church.

Connected with the Portuguese Mission, and known as "St. Anthony's Bread," is a charitable association also founded by the late Bishop in 1904, which has during the last fourteen years saved many an indigent family from distress. About sixty poor families receive regular monthly supplies of rice and money (some also house-rent and medical treatment) from the funds of the Association.

The Catholic population of the parish of St. Joseph in Singapore numbers at present nearly 3,000, under the care and charge of three priests, one of whom is the Superior and Vicar-General. An interesting feature of this parish is the language spoken, which is a dialect called "Malacca Portuguese," brought by the early



BISHOP CASTRO OF MACAO.

immigrants from Malacca, and used by all, without distinction, in their homes. The preaching in church is also in Portuguese at the Low, and in English at the High Mass on Sundays.

THE ARMENIAN CHURCH

The first services of the Armenian Church in Singapore were held in 1821, in a room behind where John Little and Co. now is, and later on in a room where Powell and Co. now stands. The first priest was the Rev. Eleazar Ingorgolie.

In 1835, a site at the corner of Coleman Street and Hill Street having been granted by the Government, the present building was erected to the design of Mr. G. D. Coleman. It cost a little over \$5,000, the money being subscribed by Armenians in Calcutta, Java, and Singapore, as well as by some of the European residents in the Colony. The building was consecrated on the 26th March 1836, being the anniversary of St. Gregory, the first monk of the Armenian Church, and was dedicated to that saint. This church has thus the distinction of being the oldest ecclesiastical building in the city.

Until about twenty-five years ago the church was maintained entirely by monthly voluntary subscriptions from the congregation. As, however, the Armenians were a fluctuating section of the community, there was the fear that a time might come when these monthly subscriptions would prove insufficient to defray the expenses of the church. It was therefore proposed by the late Mr. Galistan Edgar, a rich and prominent Armenian resident, that an endowment fund be established; and he suggested that Armenians contribute a certain percentage (say 2 per cent.) of their incomes to it. The suggested system was not carried out, but voluntary donations came in liberally, and now the endowment produces a monthly income almost sufficient to meet the priest's salary and other expenses. It is hoped that in a few years time the church will be entirely self-supporting from this method. Mr. Thadeus

Paul and the late Mr. T. Sarkies (of Raffles Hotel) worked hard to make this fund a success.

The affairs of the church are managed by a committee, consisting of the warden and two trustees, elected by the congregation once every two years, and all the church property is vested in them. The church maintains a priest and a verger, and bears all the expenses for the upkeep of the church and the priest's house. The priest is sent out by the Armenian Archbishop of Persia and India, who has his ecclesiastical see in Julfa, Ispahan, Persia, and has jurisdiction over all the Armenian churches in India and the regions beyond. The jurisdiction was granted to him by the Catholics when the Armenians began to emigrate to India and the Far East, and established churches in Calcutta, Decca, Madras, Bombay, and other places. The priest in Singapore is usually sent out for a term of three years, but at the request of the congregation this term is very often extended.

The priest's house is in the church compound, and part of it is devoted to the occupation of poor Armenians passing through Singapore. The building formerly occupied as priest's quarters had become too old and too small for its purpose; and in 1905 Mrs. Sarkies, the widow of the late Mr. John Sarkies, a rich merchant of Singapore and Java, very generously offered to erect a new building at her own expense. The old quarters were consequently demolished and replaced by the present fine new building, which has added greatly to the comfort of the priest. It was opened on the 15th September 1905, and consecrated to the memory of the late Mr. John S. Sarkies. A marble commemoration tablet in the Armenian language is on the wall of the hall of the building.

Early in 1909 the church and priest's quarters were fitted with electric light and fans, the whole cost being borne by Mr. Seth Paul, a partner in the firm of Messrs. Stephen Paul and Co. This was the first church in Singapore to have an electric installation.

PRESBYTERIANISM IN SINGAPORE

I—THE CHURCH

In the early years of the Colony, Presbyterians, who have always formed an important section of the European community, worshipped with Episcopalians in the mission chapel of the London Missionary Society at the corner of Bras Basah Road (then called Church Street) and North Bridge Road, opposite the present Raffles Girls' School. The services were conducted by the resident missionaries, by visiting clergymen, and later, by the Government Chaplain. In 1834, when it was proposed to erect an Episcopal church worthy of the Colony, and for which the Government had provided a site, Presbyterians gave substantial support to the scheme.

In November 1846 the Scotsmen of the Colony, among whom were representatives of the three leading denominations of the homeland—Established Church, Free Church, and United Presbyterian Church—at a numerous and harmonious meeting resolved to get a minister for European work from any of the Scottish churches. The meeting also passed a resolution assuring the Chaplain (Rev. Mr. Moule) that the step they were taking was not to be interpreted as dissatisfaction with him, but as preference for their own denomination. The inference is that Presbyterians were accustomed at that time to attend the worship in St. Andrew's Church. The newspapers gave friendly support to the scheme, assuring Presbyterians that members of the Church of England would show towards them the same liberality as they had shown when St. Andrew's Church was being built.

It was ten years before this resolution bore fruit, the reason probably being that the strain on the home churches consequent on the disruption of 1843 precluded them from responding to the appeal from this distant colony. Local Presbyterians were not numerous enough to undertake the adequate support of a minister

themselves ; and, unlike Episcopalians, they have never had Government assistance in the payment of their clergy. As compensation, however, for the loss of Government aid, the Presbyterian Church has liberty to select its ministers from the Free Churches as well as the Established Church of the homeland.

The subject was revived in 1854, when a committee was appointed to raise the necessary funds and secure a pastor. The Rev. Dr. Guthrie, whose praise was in all the churches of that day, and whose name has been long a household word in Scotland, by special request selected the first minister, and since his arrival in 1856 there has been a regular succession of services until the present day.

The following are the successive ministers of the church and their term of tenure of the pastorate : Rev. T. Mackenzie Fraser, M.A. (1856-60) ; Rev. John Mathison (1861-6) ; Rev. W. Jeffrey (1866-9) ; Rev. Matthew J. Copland (1870-71) ; Rev. William Dale (1871-5) ; Rev. William Aitken, M.A. (1876-83) ; Rev. A. S. McPhee, B.D. (1883-9) ; Rev. G. M. Reith, M.A. (1889-96) ; Rev. S. S. Walker, M.A. (1896-1906) ; Rev. J. A. Gray, M.A. (1906-9) ; Rev. W. Runciman, M.A. (1909-13) ; Rev. John Vance, M.A. (1914) ; Rev. William Cross, M.A. (1915-19).

When Presbyterian services commenced, the use of the temporary Residency Chapel was kindly conceded to the congregation by the local Government. Later, they were held in the L.M.S. Chapel, in Bras Basah Road. In 1866 the Presbyterian Church bought the property from the L.M.S., and continued to use it till 1876, when it was sold. For a while services were held in the Town Hall, and in 1878 the present church in Stamford Road was erected on a site donated by the Government.

In the course of its career the Presbyterian Church has been the recipient of some benefactions. (1) In 1879 Mr. Thomas Dunman, the Commissioner of Police, made a gift of land known as Dunman's Corner,

at the junction of Bras Basah Road and North Bridge Road, on a part of which stands Bethesda and the Chinese Gospel House. The lease is for a term of 999 years from 1827, and it is sub-leased to various tenants for ninety-nine years from 1859. (2) In 1887 a fine organ was presented by Mr. Thomas Cuthbertson in memory of his wife. (3) In 1892 Mr. John Baxter, Lloyd's Marine Surveyor, a native of Port Glasgow, and a well-known character in the Colony, bequeathed money for the purchase of the Manse in Cavenagh Road. (4) In 1905 a legacy of \$3,200 was received from Dato Meldrum, of Johore. (5) In 1910 a generous friend, who does not wish his name disclosed, made a gift of \$2,000 in 4½ per cent. Municipal Debenture Stock.

The property of the church was held by trustees under the Presbyterian Church Ordinance of 1876 until 1899, when it was incorporated by law in the person of the Treasurer for the time being.

Until 1872 the church had only a nominal connection with the home churches, but from that date it has been affiliated with the Presbyterian Church of England, and is enrolled as a congregation of the Presbytery of London (North). The Presbyterian Church of England is in close federal relation with the Scottish Churches, and inasmuch as Singapore merchants on being transferred home invariably settle in London, it was considered advisable to be attached to the London Presbytery, so that the congregation here might still be in touch with them, and have them to represent its interests in the Church Courts.

During the course of its history, Congregationalists, Baptists, and Methodists have formed no inconsiderable part of the congregation; and some have been prominent office-bearers. Thus, the Presbyterian Church has in a measure occupied in Singapore a place analogous to that of the Union Church in Hongkong or Shanghai.

At the present time the church has entered upon an actively aggressive career. It has purchased a site for extension work in the rising suburb of Keppel

Harbour, and initiated services in Malacca and the State of Johore, besides rendering aid in the planting of a new church in Kuala Lumpur.

Among many who have rendered in their lifetime conspicuous service to the church as office-bearers, but have now passed away from us, mention should be made of Colonel Dunlop, J. Guthrie Davidson, Alex. Johnston, W. Grigor Taylor, W. McKerrow, Andrew Currie, Charles Phillips, and Arthur Knight. The last-named died in 1916, having a record of fifty-six years' membership of the church and thirty-six years in the office of Secretary to the Board of Managers.

II—THE MISSION

The Presbyterian congregation from the first year of its existence has taken a practical share in missionary efforts. In 1856 it maintained Tan See Boo, one of the first converts in China by the Rev. W. C. Burn, as a catechist. It is interesting to note that the house for this catechist was provided by the Episcopal congregation. This was because an attempt was made at that time to have a united Chinese Church, and the converts were baptised alternately by the ministers of the Episcopal and Presbyterian Churches; but the plan did not succeed, and two Chinese congregations were eventually formed. Besides working in the city itself, the catechist associated himself with the Rev. B. P. Keasberry in opening a preaching station at Bukit Timah.

In 1861 the Rev. Alex. Grant, M.A., a Presbyterian missionary from Amoy, came here for work. But in 1866 he and Tan See Boo both resigned their connection with the Presbyterian Church, and founded the Brethren's Mission. The congregation also interested itself in the Rev. B. P. Keasberry's work among Chinese immigrants, Straits Chinese, Tamils, and Malays, and on his death in 1875 the Rev. William Young, a former Presbyterian missionary in Amoy, took over his work, and continued it for ten years, supporting himself by teaching. Mr.

Young during these years was a member and office-bearer in the Presbyterian Church.

In 1872, when the congregation joined the Presbyterian Church of England, it petitioned the Foreign Mission Committee of that church for a European missionary for Chinese work, and the petition was strongly supported by the missionaries of the E.P. Church in Amoy and Swatow, the districts from which most of the Chinese immigrants came. Also, in 1879, the congregation formally took over work at Bukit Timah. At length, in 1881, the Foreign Missions Committee appointed the Rev. J. A. B. Cook to work here among the Chinese, and he has been so engaged ever since.

When Mr. and Mrs. Cook arrived, the small Chinese congregation at Bukit Timah of thirty-nine members was the only missionary work directly connected with the Presbyterian Church. But the work began to spread. Churches were opened in the districts of Tek-kha, Tanjong Pagar, and Serangoon in 1883; in Johore in 1885; in Muar in 1893; in Paya Lebar in 1904; and in Seletar in 1908. Moreover, in 1885 the Rev. W. Young left Singapore, and handed over to Mr. Cook the work in Prinsep Street Church, which was mostly among Malay-speaking and English-speaking Chinese. The mission has now a membership of 500 communicants, or 900 including baptised children. One-half of its ten congregations are self-supporting. In 1904 H.E. Sir John Anderson laid the foundation-stone of the church in Tanjong Pagar Road, which has become under the Rev. Tay Sek Tin a centre of important social service for the Hokkien community.

Other workers have been associated with Mr. and Mrs. Cook for longer or shorter periods from time to time. In 1890 the Rev. A. Lamont, M.A., B.D., was appointed to work among the Hokkien community, Mr. Cook's work being among the Teo-Chews. He opened the Eastern school in 1894, which promised to be the commencement of important educational work. When Mr. Lamont left the Colony in 1897, Mr. H. F.

Rankin, M.A., was placed in charge; but three years later Mr. Rankin became Principal of the Anglo-Chinese College in Amoy, and the work of the Eastern school was given up. The Rev. W. Murray was appointed in 1902 for work among the Straits Chinese community, and still continues it. Others who have assisted in the Mission from time to time are Revs. H. L. Mackenzie, D. Sutherland, J. Steele, and C. V. Moody, and the Misses Macmahon and Lecky.

More than passing reference should be made to the Straits Chinese congregation which worships in Prinsep Street Church. The building, which dates from 1842, was the scene of the labours of the Rev. B. P. Keasberry, for many long years the only Protestant missionary in the Colony. There is a catholic atmosphere about the place, for its walls contain memorial tablets to Congregationalists, Episcopalians, and Presbyterians who worshipped and worked together there. The founder of the Straits Chinese congregation here may be said to have been Song Hoot Kiam, who was one of the first six converts of modern Protestant missions from among the Chinese. He was a pupil of Dr. Legge in Malacca, and was taken home by his teacher to school in Huntly, Aberdeenshire, where he was baptised. Returning to the East, he settled in Singapore in 1847, and was an earnest Christian worker till his death in 1900, at the age of seventy. His children, grandchildren, and great-grandchildren are still pillars of the church. Other conspicuous leaders in this congregation have been Mr. Tan Kong Wee and Mr. Foo Teng Quee, the latter being head of the Hylam community for many years. The congregation has always had, and still has, among its members gifted preachers. The Malay hymn-book used in the services is the joint work of the Rev. B. P. Keasberry and Mr. Charles Phillips. Mr. Phillips was an accomplished Malay speaker, and for many years, until his death in 1904, helped in the services. In 1881 the Presbyterian Mission acquired the property, and took over the supervision of this historic congregation. A Chinese preacher's

house has been erected in the compound, and regular services in Chinese added to those in Malay and English each Sunday. In 1904 the Straits Chinese erected a Widows' and Orphans' Home adjoining the church, and also a hall for meetings of the Chinese Christian Association, which has been carrying on useful work in the community since 1896.

THE METHODIST EPISCOPAL CHURCH AND MISSION

In 1884 the Methodist Episcopal Church, which had large missionary operations in India and China, resolved to open work in Singapore, with a view to extension later to the Malay Peninsula. Although no mission funds were available for the enterprise, Dr. Thoburn, the foremost missionary of the Church in India, did not feel thereby deferred from entering so promising a field, but believed such work as they contemplated would not fail for want of local support. With the Rev. W. F. Oldham, he arrived in Singapore, and held a series of meetings in the Town Hall in February 1885. Not only did the two pioneers meet with a considerable measure of sympathy from members of the Christian community and the active support of such of them as were Methodists, but also people of various nationalities gathered to the meetings, and being stirred by the Gospel message became enquirers and candidates for church membership. After a stay of three weeks, Dr. Thoburn returned to India, leaving his colleague in sole charge of the work. Mr. Oldham was a keen educationist, and won the sympathy quickly of Chinese merchants who were anxious for education for their children. He and Mrs. Oldham opened a school, which became rapidly self-supporting. Chinese, Tamils, Malays, Eurasians, and Europeans came as the pupils, and out of this educational work there arose opportunities for evangelistic work, which were eagerly used.

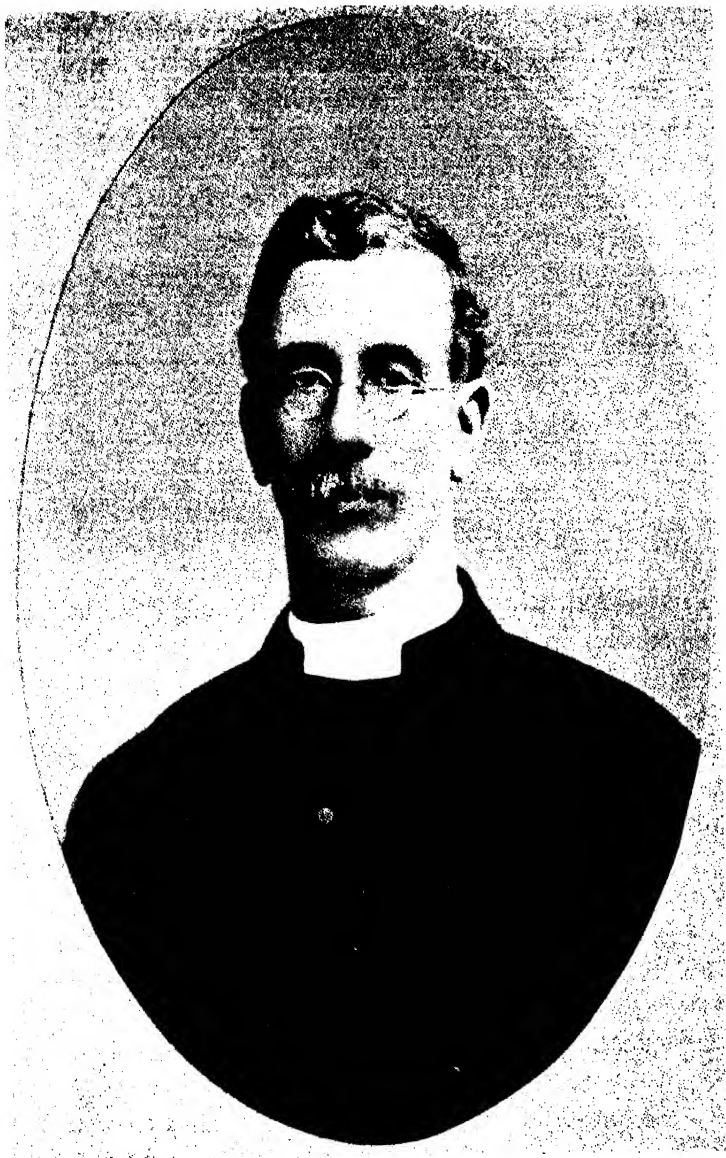
The work which then began has developed to enormous proportions. It has spread to Penang, Malacca, the Federated Malay States, the Dutch East Indies, and

Borneo. But for the purpose of this history we confine attention to its activities in Singapore.

(1) *Education*.—The Anglo-Chinese School began with thirty-six boys, and under a series of energetic principals, Oldham, Kelso, Banks, Lyons, Buchanan, Pease, Mansel, and Nagle, has gone from strength to strength, until now it has an enrolment of 1,800 scholars, including branch schools which have been opened in recent years in Serangoon, Gaylang, and Paya Lebar districts. A new and large development is now taking place in the creation of a college for higher education, for which a site at Keppel Harbour has been secured, and of which the plans are already advanced. Besides the schools for boys, two for girls have been established, Short Street and Fairfield.

(2) *Evangelism*.—Soon after his arrival in Singapore the Christian Institute in Middle Road was handed over to Mr. Oldham, and has become the centre of work among the Straits Chinese. Services in Tamil and Chinese have been established in other parts of the city. Several institutions have also been opened, and have become effective evangelistic agencies: Oldham Hall, a boarding establishment for boys; the Nind Home, a boarding establishment for girls, and a centre for woman's work of many kinds; and the Bible-Women's Training School.

(3) *The Publishing House*.—It was early seen that there would be a great demand for religious literature in many languages for use in the cosmopolitan community of the Colony and Malaysia, and, therefore, a printing-press was reckoned a necessity. The pioneer worker in this department has been the Rev. W. G. Shellabear, D.D. He came to Singapore as an officer in the Royal Engineers to work at the harbour defences, and, being deeply religious, was much distressed by the ignorance of Christianity among the native communities. He resigned his commission, in spite of the remonstrances of friends, and threw himself into the work which the Methodists were beginning. On the advice of Mr. Oldham he went to England, and studied the art of



REV. DR. SHELLABEAR.

printing. Returning in 1890, he began the work of the Methodist Press, which has since grown to large proportions. Nearly a hundred men are now employed by it, and literature in about twelve languages issued from it. Mr. Shellabear made a special study of languages, and produced much of the literature which the press printed. His vocabularies, dictionaries, text-books, translations of hymns and other religious works are widely used. Quite recently, by arrangement with the British and Foreign Bible Society, he has issued a version of the New Testament in Baba Malay, and he is now engaged on a similar translation of the Old Testament. By this press the Rev. W. G. Shellabear, and his successor in the office of Superintendent (Rev. W. T. Cherry), have done a memorable service to all the churches and missions of the Colony.

(4) *Wesley Church*.—From the beginning of the Mission regular services in English have been held. In 1886 a church and manse were built on land granted by the Government in Coleman Street. The church was opened in January 1887, and continued in use till 1909, when the building was taken for the increasing work of the school, and a new church and manse were built in Fort Canning Road, the land being a grant from Government.

The name of the Rev. W. F. Oldham, D.D., will ever be associated with the history of the Colony. Of European parentage, he was born and brought up in India, and in his youth was on the staff of the survey service of the Indian Government. After his conversion he and his wife resolved to devote themselves to missionary work, and went to America to complete their education. On their return to India the Methodist Church selected them to begin the work in Singapore. Arriving here, he speedily won influence with all sections of the community by his public spirit, broad-mindedness, unceasing activity, and his fluency in thought and speech. The Chinese were eager to have him as tutor for themselves and their children, and freely supported him with money for his educational and even religious enter-

prises. Among these Mr. Tan Keong Saik and Mr. Tan Jiak Kim were conspicuous. After laying the foundations in Singapore of Methodist missions, which have spread now over the adjoining mainland and islands, he was chosen a Bishop of the church, with the oversight of work in India, Malaya, the Archipelago, and the Philippines. Lately he has been appointed to the oversight of Methodist missions in South America.

The name of Miss Blackmore will also never be forgotten in connection with the work. An Australian by birth, she gave herself to a missionary career under the influence of an American lady evangelist, and arrived in India in that lady's company at the time when the new field in Singapore was being opened. An appeal for women workers for Singapore had been sent to America, and roused the enthusiasm of Mrs. Mary Nind, of Minnesota, who pledged the ladies of her State for the planting of a mission to Singapore women. Thus the worker and her work were simultaneously provided. She arrived in 1887, and one of the local newspapers welcomed her in these words: "The Methodist Mission has done already during its brief existence among us such a large amount of good work among hitherto neglected classes of the community that any increase in its well-being will be hailed with satisfaction by the friends of enlightenment" (*Straits Times*, 27th July 1887). In organising house-to-house visitation and opening schools for girls she found a big field for work. She also established a boarding-school for girls (known as the Nind Home), which crowns the summit of Mt. Sophia. Some ninety girls are boarded there, while in the two large day schools several hundreds are being educated. She has completed a long term of thirty years' work in the city, and her name is a household word in the Colony.

The following dates indicate the steady and rapid development of Methodist missions here :

1885. Malaysia Mission founded.

1889. Malaysia Mission organised.

- 1893. Malaysia Mission Conference organised.
- 1902. Malaysia Annual Conference organised.
- 1905. Philippine Islands District divided from
Malaysia Annual Conference.
- 1918. Dutch East Indies District divided from Malay-
sia Annual Conference.

The present administrator of the Malaysia Mission is Bishop J. E. Robinson, D.D., who was associated with it as a visiting official in its earlier days. The Mission has, through its entire area, nearly 5,000 members, exclusive of adherents, and enrolls almost 10,000 pupils in its day schools. For a more detailed history of the Methodist Mission reference should be made to Bishop Thoburn's *India and Malaysia* and Bishop Oldham's *Malaysia, Nature's Wonderland*.

BETHESDA

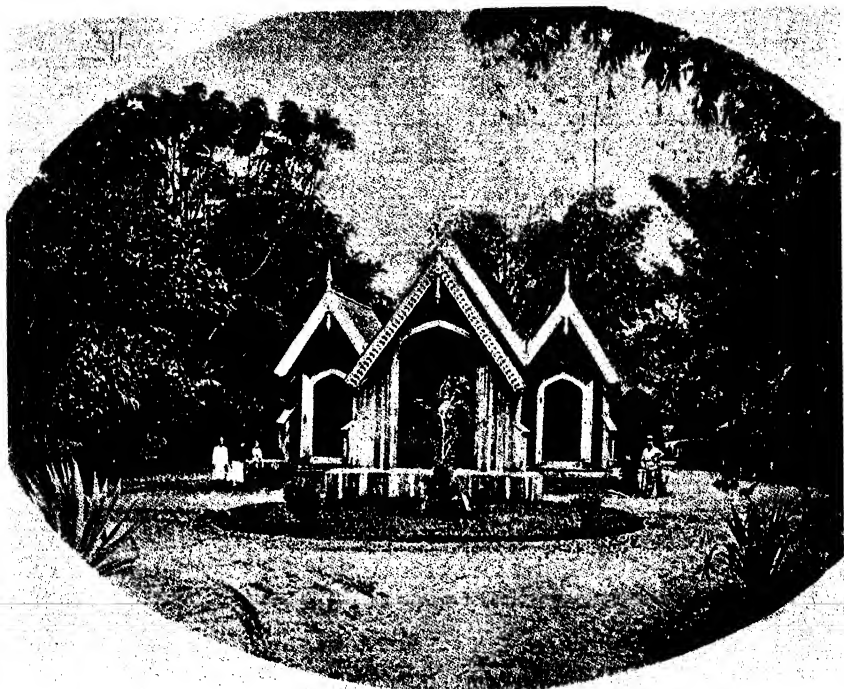
On the 3rd July 1864, in the Mission Rooms, Bencoolen Street, the inception of the Gospel work now carried on in Bethesda took place. The interesting record of that inception is written in the Church Register, from which we quote: "A few believers who had been led to see the duty as well as privilege of assembling together on the first day of the week after the manner of the earliest churches planted by the Apostles, viz. for the breaking of bread, and Christian worship, were meeting privately for these exercises. Seeing, however, that such a gathering, profitable though it might be for their own souls, could not be a sufficient witness for Christ in showing forth His death to others, or give an opportunity of preaching the Gospel to those who have not already embraced it, and which is the bounden duty of every Christian church, they were led to seek the opening of a place of worship where these desiderata could be enjoyed. Believing that the revealed and inspired Word of God is a sufficient rule not only for faith but practice, they formed no written creed, trusting by the Spirit of God to be led into all truth, and desiring to be known among

men by no other name than Christians ; meeting thus simply as believers in Christ, they have maintained that the spiritual ordinances are only to be received by spiritual persons, and that the number of these spiritual ones may be increased by God's divinely appointed way of preaching the Gospel." During the first year nearly two hundred meetings were held, they being variously attended, sometimes crowded to the doors, while at other times it had literally been but the "two or three gathered together."

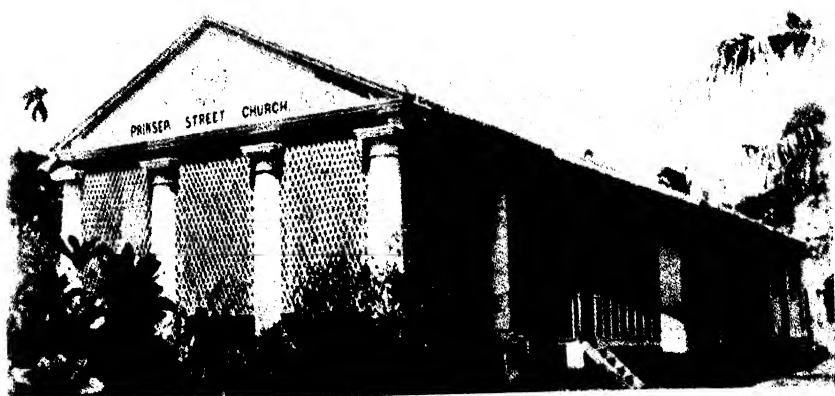
A Sunday School was established with success. In 1866 it became apparent that the Mission Rooms in Bencoolen Street were inadequate for the assembly's purpose, and so it was decided to build a meeting-place. And on Lord's day, the 30th September 1866, the new hall, Bethesda, was opened in Bras Basah Road at 6.30 a.m. by a special season of prayer. The church record says that Bethesda was lit with gas on the 20th February 1867.

Within a few months of the opening of Bethesda, namely about May 1867, the building was found to be inconveniently small for the congregation, and it was proposed to enlarge it forthwith, increasing the seating capacity from about sixty to about a hundred and fifty. This enlargement was speedily accomplished, much to the satisfaction of the congregation. In June 1867 much interest was shown in the baptism of a Malay.

In the course of a few years Bethesda, which had been built of wood, fell a prey to white ants, and was before long quite unusable for services. The believers, forced by these circumstances from their meeting-place, found a home in the Hok Im Koan, i.e. the Chinese Gospel House, North Bridge Road. It is a matter of interest to note some of the names of those who were amongst the first members of Bethesda, and also of those who were associated in the ministry of the Gospel : Mr. and Mrs. Philip Robinson (Mr. Robinson was the founder of the firm of Robinson and Co., Raffles Place) ; Mr. J. L. Wheatley, Assistant to the Colonial Medical



OLD BETHESDA.



PRINSEP STREET CHURCH.

Department, and later in the Johore Medical Department (in later years he became surgeon in s.s. *Hong Moh*, and died at sea on the 20th July 1909); Mr. and Mrs. William MacDonald, of Johore Bahru, who subsequently lived and laboured for years in Penang; Mr. Alexander Grant, M.A. (of Amoy); Mr. John Haffenden, who in 1882 became agent for the British and Foreign Bible Society; Captain E. Buckley Tarn; Lieutenant Key, of H.M.S. *Coquette*, who often preached the Gospel in those early days with Mr. Charles Phillips, who was then in the Army; Staff-Commander Bowen, R.N., and Major C. Hailes, who both rendered valuable aid. In 1867 Major Malan was a great help in the ministry of the Scriptures. And in 1882 we find Major Carew helping in the preaching.

For a few years nothing but a broken gate and a few courses of bricks marked the spot of Bethesda Meeting Hall. In the fall of 1889 a party of missionaries specially commended for the work in Singapore set sail from England; this new party consisted of Mr. and Mrs. Honywill, Mr. Alfred R. Thorburn, and Miss Hosegood. It was decided by the church, soon after the arrival of these new missionaries, that Mr. Honywill should give himself to the English-speaking work, whilst Mr. Thorburn should take up Chinese. Within a short while Mr. Thorburn sailed for Amoy to study Chinese, whilst Mr. Honywill strenuously set himself to work amongst the English-speaking people. The plans for a new Bethesda were prepared; this time the building was to be substantially built of brick with iron beams. Mr. Honywill was fortunate in having the valued help of Mr. Andrew Light Koenitz (chief book-keeper to McAlister and Co.), who had been a most faithful and diligent helper to the church for many years; and Mr. J. Clement Cuff, of the Telegraph Company, also proved a valuable helper.

On the 17th January 1892 Bethesda new building was opened by a week of special prayer, and from that date to the present time the services and missionary work have gone on most successfully. A year or so later the Bethesda Mission House was erected at the back

of Bethesda. This house is an addition to the Mission House in Neil Road, which was built and opened in 1882.

THE JEWISH SYNAGOGUE

The first Jewish synagogue was a small building in Synagogue Street, erected in the 'Forties, and having only thirty or forty seats. It soon became too small. Some time in the 'Sixties the Trustees of Raffles School approached Mr. J. R. Joshua, the uncle of Mr. Manasseh Meyer, and asked him to contribute towards the extension of Raffles School. They required \$4,000, and Mr. Joshua offered to pay the whole amount if they could give him a piece of land sufficiently large for the building of a synagogue. This was agreed upon, the money was paid, and the title was given with the proviso that the proposed synagogue had to be built within three years. Unfortunately circumstances changed, and Mr. Joshua left the Colony : and there being no energetic man to ask for subscriptions or collect money from the Jewish community, the stipulated period elapsed without the building being erected. So the land reverted to the school.

When Mr. Manasseh Meyer, after a stay of eight years in India, returned to Singapore in 1873 to establish his business here, he found the synagogue unfit for divine service, not only because of its dilapidated condition, but also because the vicinity was overcrowded and filthy. He therefore approached Mr. Braddell, grandfather of the present Mr. Roland Braddell, and who was Attorney-General at the time, with a request that the Government allow the Jews to sell the synagogue in Synagogue Street, and erect another on a more suitable site. The request was granted. A site was obtained in Waterloo Street, and a new synagogue erected. It was opened for service on the 4th April 1878. Later on galleries for ladies and other improvements were added by Mr. Meyer. By the year 1902 this synagogue had become too small

for the increasing community, and Mr. Meyer, having hired a house in Short Street for temporary use, proceeded to build a new synagogue in Oxley Rise at his own cost. It was completed in 1905. Both synagogues are now in use, and are practically full on holy days.

THE CHINESE GOSPEL HOUSE (HOK IM KOAN)

In the year 1866 a number of earnest Chinese Christians were greatly exercised in heart, like their English-speaking brethren in the Mission Rooms, Bencoolen Street. And so a piece of land adjoining Bethesda was purchased, and very soon they began to build a meeting-house. The Christians in Bethesda resolved that the collections on the 20th January 1867 be devoted to assist in this building. This was done, many other special offerings were made by the church in Bethesda in assisting their Chinese brethren, and it was suggested that Bethesda Hall should be used by the Christian believers till their own meeting-place was ready for occupation. This offer they gladly accepted, and it is worth noting that for many years the English-speaking assembly in Bethesda and the Chinese assembly in the Gospel House met together on alternate weeks, and then, after a time, monthly, for the breaking of bread on the first day of the week.

On Wednesday, the 8th May 1867, Mr. Tan See Boo, an earnest Christian, who had been engaged for a number of years as a catechist, but about eight months before had resigned his connection with the Mission, and has since been successfully engaged in building up a church of Chinese Christians and preaching the Gospel, was, with five others of his own countrymen, baptised by Mr. Chapman, the missionary colleague of Mr. William MacDonald, of Penang. This meeting was conducted in the English, Chinese, and Malay languages. So far as is known, these were the first converts ever baptised by immersion in these Settlements.

On the 11th August 1867 Mr. Alexander Grant, M.A., with Mrs. Grant, came to reside in Singapore,

and his coming proved to be a great stimulus to the Chinese assembly. It was in this year that the Chinese Gospel House (which is a hall or chapel) was erected and occupied by the Chinese Christians. Messrs. Tan See Boo, Soo Hoo Ah Tak, Gan Kui, Chong Ghee Loong, Png Puah, and others were men of spiritual power.

About thirty-three years of successful mission work were accomplished in this Chinese hall. Somewhere about the year 1895 the old Gospel House was found to be in a very dilapidated and dangerous condition. The Chinese met together on the 3rd October 1899 to consider the urgent need of repairs, and the suggested alterations. At this meeting it was unanimously agreed to leave the repairs and alterations entirely in the hands of Mr. Alfred R. Thorburn. It was found exceedingly difficult to alter a building quaintly built in Chinese style into a useful hall. Mr. Claud La Brooy (who was then a young man just starting in life as an architect and surveyor, now a contractor of Ipoh) proved himself equal to the task, and produced suitable plans. The Chinese Gospel House (which had been practically rebuilt) was opened on Tuesday, the 20th February 1900, with a conversational fellowship tea, and about 150 friends were present.

From the opening of this new building, on the 20th February 1900, to this present date services have been held regularly, and the Hok Im Koan is still a distinctive landmark along the main thoroughfare of Singapore.

THE CHINESE GOSPEL HALL, UPPER SERANGOON ROAD

This hall was opened on the 2nd October 1909. It is situated about half a mile from the main road. Services are held regularly, with a good average attendance.

Note

The following publications have been of special use in compiling this chapter, in addition to newspaper files and church reports :

Malcolm's (Rev. H.) *Travels in South-Eastern Asia*.
Buckley's *Anecdotal History*.
Cook's (Rev. J. A. B.) *Sunny Singapore*.
Thoburn's (Bishop) *India and Malaysia*.
Oldham's (Bishop) *Malaysia, Nature's Wonderland*.

The following sections of the chapter have been specially contributed : The Church of England, by the Bishop of Singapore ; The Roman Catholic Church, by arrangement with the Rev. N. J. Couvreur ; The Bethesda Chapel and Mission, by Pastor A. R. Thorburn. The section on the Methodist Church and Mission has been revised by the Rev. W. T. Cherry, Presiding Elder for the Singapore District. Information about the Armenian Church has been supplied by Mr. Mack S. Arathoon, and that about the Jewish Synagogue by Mr. Manasseh Meyer.

Of recent years the Seventh-Day Adventists have built a chapel in Penang Lane, where services are held in Malay, Chinese, and English. They also have opened an English school. But this work is of too recent formation to merit detail in a history of the century.

CHAPTER XVII

INSTITUTIONS AND CLUBS

By Walter Makepeace

THE PRESS

THE *Singapore Chronicle* was the first newspaper published in Singapore, established in 1824 by Mr. Frederick James Bernard, five years after the founding of the Settlement. In order to get permission to publish the *Chronicle*, the first number had to be sent to Bengal. The principal contributor to the paper for the first two years was Mr. Crawford, the Resident, and in January 1831 the *Chronicle* was enlarged to a four-page paper, 20 by 12½ inches, published fortnightly. Mr. Buckley could find no copy of the paper in Singapore in 1885, and was of opinion that none was in existence, as the editor in 1833 had been unable to make up his file for the first three years. After Mr. Buckley's *History* was published, it was discovered that Mr. Logan's library (now belonging to Government) had early copies of the *Singapore Chronicle or Commercial Register*, vol. i, Nos. 1 to 4, 1st January 1824 to 1st April 1824, being in MSS, also Nos. 8, 9, 11, and 12. They are in a volume in the Penang Library, inscribed "A. Logan 1843, bought at Mr. Moor's sale."

The older Settlements had, of course, had their newspapers. The *Prince of Wales's Island Gazette* began in 1805, and lasted twenty-two years, its successors being many and their lives short. The *Malacca Observer* commenced in September 1826, and lasted for three years, being also a fortnightly. The *Malacca Weekly Register* was in existence in 1839 and 1840, and again

the old Settlement boasted the *Malacca Weekly News* in August 1872. At this time Malacca had its garrison, including white troops, its own Lieutenant-Governor, E. M. Shaw, R.N., and Mr. W. E. Maxwell was the presiding magistrate. The paper did not last very long, and had been extinct for some years in 1884, when Mr. Buckley resumed publication of the *Singapore Free Press*, with a special Malacca correspondent. About 1889 the late Mr. H. B. Collinge, who became Inspector of Schools in Perak, made an attempt to resuscitate the Malacca newspaper, and had a moderate amount of success for a year. It is outside the scope of this article to deal with the Press of Penang or the F.M.S., but the following list of newspapers will show the progressive development of journalism in Malaya, where all the papers are dependent upon Reuter's Telegram Service for their daily cables :

Prince of Wales's Island Gazette, 1805-27, and again in 1833.

Singapore Chronicle, 1824-37.

Pinang Register and Miscellany, 1827-8.

Malacca Observer, 1826-9, 1889-90.

Malacca Weekly Register, 1839-40.

Malacca Weekly News, 1872.

Government Gazette of Prince of Wales's Island, Singapore and Malacca, 1828-30.

Singapore Free Press, October 1835.

Straits Times and Singapore Journal of Commerce, 1845.

Pinang Gazette, 1838 (weekly) ; 1890 (tri-weekly) ; 1891 (daily).

Straits Chronicle, 1838 (weekly).

Straits Echo, 1903.

Perak Pioneer (Taiping), 1894.

Malay Mail (Kuala Lumpur), 1896.

Times of Malaya (Ipoh), 1904.

Malaya Tribune, 1915.

In the early days of the Colony there was a Press

ensorship, but it is not easy to determine what its exact scope was. Each issue had to be submitted to Government before publication under what was called the "Gagging Act," which was abolished in 1835, when the new paper was called the *Free Press* to mark the new era. But, quite apart from the war censorship of 1914-18, there seems to have been some doubt as to the discretion of the Press on the part of the Government, for the earlier reports of the meetings of the Legislative Council, 1867-72, were only permitted to be published as provided by the Clerk of Councils. The minutes took about a fortnight to get into type, and the extended report a month. Council met on the 24th February 1869, "and a smart discussion is reported to have taken place regarding the financial statements of the Auditor-General. The absurd and, we (*Singapore Times*) believe, illegal standing rule of the Council which excluded representatives of the Press prevents our giving any particulars." None but official reports were allowed to be published. As long as Mr. Crawford, the first Resident, edited the *Chronicle*, the Gagging Acts caused no inconvenience, but later blank spaces showed where the censor had been at work. The *Singapore Chronicle* of 1828 mentions that the censor had struck out some items from the *Pinang Register* of the 17th September, which the Editor then had printed on a separate slip and circulated with the paper, which the Singapore Editor thought "a very bold step"—which indeed it was, if the slip had no imprint. In March 1833 Mr. Bonham, the Resident Councillor, wrote to the Editor of the *Chronicle* that, on his recommendation, the Supreme Government had sanctioned the discontinuance of the Press censorship, and that the proof-sheet need not be sent to him any more. The Editor's article on the subject quoted an old remark of Blackstone that to subject the Press to the restrictive powers of a licenser was to make all freedom of sentiment liable to the prejudice of one man, and make him the arbitrary judge of controverted points. During the

Indian Mutiny the newspapers of the Straits were subject to the rigid restriction imposed by the Government of India to prevent seditious publications. A public meeting was held in Singapore in 1857 to protest against this. The Act ceased in June 1858. Probably it was not more oppressive in actual operation than was the war censor of the past five years, but freedom of speech and freedom of the Press are taken so generally as a matter of right by British citizens that the slightest attempt to curb them is resented, especially when the censorate's idea of the news food of the grown-up man is a *ragout* in which the foundation is so carefully disguised that it is not recognisable as fish, flesh, fowl, nor good red herring. The most unfortunate instance of the exercise of the censorate was the action taken in February 1915, when the mutiny took place in Singapore, and no news was permitted to leave the Colony for a week, on the principle, perhaps, that suppressing the news meant suppressing the mutiny.

Returning to the Singapore newspapers, the *Free Press* was started in 1835, and soon proved too much for the respectable old *Chronicle*, which ceased in 1837, and the plant and type were shipped to Penang, where they helped to print the *Pinang Gazette and Straits Chronicle*.

The *Straits Times and Singapore Journal of Commerce* appeared on the 15th July 1845, the printing material having been ordered from England by Mr. M. T. Apcar, of Apcar and Stephens; but he had died in the meanwhile, and Mr. Gilbert McMicking (of Syme and Co.) was the assignee of his estate. Mr. Catchick Moses took over the material, and Mr. R. C. Woods, who had come from Bombay, was the first Editor, Mr. Moses dropping out after a year or two. In the first year it appeared as a weekly, then twice a week, folio four pages, went back to weekly, in 1847 again became a bi-weekly, and became a daily in 1858, thus having a continuous publication of sixty-one years. It has had, at one time and another, many publications connected with it. The first Directory was issued by Mr. R. C. Woods, the *Singapore Monthly*

Circular and Price Current was issued from the office, many special and Christmas numbers, and its own weekly *Straits Budget*. Mr. Buckley, under date 1854, after giving an account of the "Persecution of Sir James Brooke," as Admiral Keppel calls it, condemns the first Editor, Mr. R. C. Woods, for being the instigator of the calumny "founded on falsehood and strutted up with newspaper lies" as "the one big blot on the history of Singapore," for which the community were in part to blame. However, Mr. Woods was a very prominent man, a Municipal Commissioner, and a leading lawyer. Mr. John Cameron became Editor of the *Straits Times* in 1861, at the same time being part proprietor with Captain E. M. Smith, one of the early managers of Tanjong Pagar Dock Co. Mr. Cameron continued to edit the paper till 1867, and lived in Singapore till 1881, dying at Monk's Hill. In 1883 the Proprietrix is given as Mrs. John Cameron; Editors, "Committee of Subscribers"; Sub-Editor, C. H. Westlake. Mr. John Marshall became Editor a year or so later, and Mr. T. C. Cargill, a former Municipal Engineer, acted for a short time. There were many changes till 1889, when the late Mr. Arnot Reid became Editor; he was a well-known personality till the 1st May 1900, when the concern was turned into a limited company and Mr. Reid retired, dying soon after in England. Succeeding editors have been Mr. P. M. Skinner, Mr. E. A. Morphy, Mr. T. H. Reid (now in the Malay States Information Agency in London), and Mr. A. W. Still, since 1908. Mr. A. P. Ager, the present Manager, was with the *Straits Times* as long ago as 1898, first as reporter, then as Assistant Editor and Manager. The present Chief Clerk, Mr. Lim Tek Wee, has seen thirty years' continuous service with the paper.

A serious misfortune for the paper was the great fire on the 17th February 1869, which totally destroyed the records and plant, so that the "remains" fetched only \$40 at auction. The office was in the Square, next to the Oriental Bank Building—the *Free Press* is actually on the same site now—when the Chinese store of Locke,



ALEXANDER WILLIAM STILL.
Present Editor of the *Straits Times*.



JOHN CAMERON.
Editor of the *Straits Times*, 1861-7.

Hung Kee and Co. and the newspaper office were entirely destroyed. The *Straits Times* offices were at the corner of Robinson Road and Cecil Street, until they acquired the site and built their own property at 78 Cecil Street.

The *Singapore Free Press* was originally founded in 1835 by Mr. William Napier, the lawyer; Mr. Lorrain, a merchant who afterwards became a partner in Brown and Co., Penang, and the head of Lorrain, Sandilands and Co.; Mr. Edward Boustead; and Mr. Coleman, the first Superintendent of Public Works, who died in Singapore in 1841, and was buried in Fort Canning Cemetery. Mr. Boustead, in addition to his mercantile work, had been helping to edit the *Singapore Chronicle* for some time, and when Mr. Carnegie came down from Penang and purchased the *Chronicle*, it was determined to start the *Free Press*, a weekly of four pages, with a commercial and shipping page. Mr. William Napier edited the paper till 1846, when he left for home, and Mr. Abraham Logan took charge, and was Editor and Proprietor for over twenty years, finally settling down in Penang, where he died. Mr. Logan was a law agent and notary public, and one of the leading lawyers of the place, having Mr. Thomas Braddell for his partner in 1862. He was the brother of the founder and Editor of the *Journal of the Indian Archipelago*, James Richardson Logan. The *Singapore Free Press* continued as a weekly till 1869, when it ceased publication. In 1884, moved by the same spirit as the original founders of the *Free Press*, namely that a second newspaper was for the good of the place, and that it should not owe its inception to the need for profit, Mr. C. B. Buckley got together thirty-two subscribers to buy the plant and material of the old *Free Press*, and recommenced publication as a weekly, himself doing the editing and contributing papers on the history of Singapore, which eventually became the *Anecdotal History of Singapore*. Mr. Jonas Daniel Vaughan, the last Editor of the first series of the *Singapore Free Press*, became a contributor to the new series, and continued regularly till his death. Among other promi-

nent contributors who helped to maintain the personal continuity was the venerable W. H. Read, C.M.G., who contributed leading articles and letters over his well-known signature of "Delta." This series of the *Free Press* was a most useful reference work for the history of the Settlement, as in it appeared all Mr. Buckley's knowledge of the place for twenty years. The weekly was so successful that at the beginning of 1887 those most interested in it, Mr. C. B. Buckley, Mr. John Fraser, Mr. John Cuthbertson, Mr. David Neave, and Mr. T. Shelford, put up the money to convert it into a daily. Mr. W. G. St. Clair was chosen at home to come out as Editor, and arrived about March 1887. Mr. Walter Makepeace was engaged as a reporter and assistant, and came down from Malacca, where he was then, and the first issue of the *Singapore Free Press* as a daily was on the 16th July 1887. In 1895 Mr. St. Clair and Mr. Makepeace became the proprietors of the paper, and in 1916, when Mr. St. Clair retired, the paper was converted into a private limited liability company (of two). Mr. William Craig came out to join the staff of the *Free Press* in 1893, leaving in 1899 to join the Government service in the Post Office. Mr. R. D. Davies came out from Bristol to join the paper in 1901.

The third daily paper in Singapore is the *Malaya Tribune*, which was started in 1915.

There have been other newspapers in Singapore: the *Eastern Daily Mail* (1905-6); the *Straits Advocate* in the 'Eighties; the *Straits Guardian*, 1856, published on Saturdays "at the Reporters' Press," also the *Reporters' Advertiser*, tri-weekly, gratis; the *Shipping Gazette*, 1858, at the Commercial Press; the *Straits Intelligence*, 1883-6; and the *Singapore Herald*, about the same time.

Many vernacular papers have at one time or another been printed in Singapore. In 1888 there was the Tamil paper, the *Singai Nesan*, and the Malay *Jawi Peranakan*. The Chinese papers, the *Lat Pau* and the *Seng Poh*, had a wide circulation, and the *Utusan Malayu*, a Malay

daily in Arabic and romanised Malay, is one of the longest lived, having been established in 1911.

The *Singapore Review and Monthly Magazine* commenced in January 1861, and was conducted by E. A. Edgerton. Vols. I and II were available for reference from the late Mr. Arthur Knight's books. It is a curiously varied work, ranging from a review of the trade of the Colony and the municipal year 1860 to a reprint of the then popular songs such as "Partant pour la Syrie." Much light is thrown upon the life of these early times. Buckley does not mention it, and Dr. Dennys gives it the briefest note. It was published under the supervision of a committee of gentlemen. The first volume contains a long paper on "The Trade and Commerce of the Eastern Archipelago" by Peter Lund Simmons. He mentions three possible sources of coal for Singapore, namely Labuan, Sarawak, and Indragiri, the last about to be worked by Almeida and Sons—quite prosaic; but in another part there is an article on Malay "Seremba" and "Serapa," varieties of Malay pantuns, from which we select one plain and one "highly coloured."

I

*Derimana datang-nia lintah
Deri sawah ka-batang padi
Derimana datang-nia chinta
Deri mata turun di hati.*

Whence comes the horse-leech?
From the wet field to the rice stalk;
Whence comes love?
From the eyes descending to the heart.

II

*Sulasih alang gomilang
Kayu hidup di-makan api
Kalau kasih, alang kapalang
Deri hidup baik ka-mati.*

How radiant is the sweet basil,
Living wood is consumed by fire;
If this be love, how intolerable its pains,
Than life death is to me more desirable.

Mention has already been made of the *Government Gazette of Prince of Wales's Island, Singapore and Malacca*,

published weekly from the 25th October 1828 to July 1830. The *Straits Settlements Government Gazette* was started in January 1858, but in the previous year a start had been made with the annual report on the administration of Singapore. The Government Printing Press was under the orders of the Secretary to Government, was in the Public Works Department, and the foreman in 1867 was L. F. de Souza. Some of the presses still in use in the prison, where much rough printing is done, must date long prior to that. They may be original "Caxtons"! On the 1st April 1871 Mr. John Paton arrived to be Superintendent of the Government Printing Office. Mr. T. J. Keaughran was Government Printer for a few years, and remained in Singapore till he died, issuing for several years a directory. Mr. H. L. Noronha was for many years in charge of the Government Printing Office. There have been several short-term holders of the office, and Mr. J. E. Tyler, the present Government Printer, has been so ever since 1905. The work of the department has increased enormously of late years, what with reports, blue-books, Council proceedings, evidence and reports of commissions, not to mention the steadily increasing demand for forms of many kinds.

LITERATURE

If writers and presses innumerable make literature, then Singapore has been a flourishing literary centre; but it is useless to attempt to disguise the fact that the many pamphlets, small books, and magazine articles which have been written and published are mostly personal experiences and the record of facts and local controversy, hardly making history, and but faintly representing that. As Mr. A. M. Skinner points out in his *Memoir of Captain Light*, that officer belongs to the active period of the Straits to which, as in other places, the "literary period" succeeded. The latter began with Marsden and Leyden of the many-language lore (1805). During the next fifty years there was no lack of scholars and

writers in these countries. But before their time almost the only English literature of the Far East consisted of accounts by ship captains like Dampier and Forrest, of their own and others' voyages . . . but we miss the literary side.

The Press, naturally, has had to confine its work to the plain recording of the doings of the day, although from time to time contributions approximating to literature have been published, though not always with a local habitat. The *Free Press* in 1890 published a number of Rudyard Kipling's then new stories, "Without Benefit of Clergy," "The Mark of the Beast," "The Return of Imray," and "On Greenhow Hill." The columns of the same journal had many scholarly articles and essays from the pen of the Rev. G. M. Reith, and in its turnovers aims at keeping alive the torch of literature. But for the most part the impressions of writers and accounts of travels are interesting rather because they record the ordinary occurrences of life as seen from many points of view than from any literary value. Still, many have stood the test of time, and their merits as reprints in book form are still acknowledged. Mr. J. T. Thomson was a traveller who put on paper his experiences, for the benefit of those who came after him, in the *Journal of the Indian Archipelago*. Mr. J. R. Logan's obituary notice (the 20th October 1869) pays this tribute to his powers of clear and forcible expression :

"Mr. Logan was undoubtedly the foremost literary man in the Far East. His ethnological and other contributions to the *Journal of the Indian Archipelago* have been quoted and referred to by nearly every writer on the East. He was a fellow of and contributor to many of the learned societies of Europe, and his loss will be sensibly felt in the world of letters." "Unselfish to a degree he spared neither time nor money to promote Penang's welfare."

Dr. Lim Boon Keng's articles on the "Chinese Crisis from Within" (Wen Chang was the name he wrote under, at a time when secrecy was essential in the

interests of the writer) were reviewed in book form among the notable books of the month, in the *Review of Reviews* (1902), in the terms: "He writes English with marvellous facility and accuracy, and possesses the gift of making his narrative interesting as well as informing." This is but one of the many books written in Singapore, but not entirely about Singapore, and therefore outside the pale of this history. There are many such books, as, for instance, John Dill Ross's *Sixty Years' Travel and Adventure in the Far East*; Captain Sherard Osborn's *Quedah, or Stray Leaves from a Journal in Malayan Waters* (London, 1857); Frank Swettenham and Hugh Clifford's books on Malaya; W. G. Maxwell's *In Malayan Forests*; Sir J. F. Dickson's article on the Straits Settlements and British Malaya (*English Illustrated Magazine*, January 1890); John Fairlie's "Life in the Malay Peninsula" (*Century Magazine*, February 1893). No complete bibliography of works relating to Singapore exists, but long lists are published in various articles in the *Journal of the Straits Branch of the Royal Asiatic Society*.

Turning to pen-work not purely literary, there is a large collection, some in book form, many in local magazines and publications. Sir W. E. Maxwell's *Manual of the Malay Language* (1888) ran easily to a second edition. He wrote voluminously on Malay literature and customs—Malay characteristics, fairy tales, the *Law relating to Slavery among the Malays* (1883), "Raja Haji, a Malay poem of the eighteenth century," etc. Mr. D. F. A. Hervey, a Resident Councillor of Malacca, wrote much on the aborigines of Malacca and folk-lore. Hugh Clifford's *Collection of Malay Proverbs* is still probably the most valuable. Mr. A. M. Skinner (Colonial Secretary 1890) is best known for his *Geography of the Malay Peninsula*.

The valuable work known as *Logan's Journal of the Indian Archipelago* (12 vols., printed at the Mission Press, Singapore, 1847-62) was edited by Mr. J. R. Logan, and contains contributions from his pen and from

many other well-known Singapore men of the middle of the nineteenth century. Mr. Logan is generally held to be the highest authority on all subjects on which he personally wrote, and he enlisted such writers as Dr. Little, Mr. Windsor Earle, Mr. T. Braddell, Mr. J. T. Thomson, and Colonel Low. Mr. Buckley describes it as the first attempt to promote a literary or scientific periodical in the British Settlements, and states that it did not pay its author. The valuable work has not been indexed, but Dr. Dennys, in the *Journal of the Royal Asiatic Society*, No. 18, gives an alphabetical list of the contents. This is reproduced in his *Descriptive Dictionary of British Malaya* (London, 1894).

The *Essays relating to Indo-China* (Trubner, 1885) are in four volumes, edited by Dr. Rost. The principal matters belonging to Singapore referred to in them are: Vol. I, Climate of Singapore, tables, 1820-24; and three articles on the "Inscription of the Jetty at Singapore," telling all that is known of the famous stone the fragment of which was sent to the Calcutta Museum; Vol. II has a long article by J. R. Logan on the Local and Relative Geology of Singapore; Vol. I (second series), an extremely detailed account of the Rocks at Pulo Ubin.

JOURNALISM

Journalism has not been without incidents in Singapore. On one occasion a man giving a false military name, and being afterwards charged with cheating the Robinson Piano Co., had a few remarks made in the newspaper as to his previous career. He had been given the chance to go to South Africa, where there was a war on, and had refused, and the *Free Press* mildly remarked that he might "have a chance to serve the Queen in a less honourable capacity than in South Africa." The man took this amiss, and called on the Editor, who of course had only seen the paragraph, and took it on the faith of his sub. The end of the interview was a week in hospital, as the man turned nasty

and was flung down a flight of steps. The worst part was that when he recovered he summoned the Editor for causing a breach of the peace, and the magistrate on the Bench, not a European, bound the Editor over to keep the peace !

Another incident during the tenure of Mr. Arnot Reid's editorship of the *Straits Times* suggests journalistic vicissitudes in places like the wilds of Texas rather than an ultra-respectable place like Singapore, where the Editor always wears a stiff collar. The relief of Mafeking sent a thrill through the Empire, which found a responsive echo in the breasts of Singapore's staid brokers. The place rejoiced, and the brokers found themselves not too busy to join Harry Abrams in a demonstration which began at the Singapore Club and ended in a couple of four-in-hands driving up to Government House to express their gladness to Sir Alexander Swettenham, who was not very much cheered by the visit. In the plain forcible language that characterised Mr. Reid, he penned a scathing leading article, full of personalities, which so roused the ire of some of the leading young brokers that they determined to wait on the outspoken Editor and express their annoyance with a horsewhip. Mr. Reid heard of the intention, and the deputation found a sturdy Sikh policeman outside the editorial sanctum, and a very business-like-looking revolver by the side of the Editor, who expressed his determination to make use of it on the very first man who raised a hand against him. The deputation was rather taken aback by this resolute attitude of the little man, and after some hard words they withdrew; but for some days afterwards the Editor had his policeman on guard and following him about, and the revolver remained a paper-weight while he was in office. The matter blew over in time, but many people thought that the Editor and his plain language on " mafficking " came out of it better than the threatening brokers.

The writers of this History have had to depend largely

THE
STRAITS TIMES

THE MOST POWERFUL
ADVERTISING MEDIUM

IN THE EAST

WITH TO-DAY'S ISSUE WE PUBLISH

A SUPPLEMENT

CONTAINING THE SHIPPING NEWS



ARNOT REID.

Caricature by R. W. Braddell.

upon the Press of the past for facts and contemporary views. Many of the references are most interesting, and have been used. Generally contemporary history has faithfully appraised the merits of a policy and of the makers of history in the Colony, and these have been freely used. There is a vast deal of interesting and curious information in the back numbers of the newspapers that has been only partly dealt with. Some readers may be of opinion that more might have been prudently abandoned to "the all-recording, all-effacing Files; the obliterating automatic Files; our newspaper-Père-la-Chaise, the office Files."

Mr. W. G. St. Clair's connection with the Press of Malaya dates back to 1887, when he was selected to come out as Editor of the revived daily *Singapore Free Press*. He was born on the 27th March, 1849, educated at the Royal High School, Edinburgh, Edinburgh Institution, Ewart Institute, and Edinburgh University. In 1874 he was appointed Head Master of Moulmein Town School, Burma, where he showed the abilities as a rifle-shot and a musician that afterwards became so markedly useful to the community in Singapore. His great ability in English and classical knowledge and his wordcraft were a great asset, and to the end of his long career as a journalist he never suffered himself, nor allowed anyone else if he could help it, to fall short of a high standard of English writing, his particular knowledge of etymology infallibly leading to the use of right words in the right places. In the twenty-nine years during which he edited the *Free Press* he was never found to make a mistake in spelling, and few people could have written so much and never been wanting in that respect. He was essentially an Imperialist, and made a profound study of Imperial and constitutional politics, and never failed to discuss Imperial matters in the broadest mind and with the most far-seeing knowledge. How great a power he was in building up the social and artistic life of Singapore is told in other articles in this work. A skilful musician, he founded, and by

his efforts kept going, the Philharmonic Society. Able to sketch well, many of his after-tiffin effects on the menu card were worth a second look. The Singapore Volunteer Artillery was to a large extent his sturdy youngster, and in 1901, at the request of the Government, he carried out the organisation and equipment of the Singapore Volunteer Rifles. He probably shot in more interport rifle matches than any other representative of Singapore. And he had his real taste of real jungle fighting in the disturbances in Pahang in 1892, as Assistant Commissioner in the 1st Perak Sikhs under Lieutenant-Colonel Frowde Walker. In the course of the expedition, Captain St. Clair led a force from Raub into an unexplored, almost unknown, and difficult piece of country, and captured a party of rebels. At various times he had the opportunity of meeting important persons who passed through Singapore, and discussing matters with them, later receiving letters as to the value of the views he had put before them. It was through Mr. St. Clair that Aguinaldo, the famous Filipino leader, was introduced in the *Free Press* office to Mr. Spencer Pratt, then American Consul-General in Singapore, and was invited to go up to Hongkong and meet Admiral Dewey on the outbreak of hostilities between Spain and the United States in 1898. He was a member of the Imperial Press Conference in London in 1909. In his long career as doyen of the Press of the Far East, Major St. Clair made hundreds of friends, and when he vacated the editorial chair in March 1916 on retirement, his friends subscribed for a portrait of him by the late Mr. John Adamson, son of the late Sir William Adamson, which is the presentment of the Major in this book. He is now living in Barbados, having found that the climate of England was too severe for him after so long a residence in the tropics.

“ STRAITS PRODUCE ”

This, the only (consciously) comic paper of Singapore, deserves a note to itself. The first number was issued



WILLIAM GRAEME ST. CLAIR.
Editor, Singapore Free Press, 1887-1916.

in 1868, and subsequent issues are dated 1870, 1893, July 1894, and April 1895. The last series of three was due to the collaboration of James Miller (Gilfillan, Wood and Co.) and David Chalmers Neave (Fraser and Neave). The former was a clever artist, and is responsible for most of the line drawing. It was Mr. Neave, however, who made the production possible by himself etching the zinco-plates. He was an excellent amateur photographer, but the resources of the Colony in " block-making " were scanty in those days, and the whole of the processes had to be carried out by himself. A cartoon by " Kyd " (R. W. Braddell) in No. 3 gives Mr. Miller, the aim of the paper being stated in the same number " to make *Straits Produce* humorous and amusing without admitting anything ill-natured or personally spiteful." The profits were given to the St. Nicholas Home, the predecessor of St. Mary's.

The 1870 number no doubt reflected public opinion on Sir Harry Ord's unpopular Government, a full-page cartoon dealing with St. George with the Drag-on, said drag being the five Unofficial Members of Council hanging on to the tail of the Governor's horse, riding full-pelt to the chasm of Debt and Despotism. Later numbers depict well-known incidents and men of the years in which they were published. Mr. Buckley comes in a song (1895), and these two verses are characteristic of him and of the spirit of the paper :

When he goes to the Club for his cup of tea,
On drainage he'll lecture the gallant R.E.,
Hydraulics he'll teach the unlettered C.E.,
And expose the ignorance of McR—chie.

When the limelight he works upon the stage,
He refresheth the hearts of youth and age
With sweet fairies and scenes our minds engage,
With troubles of lovers and of love and rage.
And the Children love him so,
His kindness is felt by all,
Meanness of self he does not know,
He helpeth those who fall.

Much history in prose, verse, and picture is contained in *Straits Produce*. Reproductions of its line-work

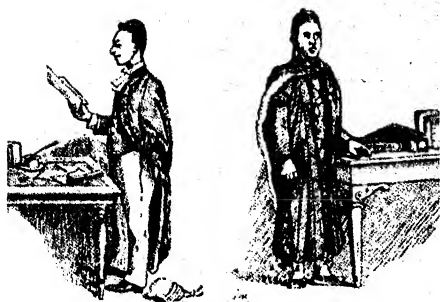
show Mr. T. Shelford when the *Singapore Free Press*, of which he found part of the capital to re-establish it as a daily paper, called on all members of the Legislative Council to resign ; Sir Frank Swettenham, then in Perak ; Mr. John Fraser, " our jolly old Octopus " ; and Mr. Song Ong Siang and Dr. Lim Boon Keng, two Queen's Scholars, who took their degrees in 1893.

THE PRESS OF THE DOMICILED COMMUNITY

(For the following particulars the author of this article is indebted to Mr. A. H. Carlos)

The absence of newspapers principally devoted to the interest of the Eurasian community is explained by the fact that prior to the 'Seventies there was no separation of the inhabitants of the Settlement into classes. Half a century ago the Eurasian did not realise that his powers and usefulness would extend beyond that of his ancestors. Nor had he any reason to foresee the growth and development on Western lines of the fast-increasing Chinese population here domiciled. There came a day, however, when the Eurasian saw himself being gradually isolated, and John Hansen in the early 'Seventies started the *Straits Intelligence*, to forward the interests of his people. Hansen was a piano-tuner by profession, and it reflects credit on him that he was able to show sufficient energy and literary ability to start a newspaper. It was printed by the Commercial Press, of which John F. Hansen (his father) and A. Zuzarte were the proprietors. The paper was short-lived, and this discouraged any further attempt for some years. In the latter part of 1887 John Nicholson, encouraged by friends, made a second attempt to found a paper to voice the sentiments of his people, the *Singapore Eurasian Advocate*, and the idea was supported by the *Singapore Free Press*, in an article of the 11th January 1888, which reads :

" We have to record the first appearance of yet another candidate for public favour in the field of local



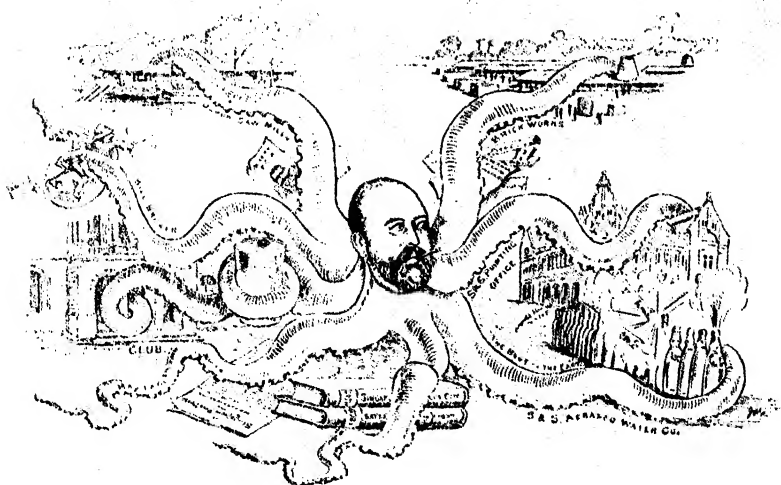
SAMPLES OF GENUINE STRAITS PRODUCE
W. & A. L. BROS.

SONG ONG SIANG. DR. LIM BOON KENG.



"I WON'T RESIGN!!!"

THOMAS SHELFORD, M.L.C.



OUR JOLLY OLD OCTOPUS.

JOHN FRASER.

journalism. It is not long ago since we perused the prospectus of the new paper *The Singapore Eurasian Advocate*, and a copy of the first issue has reached us to-day. The Editor, in the introductory article, describes the general policy which is to guide him in the conduct of his paper. As its title implies, the appeal for support is made to the particular class of Singapore residents whose interests are to be the special care of the new venture. It is a numerous and an important class of the community, and we gather that with some few exceptions the Eurasian residents of this Settlement have accorded their new representative organ a satisfactory amount of support. Regret is expressed, however, that the exceptions in some instances are members of their class whose success in life is a credit to themselves and to the whole Eurasian community. It is to be trusted, for the sake of the continued welfare of the *Singapore Eurasian Advocate*, that that just ground of complaint will be removed at an early date, and that it will receive the support and secure that success which, whether it command it or not, it is evidently determined to deserve. The main difficulties to be encountered will possibly arise from the comparatively limited field within which the newspaper will prosecute its special labours and the tendency of the Eurasian and European sections of the community to blend easily and naturally into one owing to the absence of any distinct line of demarcation. But still our contemporary has made a fairly good case for the establishment of the *Singapore Eurasian Advocate*. It will pursue its special mission in a spirit of independent impartiality, and while promising its sympathetic aid in all cases of genuine class-grievance, it honestly declines to listen to the complaint arising from self-sought evils or those evils which are the deserved result of ill-regulated conduct. With this honourable mission before it our new contemporary begins, we trust, a long and prosperous career."

The most striking points in the paper were the use of the term "Eurasian" and the public announcement of its policy. Ben d'Aranjo was the Editor. It lasted three years. Although the Editor in his first issue proclaimed that the paper would pursue its mission in a

spirit of independent impartiality, the feeling of many of the community was that by neglecting the interests of the less favoured section the *Advocate* did not voice the Eurasians of Singapore as a whole. Nicholson's paper, however, if it did nothing else, gave the community a stimulus, and with serene confidence and praiseworthy ideals, John Murray Frois (who was foreman compositor in the *Straits Times*) started his own printing business, and published the longest lived Eurasian paper so far. Frois was a self-educated man, having acquired his knowledge of English letters in the monotonous and dreary years of composing and proof-reading. He started a paper in 1892, and called it the *Daily Advertiser*. The first editor was John Webb, a European. He was an erratic worker, and it was not long before Henry Barnaby Leicester was engaged to write the editorials, with D. C. Perreau as a regular contributor. With regard to matters foreign the paper was necessarily conservative, but it could not be anything else but democratic in local topics. It ran for four years. It changed its name to the *Phoenix Press*. The promoters did not obtain public support, and the paper died in 1900.

It was not until 1905 that an Indian gentleman started the *Eastern Daily Mail*, which paper ceased publication abruptly after a libel case. Years rolled on, and with grave issues to discuss the Eurasians remained without a paper. Late in 1913 Mr. D. C. Perreau conceived the idea of a paper run by wealthy Chinese so that there would be no need to dread financial results. He passed the idea on to Dr. Lim Boon Keng and Mr. Alexander W. Westerhout. These gentlemen took the matter up, and the result was the *Malaya Tribune*.

With a view to make his journal popular Frois had invited the Rev. A. Lamont and Tan Teck Soon to contribute articles. These gentlemen were strong supporters of the Anti-Opium League, and, instead of contributing to the columns of the paper, came over to have a look round the printing works. The result was that they made an offer for the works and the paper for

propaganda work, and eventually bought the business. John Murray Frois then started what was known for some time as the *Midday Herald*, but he suffered from the want of a strong editorial staff. It is said that the paper received a copy of a speech which the Governor intended to deliver at the Council. Instead of keeping this speech till it was delivered, Frois inserted it in his paper the day previous, and was consequently the laugh of the town. Next year, 1898, he sold his paper and business to Joseph Castel Pestana and Samuel William Augustine, both retired Government servants. Augustine took charge of the job-printing department while Pestana ran the paper with W. H. Whitaker as Editor and Benjamin d'Aranjo as Sub-Editor. The new paper was called the *Straits Telegraph*.

Early in 1917 Mr. T. C. Archer mooted the question of a monthly magazine, and at first was not able to bring it out, owing to the War ; but the first number of *Our Magazine* duly appeared a few days before the Centenary Day, the 6th February 1919.

In the late 'Eighties appeared numbers of the *Rafflesian*, chronicling the doings of the Raffles School, and giving the boys an impetus in literary advancement and sport. It was conducted by J. A. dos Remedios, and during his absence by D. C. Perreau and Song Ong Siang.

THE STRAITS SETTLEMENTS ASSOCIATION

The Straits Settlements Association was formed in London on the 31st January 1868, and the Singapore Branch on the 20th March 1868. In the 1872 Directory the office of the former is stated to be 21 St. Swithin's Lane, Cannon Street, and the list of officers is: President, Rt. Honourable Ed. Horsman, M.P. ; Vice-Presidents : Colonel Gray, S. Waterhouse, Sir James Elphinstone, J. H. Burke, Jacob Bright, G. G. Nicol, R. N. Fowler, T. A. Mitchell, E. Haveland, all of them Members of Parliament except G. G. Nicol ; Chairman, William Napier ; Deputy Chairman, James Guthrie ;

Hon. Secretary, P. F. Tidman ; Committee : Edward Boustead, John Harvey, James Fraser, H. M. Simons, Jonathan Padday, W. Mactaggart, E. J. Leveson, J. J. Greenshields (Singapore), W. W. Shaw, William Paterson.

The Singapore Branch was thus constituted : Chairman, W. H. Read ; Deputy Chairman, Hon. W. Adamson ; Committee, R. Padday, J. Cameron, O. Mooyer, J. D. Vaughan, J. Young, J. S. Atchison, G. H. Reme ; Hon. Secretary, J. S. Atchison.

There was also a Penang Branch (formed the 28th April 1868) : Chairman, L. Navine ; Committee, J. Allan, A. Gentle, H. J. D. Padday, S. Heriot ; Hon. Secretary, Stuart Heriot.

A reference in the *Singapore Daily Times* of 1869 mentions also as London "stalwarts" Gilman and Little, and that they roused the local Association which had A. T. Carmichael (Manager, Chartered Bank) for Chairman and W. Adamson as Vice-Chairman. In 1872 the Association lodged a protest against the Treaty just concluded with the Dutch Government concerning the trade of Sumatra.

Neither Keaughran's Directories nor those issued at the Mission Press up to 1882 mention the Association, and we have to come to 1887 for the next mention, in the *Singapore Free Press*.

In 1888, the moving spirit being Mr. W. G. St. Clair, then here a little over a year, the Straits Branch was reconstituted and reorganised, the usefulness of the Institution having been insisted on at a home-going dinner to Mr. T. Shelford. A circular was issued signed by Thos. Scott, William Adamson, A. L. Donaldson, A. Currie, J. R. Cuthbertson, C. Stringer, Wm. McKerrow, John Fraser, W. G. St. Clair, and Alex Gentle, Honorary Secretary. The annual subscription was fixed at a dollar, the qualification being "British subjects, natural-born or naturalised," Members of the Legislative Council and salaried officials of Government to be ineligible for election to the Committee.

The first general meeting of the reconstituted Branch was held in September 1888. Among those present, still in the Colony, were M. A. Cornelius, T. C. Loveridge, W. E. Hooper, W. Makepeace (Vice-President in 1918), and Seah Liang Seah.

Since then the Branch has been quietly and watchfully carrying on the work of guarding the interests of unofficial Singapore. In some years only the annual general meeting was held, but when a subject of importance arose, on which it was desirable for the public to have an opportunity of expressing an opinion, the Association has done its work in public ; such, for instance, as in the Military Contribution Question, when Mr. W. J. Napier framed a valuable statement of the case of the Colony (1891). Much committee and sub-committee work was done, one notable instance being an enquiry into the working of the Contagious Diseases Ordinances, when they were about to be repealed (1899), by W. G. St. Clair, S. R. Robinson, and Dr. D. J. Galloway.

In 1890 a largely attended general meeting endorsed the action taken by the Unofficials in opposing the increased military contribution. On 14th March 1891 a great public meeting backed up the Association and later caused a petition to be presented to Parliament, signed by 1,000 British subjects in Singapore. At the next annual general meeting the Government was urged to allow an appeal from the tribunals of the " Protected Malay States " to the Supreme Court of the Colony. In 1893 continued action was taken in the Military Contribution, and in conjunction with the parent association, a deputation waiting on the Marquis of Ripon on the 15th May. The Committee refused to commit themselves to bi-metallism, as asked by the China Association in Shanghai in 1894.

In July 1894 a deputation waited on Sir Charles Mitchell, and urged that their claim for reconsideration of the amount to be paid as military contribution be wired home. Through all this strenuous time Mr. W. J. Napier acted as Honorary Secretary and Treasurer.

Another great public meeting in January 1895 endorsed the action of Messrs. Shelford, Donaldson, and Seah Liang Seah, of all the Justices of the Peace, and of the Chinese Advisory Board in resigning their offices. In March the Committee put up \$1,100 in the room to fight the exaction, and the sum expended in all totalled \$4,500. So vigorously was the fight continued that eventually $17\frac{1}{2}$ per cent. of the revenue was offered and accepted on the understanding that the charge was inclusive. Mr. Huttenbach had not resigned, and was in favour of 20 per cent. being offered. On the conclusion of this memorable fight the Singapore Branch placed on record "their high appreciation of the energy with which the Association in London has worked on behalf of the Colony . . . and they desire especially to thank Mr. William Adamson for his arduous personal efforts in the matter."

Being now in fighting trim, the Association in 1896 tackled the Government over the Municipal Bill, the Chairman, Mr. Thos. Scott, having been a Municipal President and therefore particularly qualified to express an opinion. This year Mr. W. J. Napier was appointed to the Legislative Council.

A question arising as to the scope of the Association on the 29th October 1896, it was affirmed: "That this Association records that its scope includes everything relating to the Straits Settlements and the Malayan Archipelago and the adjoining countries." This was carried by seven votes to one. Although Mr. St. Clair signed these minutes at the next meeting, and no record is made of the dissentient, one can guess who it was.

In 1897 the Association here and at home took up the effect of the repeal of the Contagious Diseases Ordinance, also the action of the opium farmer in altering the size of the packets. In September 1898, in conjunction with the Chamber of Commerce, a meeting was organised to hear Lord Charles Beresford on China. Matters went quietly for some years. The Association

refused to be drawn into the question of the Teluk Ayer Reclamation Works, but pressed for a river improvement scheme. It also called a public meeting, which almost unanimously disapproved of the expropriation of Tanjong Pagar and the construction of the inner harbour, in view of the altered financial position of the Colony. There was a strong opinion in favour of cancelling Sir John Jackson's contract.

Next the Association was found, 1911, opposing an income-tax and proposed municipal legislation, public meetings endorsing their action in each case.

In 1915, 1916, 1917, the Association organised and carried out the war "inflexible determination" meetings. Finally, on the 13th December 1918, an enthusiastic public meeting to vote for the exclusion of German subjects for ten years was held.

THE STRAITS PHILOSOPHICAL SOCIETY

The Straits Philosophical Society was founded in the year 1893 (the 5th March) under the presidency of Major-General Sir Charles Warren, G.C.M.G., K.C.B., having for its object the critical discussion of questions in philosophy, history, theology, literature, science, and art. The first members were the Rev. G. M. Reith, M.A. (Secretary and Treasurer), the Hon. (later Sir) John Winfield Bonser, Mr. (now Sir) Walter Napier, Mr. H. N. Ridley, C.M.G., Mr. R. W. Hullett, Mr. (now Sir) J. Bromhead Matthews, Mr. J. McKillop, Dr. D. J. Galloway, Mr. A. Knight, Mr. Tan Teck Soon, the Hon. T. Shelford, C.M.G., Dr. G. D. Haviland, the Hon. R. N. Bland, C.M.G., and the Hon. C. W. Kynnersley.

The active membership was limited to fifteen in number, and preference was given to graduates of universities, fellows of a British or European learned society, and persons of distinguished merit. The active members had to be residents in Singapore ; but residents in the other Settlements and in the Malay Peninsula might be enrolled as corresponding members at a reduced subscription.

It was the rule of the Society to meet monthly, the members dining together before the paper was read and discussed. The entrance fee was \$5, and the annual subscription \$25. Fines were imposed on members who were absent without approved cause.

Among the many who have rendered service to this Society in its long and honourable career, three are worthy of special mention: the Hon. W. R. Collyer, I.S.O., who was President for ten years (1894-1901, 1902-6); Mr. H. N. Ridley, C.M.G., who was President for five years (1907-12); and Mr. Arthur Knight, who was Secretary for twenty years.

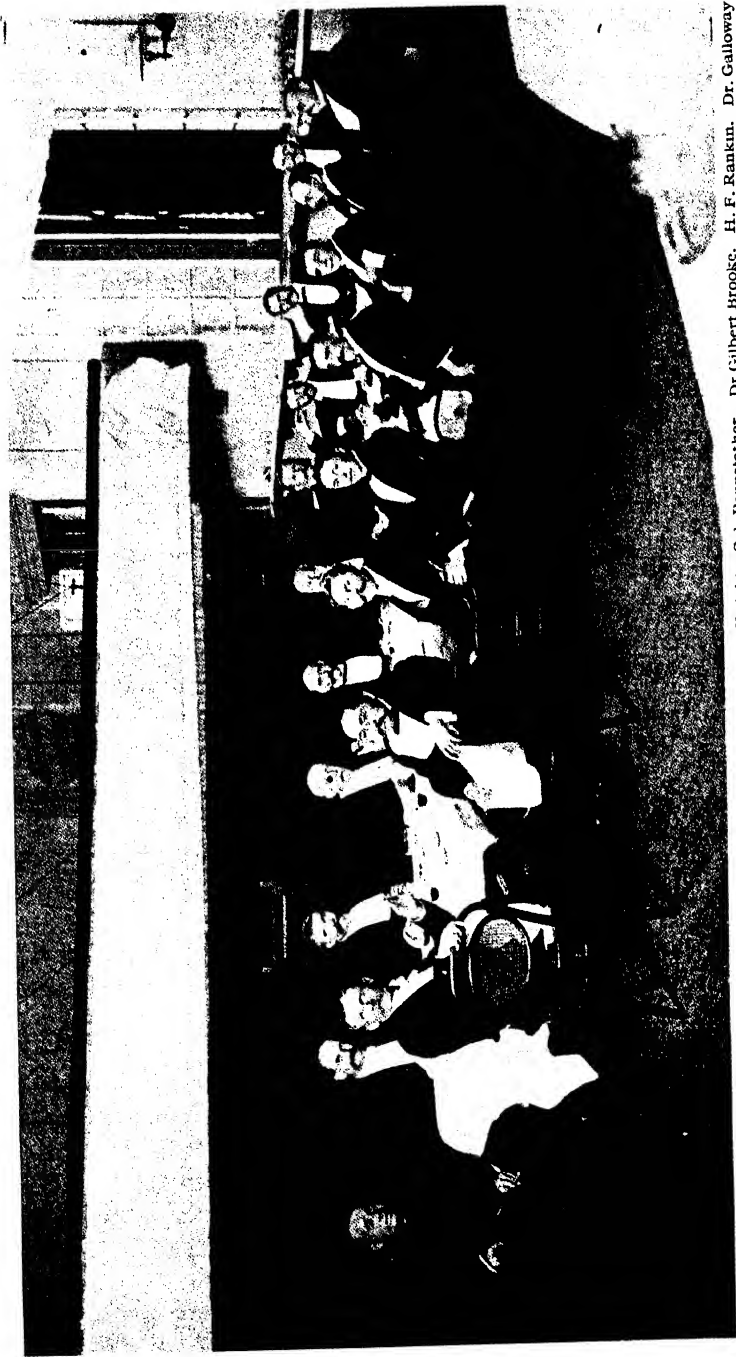
In 1913 a selection of essays read before the Society between 1893 and 1910 was published in a volume, entitled *Noctes Orientales*, under the editorship of Mr. Ridley. The essays selected are such as have special local interest, or such as throw light on the Oriental aspect of various subjects; and in this permanent form are a testimony to the valuable work the Society has done.

In recent years the Society has carried on its work amid difficulties; and to meet the situation the subscription has been reduced. When war broke out many of the members left the Colony for national service, while such as remained were overtaxed by business and military service, and found themselves unable to devote to the Society the attention necessary for its efficient working. However, in spite of these difficulties, and owing to the zeal of successive Presidents—Mr. A. W. Still and Dr. Lim Boon Keng—the meetings have continued to be held at regular intervals.

A complete record of the Society's proceedings is preserved in the public libraries of Singapore and Penang.

Note

At the farewell banquet to the Hon. W. R. Collyer, in the Singapore Club on the 19th January 1906, a photo was taken. The following members may be seen in it:



Tan Teck Soon. Lt.-Col. Sankey. Rev. W. Murray. W. R. Collyer. H. N. Ridley. A. Knight. Col. Pennefather. Dr. Gilbert Brooke. H. F. Rankin. Dr. Galloway.
 R. W. Hullett. Dr. Lim Boon Keng. Dr. Hanitsch. Lt. Bigge, R.A. G. E. V. Thomas. C. Emerson. P. J. Burgess. Major Ritchie.

STRAITS PHILOSOPHICAL SOCIETY DINNER.

Back row (left to right) : Mr. Tan Teck Soon ; Lieutenant-Colonel Sankey, R.E. ; Rev. W. Murray, M.A. ; Hon. W. R. Collyer, I.S.O. ; Mr. H. N. Ridley, M.A., F.R.S. ; Mr. A. Knight ; Lieutenant-Colonel Pennefather ; Dr. G. E. Brooke ; Mr. H. F. Rankin, F.E.I.S. ; Dr. D. J. Galloway.

Front row (left to right) : Mr. R. W. Hullett, M.A. ; Dr. Lim Boon Keng ; R. Hanitsch, Ph.D. ; Lieutenant J. N. Biggs, R.G.A. ; Mr. G. E. V. Thomas ; Mr. C. Emerson ; Mr. P. J. Burgess, M.A. ; Major Ritchie, M.B.

ST. ANDREW'S SOCIETY

Scotsmen have played no insignificant part in the history of the Colony from its very beginning. In every side of its life—civil, mercantile, social, religious, and educational—they have had a share. We are sure the national sentiment would not be without some forms of expression during the first two decades, although our incomplete annals have no record of it ; but it showed itself later in the institution of the Scots' Church, a movement which began in the early 'Forties and took shape in a permanent institution ten years later. In 1879 (the 2nd December) a St. Andrew's Ball was held in the Singapore Club, and it has been ever since a fairly regular annual event, though now and again a banquet has been substituted. In recent years, until the outbreak of war, a Scottish Universities' Dinner has been instituted and held on Hallow-e'en (the 31st October).

On the 27th November 1908 St. Andrew's Society was formed that " there might be in Singapore a regularly constituted body of Scotsmen under whose auspices and control the anniversary of St. Andrew may be observed, and who may take cognizance of, discuss, and take steps in regard to any matters which possess a national and local interest by donations from the Society's funds or otherwise." The Society was also to be " a charitable institution to relieve distressed and deserving countrymen in so far as considered desirable and the funds will permit."

In that year (1908) both the Governor and the Colonial Secretary were Scotsmen ; the former (Sir John Anderson, G.C.M.G.) became Patron, and the latter (Sir Arthur Henderson Young, K.C.M.G.) President. The other members of this the first committee of the Society were the Hon. Dr. D. J. Galloway (Vice-President), Mr. James Henry (Secretary), and Mr. J. J. Macbean (Treasurer). The membership in the first year was 133.

Succeeding Presidents have been Dr. Galloway, W. W. Cook, Frank Adam, and Captain Chancellor. Special mention should be made of Mr. Frank Adam, who held the office for five years, and whose enthusiasm in all things Scottish was unique. Besides being a recognised authority on the Scottish clans and tartans, he was a piper, and organised a company of " Pipers of Malaya." He also had a scheme for the formation of a local corps of Scottish Volunteers ; but the outbreak of war and his own retirement from the Colony in 1918 interrupted, but, let us hope, only delayed, its completion and realisation.

Under the auspices of the Society the observance of St. Andrew's Day became a permanent institution. Burns's Anniversary (25th January) was also frequently kept by holding a Scottish concert for charitable purposes, and for the success of these concerts during a number of years the Society owed a great deal to the capable leadership of Mr. Alex. Proctor.

When war broke out in 1914, the Society resolved to suspend for the time the usual national celebrations, and to ask Scotsmen to contribute to war funds what was usually given to these functions, and as much more as they could afford. The result of this appeal has been that about \$25,000 has been raised to date ; and out of this sum help has been given to the Prince of Wales's Fund, the Belgian Relief Fund, and the fund for providing comforts for Scottish soldiers, the last-named getting the largest share of the assistance.

THE BRITISH AND FOREIGN BIBLE SOCIETY

As early as 1825 Raffles wrote to the headquarters of the Society in London, urging the appointment of a lay-agent for Singapore at a salary of £100 a year with travelling expenses. He had experience of the Society's work in Batavia, where an auxiliary had been established in 1814 under his patronage; and also in Ben-coolen, where its good work had much impressed him. The Society's practical interest in this part of the world at that early period was proved by its issue of a Malay version of the Bible from its Calcutta auxiliary in 1814, and by the encouragement it gave to missionaries in the work of translation and distribution in Malacca, Penang, and Java.

Although more than half a century was to elapse before the desired agency was to be established, the work for which the Society stood was not neglected. In 1837 a local Auxiliary Society was formed, in which the Resident Councillor, Dr. Oxley, and other leading residents, together with Protestant clergymen, took a share. It had for its depot a two-storied building on the site now occupied by the Raffles Girls' School. The removal of nearly all missionaries to China in 1847, when that closed land opened its doors to foreigners, must have been a blow to the work of this auxiliary, and probably accounts for the fact that its existence is lost sight of in succeeding records.

In 1857 a Ladies' Bible and Tract Society was formed, and had the influential support of Mrs. Cavenagh and Lady Ord as its successive Presidents. It employed a Malay colporteur, issued a religious magazine called *The Christian in Singapore*, and instituted a monthly prayer-meeting in which members from all the churches united. In 1870 this Ladies' Society co-operated in the formation of, and became absorbed in, a new auxiliary of the Bible Society, of which the Rev. B. P. Keasberry was President, Rev. W. Dale Secretary, and Mr. Isaac Henderson Treasurer.

The death of Mr. Keasberry in 1876 was a great blow. He had issued in the name of the Society his Malay version of the New Testament in 1853 in Roman character, and in 1856 in Arabic character. In 1859 his version of the Old Testament began to appear with the publication of Proverbs ; and was followed in 1873 by the Psalms, in 1874 by Isaiah, and in 1875 by 2 Kings. " Now that he is gone," writes the Secretary, " there is not one in the Peninsula to labour for the Malays, nor is there a Protestant missionary for the multitude of Chinese in the town." For six years the local auxiliary struggled with the difficulties of the situation, and reports show that about 1,200 copies of the Scriptures a year were distributed or sold by voluntary workers.

In 1880 Miss Cooke, of the Chinese Girls' School, who had been working in the Colony for thirty years, pressed upon the Committee in London the need for organised work, and the local auxiliary sent an urgent request for the appointment of a qualified agent. The claims of Singapore were, moreover, zealously supported by Sir Arthur Cotton. At this juncture Mr. John Haffenden offered his services to the Society. Age, character, linguistic knowledge, and familiarity with the East marked him out as in many ways qualified for the work, and in 1882 he received the appointment as the first agent for Malaysia. He held the office for the long term of twenty-three years, during which the work spread and developed in every direction. In 1905 the Rev. P. G. Graham succeeded him ; and he later was followed by Mr. C. E. G. Tisdall, the present holder of the office.

The first depot was at 591 Victoria Street, and after occupying several hired quarters in different parts of the town, it entered its present permanent premises in Armenian Street in 1909.

The Singapore depot is now the centre for the distribution of the Scriptures in the Malay Peninsula and Archipelago, including the Dutch East Indies, and the agent has several sub-agents co-operating with him. From 1882 to 1917 the sales amounted to 2,571,000 copies in forty

languages, and during the last ten years as many copies have been sold as in the previous twenty-six years. A version of the New Testament in Baba Malay, translated by Dr. Shellabear, was issued in 1913.

THE BOUSTEAD INSTITUTE

The origin of this useful Institution may be traced to Miss Cooke, one of the most indefatigable religious and social workers which Singapore ever had. In 1882 she started a Sailors' Rest in Tanjong Pagar Road, near the Kreta Ayer Police Station, in association with Mr. Hocquard, another missionary worker. She collected subscriptions towards it from all the leading merchants, and the Institution so prospered that the premises were soon found to be too small. Among those who took an interest in it was Mr. Edward Boustead, of Messrs. Boustead and Co. On his death, in 1891, Mr. Boustead bequeathed £9,000 for the purpose of an Institute for Seamen. At the rate of exchange then prevalent (3s. 3½d.) this amounted to \$55,207.67.

The company which was formed and registered for the execution of this bequest consisted of the Honourable J. Finlayson (Chairman of the Chamber of Commerce), John Blair (Manager of Tanjong Pagar Dock Co.), the Honourable T. Shelford, James Miller, John Anderson, C. Sugden, and T. C. Bogaardt. In the Memorandum of Association the purpose of the Institute is thus defined: "to found and maintain in Singapore an Institute for the use of seamen or seafaring men and dock employees frequenting or residing in Singapore, where such persons may be provided with means of shelter, rest, recreation, amusement, or intellectual cultivation"; and "to permit the buildings of the Institute and the means of recreation, etc., to be used and enjoyed by persons other than those mentioned above, as the Institute may from time to time think fit." It is provided also that the Committee of Management consist of the following persons, being British subjects: the Chairman or Deputy Chairman of the Chamber of Commerce; the Manager

or Chairman of the Tanjong Pagar Dock Co., and a partner (or manager) of the following firms—Boustead and Co.; Paterson, Simons and Co.; Gilfillan, Wood and Co.; Guthrie and Co.; the Borneo Co.; and W. Mansfield and Co.

The Tanjong Pagar Dock Co., Ltd., presented the building site, and the Institute was opened on Saturday, the 2nd July 1892, by H.E. the Governor, Sir C. Clementi Smith. H.E. the Governor and the then reigning Sultan of Johore were elected patrons and honorary life members.

Two adjoining shop-houses were purchased in 1892, and four more in 1893, with a view of extending the premises if found desirable. The balance of funds remaining after the erection of the Institute and the purchase of the adjacent houses has been invested in various local banks as fixed deposits, and in Straits Settlements War Loan. The interest from these investments, with the rents of the shop-houses, has enabled the Institute charges for board and lodging to be kept low.

In the Institute building, which occupies a conspicuous site at the main entrance to the docks, there may be found a well-supplied reading-room and library, provision for billiards and other games, a refreshment-bar, where beer and light wines are sold but no spirits, and a large hall. There is also accommodation for fourteen boarders, and the average daily number of beds occupied before the outbreak of war was 75 per cent., and since then 63 per cent. Temporary accommodation for sailors of H.M. ships visiting the port is frequently provided in the large hall, some thirty camp cots and rugs being kept for the purpose. Divine service is held in the large hall every Sunday night.

YOUNG MEN'S CHRISTIAN ASSOCIATION

In 1887 there was a Young Men's Christian Association, having headquarters in the Christian Institute in Middle Road, and providing a reading-room, debates, and recreations for members. But its career was short-

lived, and it had no connection with the world-wide organisation known as the Y.M.C.A.

In 1892, at a missionary conference representing chiefly Presbyterian and Methodist Missions, a strong desire was expressed for the establishing of Y.M.C.A. work in the city. But a committee appointed to consider the scheme having reported that the difficulties of obtaining a suitable building and worker were insuperable, nothing further was done.

On the 17th August 1900 an appeal was sent to the Y.M.C.A. headquarters in London, signed by the Hon. W. R. Collyer, Hon. E. C. Hill, Archdeacon Perham, Revs. S. S. Walker, W. G. Shellabear, W. T. Cherry, A. R. Thoburn, and others, with the result that Mr. R. D. Pringle, who had had previous experience in Bombay and Colombo, was appointed Organising Secretary for Singapore and Malaya. He began his work in 1903, and the first rooms of the Association were at 1-2 Armenian Street, opened on the 30th June, 1903. The following formed the first local committee: Hon. W. R. Collyer (President), Hon. E. C. Hill (Vice-President), Mr. J. M. Hart (Treasurer); Archdeacon Dunkerley, Revs. S. S. Walker, W. P. Rutledge, C. S. Buchanan, and Messrs. A. Barker, S. Tomlinson, A. Reid, J. Polglase, E. V. Mitchelmore, A. L. Koenitz, and J. Haffenden. The Bishop of Singapore (Dr. Hose) became a Patron, and the Hon. Dato Meldrum, of Johore, an Hon. Vice-President.

In the following year Zetland House, Armenian Street, was taken for residential purposes, and some months later the headquarters were moved into the same building. These premises soon proved very inadequate for the work of the Association, which comprised reading and recreation rooms, educational and religious meetings, as well as boarding accommodation. By the kindness of Government an excellent site for a permanent building was obtained in Stamford Road, at the corner of Fort Canning Road. On the 28th August 1909 the corner-stone was laid, and on the 16th February

1911 the building was officially opened, both functions being performed by H.E. the Governor, Sir John Anderson, K.C.M.G., who held the office of a Patron of the Association during his administration of the Colony. The total cost of the building with furnishings was \$81,000. Mr. Pringle, who for sixteen years has given his undivided attention to the work in Singapore and Malaya, was instrumental in raising this large sum from donors in the Straits, Great Britain, and Australia. Sir Robert Laidlaw was a specially generous benefactor.

The new building enabled the Association to provide for more educational work, and classes have been opened for shorthand, typewriting, book-keeping, singing, mathematics, architecture, sanitary science, electrical engineering, etc., for some of which Government grants-in-aid were made. It also provided more accommodation for boarders. Besides the usual Y.M.C.A. activities, many other useful institutions have found a home in the building—Boy Scouts, Ministering Children's League, Band of Hope, Good Templars, and Chess Club.

Mr. L. Gordon Cranna succeeded Mr. Pringle as General Secretary in 1917, and has made many useful improvements in the building by rearrangement and extension. Under him the Association turned its attention to work for the Army and Navy, and during the last years of the War the building was a popular resort of members of the forces.

Although the Association has no mean record in cricket and football matches, it has always been handicapped by the want of a field of its own for outdoor sport.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION

The beginning of the Y.W.C.A. dates from 1875, when Miss Sophia Cooke gathered together about twelve Chinese girls and a few Europeans for a monthly meeting at her school on Government Hill. At these meetings records kept by the older Chinese girls of their visits to heathen houses were read, magazines and other literature were distributed, and Bible readings or addresses were

given by Miss Cooke, Colonel Johnston Tuck, or some other Christian worker. Garments were made for the poor in Whitechapel, and flowers with Scripture texts were prepared for distribution to the sick in the General Hospital or houses visited weekly.

After the death of Miss Cooke, in 1895, Miss Eyre came from Hongkong to reorganise the work, and during her stay of five months here about twenty new members joined. In 1896 Miss Brown became Honorary Secretary and Treasurer, beginning a period of service for the Society which has continued unbroken to the present day. Mrs. W. H. Frizell became President, and inaugurated the library of the Association. Other members of this first committee were Miss Blackmore, Mrs. Shellabear, Miss Ryan, Miss Gage-Brown, and Mrs. Hose. In the year 1898 the membership had risen to 102, of whom thirty-nine were Chinese.

In 1907 Miss Ellis was sent out from England to become local Organising Secretary in Singapore, being supported by North of England branches for three years. Waterloo, River Valley Road, was rented. From this date the membership began rapidly to increase, and new agencies, such as lectures on ambulance and nursing and outdoor recreations, were added.

In 1913 Miss Radford became General Secretary, and during her stay a permanent home was secured for the Association by the purchase of a house on Fort Canning Road ; and also a branch was begun in Kuala Lumpur. In 1917 Miss Hughes succeeded Miss Radford as Secretary, and under her the progress of the Association was still further developed.

The latest report (1918) records a membership of 418, namely 301 Europeans and Eurasians, 115 Chinese, and two Japanese. Classes have been held for shorthand, typewriting, French, Malay, singing, cookery, first-aid, and dressmaking. In connection with the commercial classes are the " Mary Fowlie " Scholarships, which commemorate the long and disinterested service of Mrs. Fowlie to the Association. There is also a hostel

for permanent boarders as well as visitors, and travellers are met and helped in numerous ways. In connection with the Y.W.C.A. is a company of Girl Guides.

THE SINGAPORE CLUB

The Singapore Club was first established in 1862, and was then situated in Beach Road. The first officials of the Club were: Chairman, W. H. Read (A. L. Johnston and Co.); Secretary, R. B. Read (A. L. Johnston and Co.); Treasurer, A. Bauer (Zapp, Ritterhaus and Co.); Committee: T. Braddell (Logan and Braddell), C. H. Harrison (Middleton, Harrison and Co.), Captain Protheroe (40th Madras Infantry, A.D.C. to the Governor), Captain Tireman (Madras Staff Corps, Deputy Assistant Commissary General), A. Schrieder (Behn, Meyer and Co.).

The Club removed in 1869 to premises in De Souza Street, and later to Raffles Square, at the back of premises on the site now occupied by John Little and Co. In 1876 larger premises were required, and the Chamber of Commerce and Singapore Exchange obtained a lease of the present site from Government for the purpose of erecting a building suitable for a Chamber of Commerce, Singapore Exchange, and a Club. The present building was officially opened in 1879, and the first function given in the Club was a St. Andrew's Ball.

ASSOCIATION OF ENGINEERS

Founded on the 7th December 1881, the Association of Engineers is one of the oldest institutions in the Colony with a continuous history.

Previous to this the engineers had no meeting-place other than the various hotels, and no association or society to guard their interests. The need for such a society had been felt for some time, and this feeling was brought to a head by an incident which occurred on board a Spanish steamer somewhere about October 1881. The account which follows is given by an old member (Mr. J. H. Drysdale) from memory, and the

incident has not been mentioned in the local Press, so it has not been possible to verify all the details :

“ Like many other good institutions, the Engineers' Association was called into being by necessity.

“ Up to the end of 1881 the engineers of the port associated in an informal way at the various hotels : the old Adelphi, then the Hôtel de la Paix and the Europe, also Emmerson's where the Whiteaway Laidlaw buildings now are. And they always wound up the evening at Finkelstein's Tingle-Tangle, and often it was a boisterous wind-up.

“ In October there arrived from Europe a new steamer, the *Leo XIII*, a Spanish ship and crew, with three English engineers put on board by the builders to see the vessel safely delivered at Manila.

“ In those days all sea-going ships used salt water in the boilers, and required blowing occasionally to prevent the water getting too dense, salting up. The Spanish engineers objected to this on account of the extra fuel consumed. On the English engineers insisting on the blowing down, a row ensued, and the Spanish captain promptly locked them up in their cabins. The ship burnt less fuel, but started burning tube-ends, etc. She limped into Singapore somehow, and coaled. The prisoners were kept in the hold, but one managed to throw on to the wharf a scrap of paper, wrapped round a coin, begging the finder to take the message to any English engineers. The finder, luckily, did so. He took it on board the ship next astern, a Blue Funnel—I think the old *Priam*. The engineers read the paper, and tried to board the *Leo XIII*, but were thrown out. They then went to Mr. Jackson Millar, Superintendent Engineer of Tanjong Pagar, who took them to the then Harbour Master, Captain Ellis, good old Barney Ellis. He and they went to the Supreme Court, where the Chief Justice was sitting, who issued a writ of Habeas Corpus calling on the captain of the ship to produce these men. A police officer—I think Inspector Jennings—took this down to the ship, also a document, which he posted on the mast, forbidding her to leave port. He was also thrown down the gangway, and the notice torn off the mast was thrown after him.

Directly after this the captain came up to town to see the Spanish Consul, but passed him on his way down to the ship. On reaching the ship the Consul told the chief officer to clear out at once, captain or no captain, which he did. As the ship cast off and steamed away, the Consul watched from the wharf, where he was joined by the captain, who had followed him down. They started a row between themselves, when Inspector Jennings, with fifty armed Sikh police, arrived and joined in. The captain was put into the gharry and escorted to the Central Police Station by the Sikh guard. The Consul, of course, was immune from arrest.

"There was wild excitement in the town that night. Engineers went to the different lawyers' offices, and finding them closed, cruised around all night long, knocking up peaceable people in Tanglin and elsewhere enquiring where the lawyers lived. There were several gharry loads of these searchers after legal assistance, and they engaged all the lawyers they could find—in their sarongs and pyjamas—to come to the Supreme Court next day. On the news being telegraphed to Penang the engineers there gathered up the only three lawyers they could find, and carried them down and saw them safely shipped off to Singapore in the old *Phya Pekhet*.

"The next day the captain was tried for contempt of court, and sentenced to 'twelve months imprisonment, or until he should purge his contempt by producing the bodies of these men.'

"There was no man-of-war in harbour, but the Governor cabled to Hongkong, where the Admiral sent the cruiser *Pegasus* across to Manila. They sent a boat's crew on board, and duly got the prisoners. The local engineers saw the need of some bond of union, and so was formed the Engineers' Association. The first office-bearers were Mr. Jackson Millar, President; Mr. J. J. Macbean, Vice-President; Mr. R. Allan, Treasurer; Mr. Robert Park, Secretary; with 147 members on the first roll-call. The club-rooms were in the rooms over No. 1 High Street."

The object of the Association as per Rule 1 was :

"That the Association be established to watch over

and guard the interests, promote and further the welfare, elevate and improve the condition of all connected therewith by the diffusion of sound practical knowledge, the fostering and promoting of a fraternal sympathy, and the discussion of reliable principles affecting our mutual good ; to use our best influence to get the Marine Board Laws carried out in their integrity for the public safety. Also to give steamship owners greater facilities for obtaining sea-going engineers of undoubted practical experience and ability."

The first meetings of the Association were held at the quarters of the engineers of the Ice Works, No. 1 River Valley Road ; then rooms were rented at No. 1 High Street, a reading-room, billiard-room, and bar being provided, the first President of the Association being Mr. Jackson Millar (of Messrs. Riley, Hargreaves, Ltd.), now Dean of Guild of Glasgow Corporation ; Mr. John Macbean (Howarth, Erskine) was Vice-President and Mr. Robert Park (Lloyd's Surveyor) Hon. Secretary ; Robert Allan (Riley, Hargreaves, Ltd.), Treasurer.

The rooms in High Street were opened on the 2nd March 1882, and were in continuous use until the formation of the Marine Club, when the engineers joined with the deck officers in forming a social club, but each body still retaining its professional association as a separate body. The Marine Club secured the top floor of the Dispensary Building, then newly erected on the site of the present Chartered Bank. The new premises were comfortable and convenient, and were occupied by the Marine Club until 1901, when they moved to the top floor of No. 3 Malacca Street. Through various causes the Marine Club went into voluntary liquidation in April 1905.

The Engineers' Association then secured the rooms in the Dispensary Building at Raffles Place, and occupied them until forced to leave owing to the demolition of the building to make way for the new Chartered Bank buildings. They then went to the rooms at present occupied on the top floor of the French Bank. On

taking these rooms the Association became incorporated on the 27th July 1914.

During its existence the Association has always worked for the maintenance and improvement of the status of its members. Unfortunately at times it has been in conflict with the shipowners over the questions of remuneration, this largely through the decline in the sterling value of the dollar and the increased cost of living. At times, too, they have been forced to approach the Government *re* manning of ships and ships' measurement, the *s.y. Sea Belle* being one case, the Government reducing the measurement of this ship from 500 tons to 50 tons, allowing her to sail with a native master and gunner, instead of a European master and mate, and also allowing her to sail with a chief engineer and driver instead of chief and second engineers as before.

THE MERCHANT SERVICE GUILD

The first Association of Mercantile Officers was formed in 1880, and had its club-room in Queen Street. Among the members were Captain Ross, Captain Daly, Captain Fripp, and Captain Moss. This lasted about three years. In October 1889 the Masters and Mates' Association was formed, and Captain J. Craig was one of its first presidents. This Association had a room in the Marine Club (founded in 1891), where the Chartered Bank now is, and did much good work. It considered the new Merchant Shipping Bill (1897), and sent into Government a useful Memorandum, one of the chief points being that local ships should be properly officered in order to lessen the danger to all shipping. It formed one of the negotiating parties in a strike for higher wages in 1902, and, at all events, gave the shipowners a responsible body to negotiate with.

Some years later, when the Association died out, the balance of funds was handed over to the South African War Funds. There followed a period of partial organisation, a branch of the Imperial Merchant Service Guild being established here. The present Merchant

Service Guild, which has still the support of many of the members of the former associations, was formed in 1912, having its first rooms in Coleman Street. It is now a strong association, with 150 members. Mr. Walter Makepeace was Hon. Treasurer of the 1890 Guild, and still is of the existing Guild.

In 1892 the Society became the Masters and Mates' Association of the Straits Settlements, the office-bearers being: President, J. Craig; Vice-President, J. Gray; Committee: Messrs. Daly, Dunlop, Sutherland, Fawcus, Cornwell, Kunath, Kempton, and Dunmall; Hon. Secretary and Treasurer, W. Makepeace. In 1894 the name became the Mercantile Marine Officers' Association of the Straits Settlements.

MISCELLANEOUS ASSOCIATIONS

Among the clubs which have permanently passed over, the Singapore Debating Society was an important one, and existed from about 1876 to 1896, when it was wound up on the 11th August. The Society numbered among its members many well-known names; Members of the Legislative Council and bishops-to-be attended its meetings. Messrs. J. D. Vaughan, Buckley, Knight, Shelford, Newton, and Galloway all took a keen interest in the debates, which sometimes took the form of a parliamentary debate. The Society met for many years in the Masonic Hall.

The Singapore Cycling Club also died in 1896, expending the balance of its funds in providing prizes for a twenty-mile road race. It had been formed in 1890 with twenty-three members, of whom only two, W. Makepeace and D. J. Galloway, are now in Singapore. R. Scoular and E. Wallace were secretaries. It promoted a good many road races, and secured a place for a bicycle race in the S.C.C. Athletic Sports of 1891.

In 1874 the Young Men's Cricket Club played on the Esplanade, J. C. Mitchell being the Secretary. This appears to have been associated with the Young Neptune Boat Club, which was established in 1870.

The Strangers' Friend Society in 1873 had for treasurer and almoner Major S. Dunlop, acting for him Mr. R. W. Maxwell.

THE SWIMMING CLUB

The Swimming Club dates back to 1893, being formed on the 14th November. The first bungalow was rented on the sea-shore near Sandy Point, but the encroachment of the sea caused that to be abandoned. In February 1894 the Club raised debentures and bought its present property, building the present Club House, and later the protecting walls, the concrete pier, and the diving stage. The Club rapidly grew in popularity and sportsmanship. P. H. Upton, who left in 1901 for Adelaide, was a valued captain for some years. Many old members have given cups and trophies for races, and the old S.V.A. swimming shield used to be raced for under the Club management. G. Wald, who lost his life in the Mutiny, was another strong supporter of racing, and Mr. W. A. Sims for years had charge of the onerous duties of Honorary Treasurer, and was for several years President. The Swimming Club has always been attractive to the young men of all nationalities, as well as to the seniors, who like to spend a quiet Sunday by the sea-side. Their regattas include one in the Empire Dock just as it was being completed, and since the War a couple have been held for charitable purposes.

SINGAPORE YACHT CLUBS

A Singapore Yacht Club was established at the time the first New Year Sports were held, 1834. Mr. W. H. Read was Commodore in 1867. It was revived in 1881, and the writer has a recollection that, some ten years later, Mr. J. P. Joaquim, who was a surviving member, said something like \$4,000 was to the credit of the Club in one of the banks. The unearned increment! In this (Centenary) year a third yacht club has just been started that looks as if it may achieve permanent success.

PHOTOGRAPHIC SOCIETY

The Straits Photographic Society was founded in 1889, Mr. D. C. Neave being instrumental in its formation. Dr. Murray Robertson was the second President. The Society carried on successfully for some years, among those closely associated with it being the late Mr. E. J. Robertson and Mr. George Brinkworth. It provided a dark-room for members, one being in Hill Street, and held many successful exhibitions. The exhibition in July 1894 reached a high level of work, there being twenty-two exhibitors, including Messrs. F. M. Elliot, J. B. Elcum, H. A. Crane, W. N. Dow, G. M. Dare, G. Brinkworth, E. J. Robertson, and A. W. Bean, this last-named being Singapore's amateur photographer *par excellence*.

CHAPTER XVIII

A CENTURY OF SPORT

INTRODUCTION

The first "Sport" Club in Singapore was the Billiard Club, formed at the instance of Mr. E. Boustead on the 1st October 1829, the admission fee being \$50 and the subscription \$4. No smoking was allowed in the billiard-room, which was to be open from 6 a.m. to 10 p.m. Members not attending a meeting were to be fined \$2. At the end of 1829 the subscription was raised to \$6, and Mr. W. R. George was elected Secretary. Nothing is known of what happened to the Club after 1830.

Fives appears to have been the next game, 1836, the court being where the Government Buildings now stand, and at that time play began at 6 a.m., taking the place of the early morning walk. As late as 1866 there used to be a dozen players or more in the court in the afternoon, apparently feeling still the obligation they owed to Dr. Montgomerie, to whom the fives players gave a dinner in 1836, "in testimony of the obligation they owed him for the introduction of such a wholesome and exciting sport." The second fives court was built in Armenian Street, and was not pulled down till 1886, to make way for St. Andrew's House. The Club survived in 1874, L. J. R. Glass being Secretary and Treasurer.

Racing was started in 1843 by the establishment of the Sporting Club on the 4th October 1842, and a two days' meeting was held on the 23rd and 25th February. The first race was at 11 a.m., being the Singapore Cup, valued \$150, and Mr. W. H. Read rode the winner. The

races were held on the same course as now, but the stand was on the Serangoon Road side. A race ball followed on the succeeding Monday, at the residence of the Recorder, and the advertisement in the *Free Press* especially mentions "Full Dress."

In the same year, March 1843, there was a regatta, with an entry of ten yachts, an account of it being given in Admiral Keppel's book.

Cricket was apparently played before this, for there is mention in 1837 of objection to some Europeans who played the game on the Esplanade on Sunday. It fell then into abeyance, for in 1843 it is recorded: "We have lately been much gratified by seeing the manly game of cricket resumed in this Settlement," a match being played between Singaporeans and the *Dido*. Towards the end of 1852 a meeting was held to establish the Singapore Cricket Club. A Young Men's Cricket Club on the Esplanade in 1871 was no doubt the precursor of the Singapore Recreation Club.

The New Year's Regatta, the precursor of our New Year Sports, was first held in 1834. The paper for 1837 contained a long account of that year's events. In 1839 there were both shore and water sports, which Buckley says did not differ much from those of the present day—"except that it was then a day set apart by the mercantile community to amuse the natives only"—which is surely their purpose to this day.

Lawn tennis is so modern a game that it is not even mentioned in Buckley, the same silence befalling football.

Swimming is first mentioned in 1866, when Mr. W. R. Scott allowed the use of his fresh-water bath at Abbotsford to certain subscribers. A staked bathing-place lasted for a year or two in the 'Sixties on a sand bank on the beach at Tanjong Katong, Mr. Charles Crane being the working member to carry out the wishes of subscribers at a meeting held to further the object in that year.

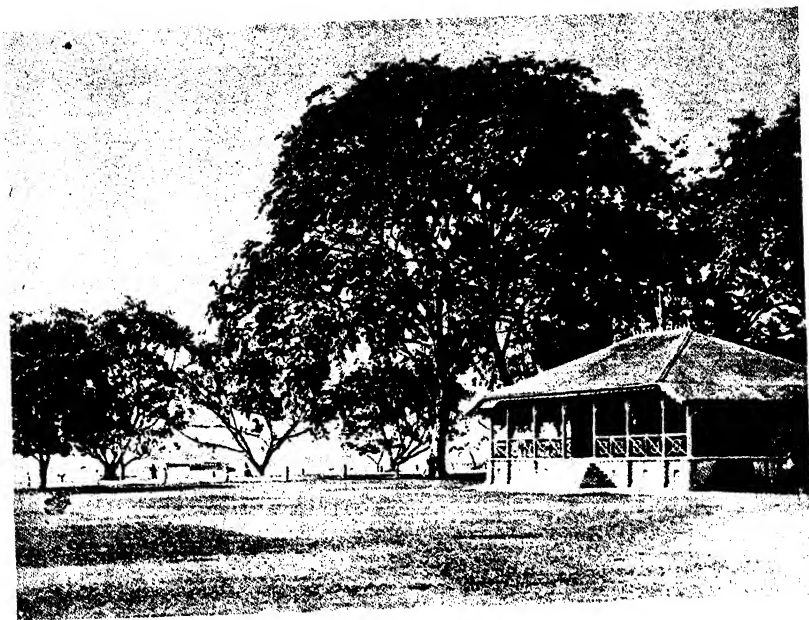
There was a gymnastic club in Scott's Road in the 'Sixties, Mr. T. S. Thomson being Secretary and

Treasurer, and as the Tanglin Club was established in 1865, in Stevens Road, no doubt there was a bowling alley attached to it then.

Here is a review taken from a newspaper in 1885, which gives an idea of the attitude of the clubs then as compared with the past :

“ In social matters a perfect revolution has been effected. Where formerly a miniature tent and a small boy stood on the Esplanade ready to accommodate any adventurous cricketer, there is now a neat pavilion, already far too small, and practically the whole European community present, eager each evening to indulge in whatever may be the favourite sport. The Eurasian community have followed suit on the east side of the Esplanade ; and so have the Chinese on Hong Lim's Green, where they may be seen playing cricket and lawn tennis in the evening ; and a pavilion is just rising from the ground for their club. Last, but certainly not least, the fair sex make the old Dhoby Green, in Orchard Road, into an arena for a scientific display of lawn tennis, which attracts not only many players but sympathetic admirers as well. On the other hand, the fives court, which used to be the evening haunt of many choice spirits, is never opened. In its place we find the Rowing Club, whilst a polo club has just been started with every prospect of success. The Racing Club is still to the fore, but its calibre has not improved since the days of ‘ Sydney,’ ‘ Toxophilite ’ and ‘ Cavanagh.’ The Town Club, however, has greatly changed for the better. Formerly commenced in one of the old houses on the beach, it was moved from one small upstairs room in the Square to another, and has now a large handsome building close to Johnston's Pier ; its members, which were few and almost exclusively commercial, are now large, and its constitution quite cosmopolitan.

“ On the other hand, the happy family of the past has followed the tendency of the age and broken up into cliques, who have few social pursuits in common outside the limits of their club grounds and premises. Not many years ago everybody was acquainted with all the other residents, and what concerned one concerned all, whether for weal or woe. Things now move



THE SECOND S.C.C. PAVILION.



THE THIRD S.C.C. PAVILION.

a great deal too fast, and the race for livelihood is too keen for busy men to find time to acquire an intimate knowledge of their many neighbours and take an interest in their affairs. A few formal dinners during the year for civility's sake disposes of all that is considered due to Society, the rest of the time being devoted to a small knot of intimates, who alone are known and cared for, and who form one of the little worlds revolving round the sun of Government House.

"Increase of Europeans and daily dependence on the telegraph lines have, therefore, in this respect, brought about the reverse of improvement. Kindly actions, friendly deeds, and charitable thoughts become gradually less year by year, whilst the little worlds in their ill-governed circuits of revolution collide and give out showers of mud and squibs, instead of friendly streams of light."

Towards the end of 1852 a meeting was called to establish a Cricket Club. Tradition—well-founded—has it that the cricketers used to keep their gear in a part of the Masonic Hall, then at the corner of Coleman Street, and there was no bar. Later a tent used to be pitched for the players and a tamby dispensed refreshments obtained from the hotel. A pavilion was next built under the big trees at the western corner of the Esplanade, and remained there till towards the end of the 'Seventies. The next was built in the middle of the end of the ground, and was in existence from 1877 to 1884. The third was built on the present site, but occupied very much less space. Finally the present pavilion was built, using the centre block of the old building and being opened in 1907. The cost was \$48,415, and many members contributed to the furnishing of the building. What was the early membership of the S.C.C. is not to be found, but by 1891 there were 378 members, increased to 518 by 1901, 762 in 1911, and reaching the highest point in the year war broke out, 878.

According to the 1861 Directory, the Singapore Cricket Club was established in 1859, and the membership given in the Directory comprised twenty-eight names, given

in full, with George Armstrong as Secretary. This is the George Armstrong mentioned in Buckley, who died in Manila in 1901. Among the well-remembered members in 1861 were C. E. Crane, James Lyall, J. M. Purvis, and Sam Gilfillan. In 1864 W. Allen was Secretary and Treasurer; in 1866 Thos. O. Wright, who, according to the early Colonial records, applied to Government for permission to relay a portion of the cricket ground. In 1868 E. B. Souper, an accountant in the Chartered Bank, was Secretary and Treasurer, and he applied to Government for permission to build a pavilion, but it was not erected till 1877. No list of Committee is given. In 1875 R. G. Stiven was Secretary, and enthusiastic members carried on the honorary duties of the office throughout the early history of the Club. The Government letter stating the terms on which the Club is allowed to use Raffles Plain is dated the 9th March 1891.

In the past forty years the Club has held a high position among the young men, and among its officers are to be found the names of those who became in other ways famous such as, John Anderson, E. W. Birch, C. Stringer, and E. M. Merewether, but the record for service is surely held by Mr. G. P. Owen, who joined the Committee in 1880, when Mr. John Anderson was President, and has held the post of Honorary Secretary or Secretary ever since 1886, save for brief intervals of leave, when Mr. C. J. Davies, J. M. Fabris, and F. Deason acted for him.

The Club has been first of all for cricket; but other branches of sport were brought in, such as Association football in the late 'Eighties, hockey in 1893, lawn bowls, and, first of all, lawn tennis. Athletic sports were vigorously encouraged, though not held regularly. In 1891 C. H. Lightfoot was the champion athlete with forty points, in 1893 Allen Dennys with twenty-six, his brother Freddy running him close with twenty-four points. F. O. B. Dennys came on in later years, being champion in 1895 with thirty-seven points, H. A. E. Thomson second with twenty-nine points; but Freddy's

best year was 1896, when he won the hundred yards, the hurdles, the 150 yards, 220 yards, and the broad jump—fifty-one points. Interest fell off in athletics from then, and though good paper entries were secured, the starter found few under his pistol on the day. Athletic gymkhanas were held in 1908 (R. L. Cuscaden winning the Championship Cup) and in 1913, when the best men were L. G. Byatt and R. G. Pash.

Having taken a general view of the establishment of sports and games in Singapore, we now turn to the individual games and the clubs associated with them.

CRICKET

The Esplanade and cricket have always been associated, the ground being shared by the S.C.C. and S.R.C. It must be remembered, however, that the old Esplanade was but half as wide as the present. According to Coleman's map of 1835, the widest part between the roads was less than 80 yards, and in the 'Eighties Sir Stamford Raffles's Statue stood nearly on the edge of the sea—it was placed there on the 27th June 1887, and the new ground took a lot of preparation before it was fit to be played on. In 1890 it is recorded that the S.C.C. decided to have two lawn tennis tournaments a year "now that the Esplanade has been enlarged."

The first recorded cricket match was played on the 14th October 1852, under the title of "A Picked Eleven against the Club." There were six on one side and nine on the other. The picked lot made 11 in the first innings and 1 in the second; and the Club, making 14 and 12, won easily. The second match was played a week later, under the title of "A Scratch Match between Sixteen Gentlemen." There were eight on each side, and the totals were more respectable. One side made 52 and 18, and the other 49 and 53. Lieutenant J. W. Rideout (Staff Officer of the 43rd M.N.I.) made 37 not out and 11, and was the hero of the match; Robert Harvey (McEwen and Co.) 24 not out, did the best on the other side.

In March 1853 the first eleven-a-side match was played. The sides comprised three Armstrongs, three Cranes, John Little, Thomas Scott (Guthrie and Co.), Archie J. Spottiswoode (Wm. Spottiswoode and Co.), F. A. Brett (Ensign 43rd M.N.I.), Robert Harvey (McEwen and Co.), Robert Jardine (Syme and Co.), James Watson (Guthrie and Co.), R. B. Read, H. W. Wood (Syme and Co.), F. W. Dobree (Ensign 43rd M.N.I.), C. H. Wilsons, J. Sparkes (P. and O. Company), Lieutenant Rideout, and J. M. Purvis (John Purvis and Son).

No further matches are recorded in the score book till June 1860, when the Club played a match against the Garrison, consisting of the 40th Madras Native Infantry and the 11th Punjaub Infantry. The Club won by 76 runs, their top scorers being: D. Paterson (Middleton, Harrison and Co.) 26, J. Murray (Syme and Co.) 25, J. S. G. Jellicoe (P. and O. Company) 15, and J. W. Armstrong (George Armstrong and Co.) 15 runs.

In September 1863 the Club played a team from H.M.S. *Severn*, a frigate, and beat them by 78 runs: J. Murray 24, T. S. Thomson (John Purvis and Son) 17, C. Crane (Stelling, Hooglandt and Co.) 17, and Sherwood (Chartered Bank) 15.

In April 1865 a hundred runs were made for the first time as the total of one innings. The occasion was a match between the Royal Artillery and the Singapore Cricket Club. The former scored 88 and 72 and the latter 110 and 47, an exciting match ending in favour of the Artillery by three runs. The top scorers for the S.C.C. were L. J. R. Glass 29 and 10, and James Greig 21 and 2.

In April 1867 the Club played a match against the Army and Navy, the ships in harbour being H.M.S. *Wasp*, a sloop, and H.M.S. *Satellite*, a corvette. The S.C.C. scored 238 in their first innings, L. R. Glass going in first and carrying his bat for the magnificent score of 118 not out, A. D. Forbes 36, E. J. Smith 10, and C. B. Buckley (A. L. Johnston and Co.) 12. The



(SIR) E. W. BIRCH.



A. H. CAPPER.

match was not finished owing to the two ships leaving the port. Glass's 118 was the first time the 50 mark was passed, and the century was not again reached till 1871, when E. H. Watts, Civil Service, made 111 against the 10th Regiment, and 1885, E. W. Birch 131 against the R.A.

Cricket was in its hey-day in the 'Nineties. Big matches were arranged against the Native States and the neighbouring colonies of Hongkong, Ceylon, and Shanghai. In January 1890 the S.C.C. sent a team up to Hongkong, which suffered defeat at the hands of both Hongkong and Shanghai. The following year, at Singapore, the Straits had their revenge against Hongkong, beating that team as well as Colombo, and Colombo beating Hongkong, while the Straits drew against a combined team of Hongkong and Colombo, a similar result following in the match Ceylon *v.* Native States. The cricket lasted a fortnight in this year. Mr. G. P. Owen, who had been Secretary of the Club and had arranged these matches, was given a complimentary dinner when going on leave in 1893.

Among the records of the Club is a list of averages from 1868, in the handwriting of Sir Ernest Birch. It shows that L. R. Glass headed the averages in 1868, 1869, and 1870, R. W. Maxwell (Police) and A. M. Skinner (Colonial Secretary) coming next. F. A. Swettenham was second in 1871 and first in 1872. E. W. Birch appears in the first three in 1880 and 1881, and among others are the names of Dr. T. C. Mugliston (Colonial Surgeon), P. T. Evatt (later of Lyall and Evatt), and E. M. Merewether. Between 1878 and 1887 Birch played 133 innings, ten times not out, made 2,741 runs, and bowling 1,020·3 overs secured 288 wickets at the cost of 8·2 runs per wicket.

It was perhaps due to an exhibition given on the Esplanade on the 25th February 1882 by Lord Harris, Lord Zouche, and Mr. Tufnell that the revival was due. In that year a purse was presented to Mr. C. Stringer in appreciation of his services as Hon. Secretary to the

S.C.C., and on the occasion of his wedding to Miss McNair. The Perak cricket team came down at Christmas 1889, and early in the next year the Straits team left on a visit to Hongkong. At the end of the year the inter-Colonial cricket matches were started, Hongkong and Colombo both coming here, and the game reigned supreme for a fortnight. In October 1892 the P. and O. *Bokhara* was lost on its way back to Hongkong with the Hongkong cricket team that had gone up to Shanghai to play that Settlement. In the following October (1893) the Straits visited Ceylon, and the match at Christmas was versus Penang. August 1895 saw the S.C.C. visiting Batavia, and in October 1897 a Straits team went to Hongkong, and had the satisfaction of beating both Hongkong and Shanghai, and also a combined team of the two by an innings and 231 runs. The S.C.C. cricket tournaments were instituted in 1898, and did much to improve the game. The shield given by a member was first won by the S.V.A., skippered by Captain W. G. St. Clair. It was in one of these matches, in 1907, that R. T. Reid (Paterson, Simons) put up the record score of 234 not out for the Merchants against the Garrison. Perak and Penang came down to Singapore in 1900, the home team suffering defeat by two wickets and one respectively. Selangor came in 1901, and we won by a wicket and two runs. It was in this match, we believe, that J. D. Saunders smacked Lawrie Dougal for eleven in two hits, off consecutive balls, much to the astonishment of the fast bowler, this hard hitting being only approached by "Slogger" Parsons (now a Brigadier-General, A.O.D.), who used to make a practice of breaking the tiles on the Municipal Offices. 1901 saw Singapore beat Perak handsomely by an innings and 123 runs. Two years Selangor was defeated, both at cricket and football, the latter game being associated with visiting teams since 1900.

A point worthy of note about this time was the fine cricket played by H. L. Talbot, who skippered the Straits teams for the Hongkong and Shanghai matches.



W. L. Carter.
H. W. Sharp.

M. H. Whitley. C. R. Barkshire.
R. McKenzie. J. G. MacLaggart. A. G. Wright.
D. Kerr.
A. B. Voultes.

THE S. C. C. CRICKET XI, 1902.

The players included G. P. Stevens (a lawyer in partnership with S. R. Groom), A. B. Hubback (made a Brigadier-General during the War, to which he went from the F.M.S.), M. H. Whitley, A. J. Woodroffe, R.E., T. R. Hubback, and J. G. Mactaggart, then in Latham and Mactaggart, brokers. Talbot had a fine record. He won both batting average prizes in 1892. The report for 1893 says: "A new bowler is wanted if the Club is to return to its old form"; but that may have been the reflection of the announcement that three centuries had been scored in the season, H. L. Talbot being responsible for 134 and 117. Perhaps as a further result J. G. Mactaggart was encouraged as a bowler, for he won the prize in 1895 for getting wickets at the cost of 6·79, Eric Maxwell coming next to him with an average of 9·2.

It is recorded in 1896 that the Club did not lose a match during the year, and in 1898 seventy first team and thirty-nine second team games were played. 1902 was another good year, Singapore playing Shanghai, Perak, Penang, and Selangor, E. Bradbery having the fine figure of sixty wickets at an average of 5·2 runs. The very next year, too, we beat the Negri Sembilan by an innings and 353, H. W. Noon making 117 and L. B. Hannaford 91. R. T. Reid had the fine batting average of 57·3, as well as taking forty wickets at an average cost of 8·7 runs.

In 1903 the Swettenham Trophy was given by Sir Frank Swettenham, to be open to competition by representatives of the clubs at Singapore, Penang, Malacca, Perak, Selangor, Negri Sembilan, and Pahang, playing in all inter-State, inter-Settlement, or inter-Colony or State cricket. It is awarded annually in December or January for "all-round excellence of the cricket played and the knowledge of the game displayed by each eleven." Singapore scored the first win, but Perak got it in 1906. The S.C.C. have won it seven times, Penang four times, Perak, Selangor, and Negri Sembilan once each.

In 1904 the Straits repeated the trick at Hongkong

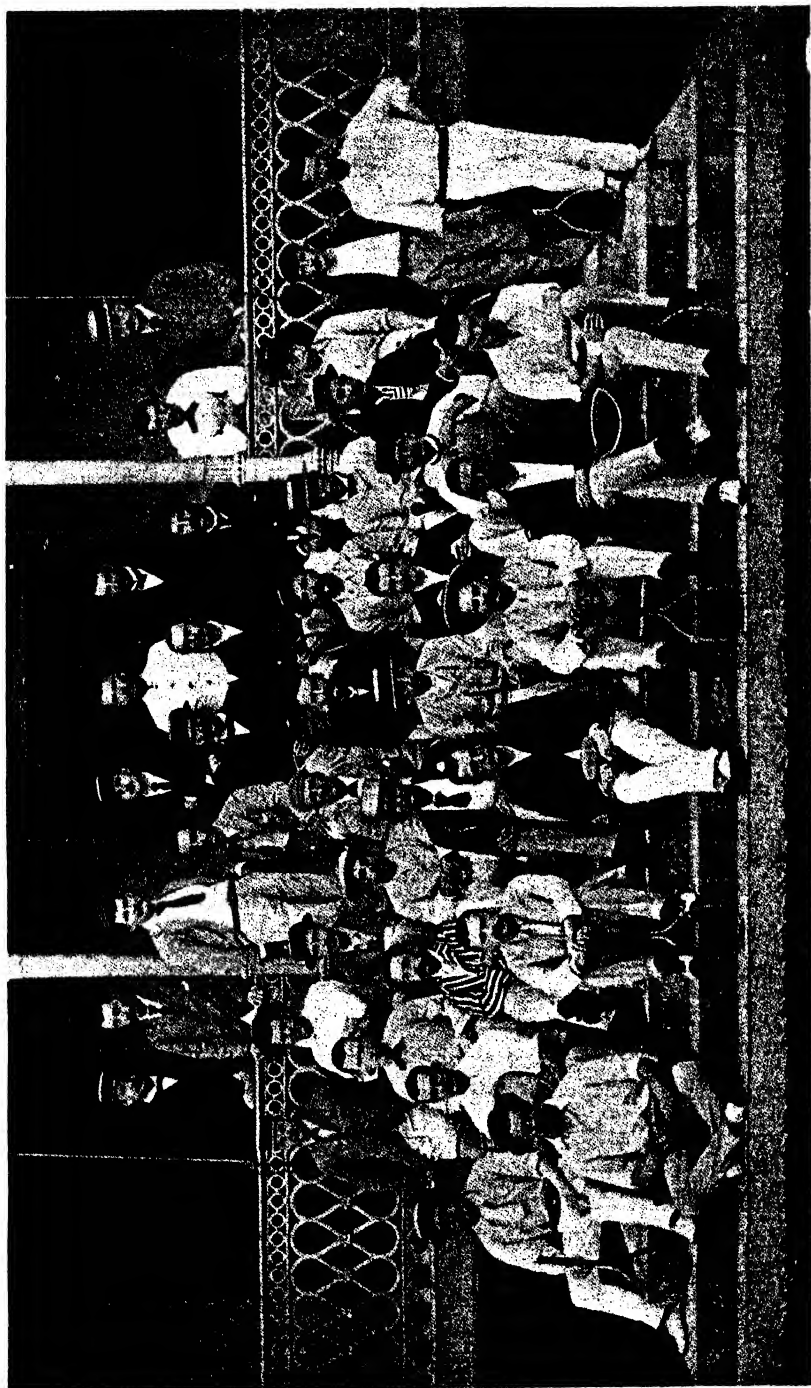
of beating both Shanghai and Hongkong, whilst at Easter in the same year Penang and Perak visited Singapore for the last time, and were very severely defeated. The tables were reversed when at Christmas Singapore went to Penang, also for the last time. In the game against Perak at Taiping a very fine innings was played by Capt. E. I. M. Barrett, at that time stationed there ; he put up 155.

The only visit to Burma by the Straits was in December 1906, the home team winning both cricket matches and the tennis doubles, Singapore having to be content with the tennis singles. The only outstanding feature of the cricket in so far as the Straits were concerned was a useful 75 by W. Dunman, who was first in and last out, also his last appearance in a representative match for Singapore.

The days of long excursions were now over, and the chief matches were between the parts of the Peninsula the Colony *v.* the F.M.S. series being inaugurated. The States won the first match by five wickets. The matches were played annually up to 1914, and the records show that the States won in 1905, 1906, 1907, 1908, 1909 (twice), 1910, and 1911. The Straits won in 1907, 1908, 1911, 1912, and 1914 ; draws in 1910 and 1913. Two matches were played in some years. The game played at Easter 1912 in Singapore was remarkable for the 109 of Dr. Scharenguival. In one over from M. K. Foster he put up 25.

The series Singapore *v.* Selangor commenced in 1900. The results are that Selangor won in 1900, 1902, 1914 ; Singapore secured victories in 1901, 1903, 1904, 1905, 1907, 1908 (by an innings and 47), 1911, and 1912 ; not played in 1906 and 1909 ; draws in 1910 and 1913.

In November 1909 Messrs. Noble, Laver, Cotter, Armstrong, and Hopkins returned to Australia via Singapore, after the conclusion of the Australian tour in England that year, and played two games on the Esplanade, much to the interest of the cricketing community.



Next year the Colony could only make a draw with the F.M.S., in favour of the latter. Although the Colony versus F.M.S. matches were looked upon as of more importance, Singapore continued to play odd games with Selangor, Negri Sembilan, and Malacca, that in August 1912, at Kuala Lumpur, being notable for an innings of 98 by A. Jenkins, while the game in Singapore in August 1913, was remarkable for an innings of 126 not out by R. L. L. Braddell. His innings materially affected the game, as overnight Singapore had lost six wickets for 70 runs, while the innings eventually closed next day for 295.

In the later years A. Jenkins, 1911-12, stands out as a sound bat. He won the average prize in both years, sixteen innings with an average of 45.3, and next season average 48, his highest score being 150. In 1914 four centuries were made, R. E. H. Oliver being responsible for two of them, R. L. L. Braddell and J. A. Scharenguival for the other two.

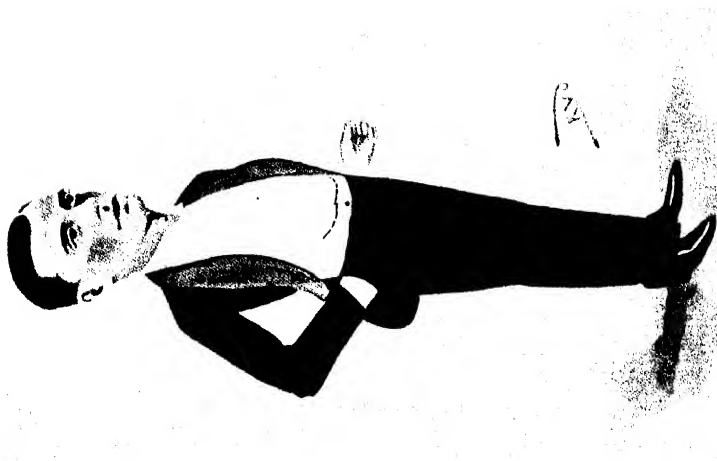
Another trophy, known as the Paget Cup, was presented in 1909 by Sir Ralph Paget, British Minister in Bangkok, for competition between the Straits and Siam. Owing to the difficulty of travel only two games have been played. That in January 1909, in Singapore, was won by Siam by 39, while the return at Bangkok, in December 1913, resulted in an easy win for the Straits.

LAWN TENNIS

The S.C.C. Lawn Tennis Championship was established in 1875, and in 1880 E. W. Birch wrested it from J. R. d'Almeida, the holder. The two tournaments a year date from the widening of the Esplanade (1890), and a list of the winners from 1884 shows that G. P. Owen won it at the Spring Tournament that year, and eight times subsequently up to as late as 1893. R. W. Braddell won it three times in 1884-5, and then again five times between 1894 and 1898. A. H. Capper (Civil Service), a wearisome but accurate lobber, won it four times. Captain Ainslie has four wins to his credit,

1895-7, sharing honours in those years with R. W. Braddell. F. Salzmänn and Gaunt came in with 1902, the former with eight wins and the latter with five. Is ability at the game hereditary? At all events Mrs. Salzmänn had won the Ladies' Championship in 1891. The Spring Tournament of 1909 was killed by the weather, and then A. D. Cox won three times in succession. The tournaments have grown so enormously since then that any record of the winners of the chief events would be prodigious. But it must be noted there have been some very excellent pairs: G. S. Brown and J. G. Mactaggart, who beat Ingall and Stewart (Perak) in 1890; Owen and Hooper, who won the Profession Pairs in 1892, and beat John Anderson and G. Muir; R. W. Braddell and F. M. Elliot, who carried off the Profession Pairs "with ease" in 1893, and again in 1894, beating E. M. Merewether and Egerton.

The Law has been remarkably successful in the Profession Pairs. R. W. Braddell and H. W. H. Cumming (Donaldson and Burkinshaw) wrested it from the Merchants, G. Muir (Paterson, Simons) and W. E. Hooper, in 1891, though John Anderson and Muir recovered the honour in 1893, beating R. W. Braddell and Elliot. The Braddell and Elliot combination then started their career of victory. They won the doubles handicap and the Profession Pairs, both tournaments of 1894, the doubles championship in spring 1895, and the doubles handicap and the Profession Pairs at both tournaments, again winning the Profession Pairs in 1896, 1901, and 1904. In 1905 Cleaver and Perkins (both Drew and Napier) kept the event in their hands, till Salzmänn and L. E. Gaunt came in again to win in 1906. Upcott and Terrell (also Drew and Napier) won in spring 1911, Gaunt and Perkins in autumn. The two Terrells beat another law team, Gaunt and R. L. L. Braddell in 1913, Salzmänn and Braddell (R.L.L.) won in 1914, Gaunt and C. V. Miles (Rodyk and Davidson) in 1915, a remarkable series of wins in a scratch event.



R. W. BRADDELL.

Profession Pairs, 1893-96, 1901, and 1904.
Caricatures by R. W. Braddell.



F. M. ELLIOT.

The championships (spring and autumn) since 1910 have been won as follows : 1910, A. D. Cox, A. D. Cox ; 1911, A. D. Cox, L. E. Gaunt ; 1912, A. D. Cox, C. M. Howe ; 1913, F. Moding, F. Salzmänn ; 1914, F. Salzmänn ; 1915, L. E. Gaunt ; 1916, J. A. Dean ; 1917, J. A. Dean ; only one contest a year taking place in these latter times.

RUGBY FOOTBALL

A great institution was the rugger match between Scotland and the rest of the world, on St. Andrew's Day. For the rest, the matches have been dependent on the rare presence of a naval team, or special visiting teams. Singapore *v.* Selangor has been played most regularly, the wins being Singapore in 1902, 1904, 1906, 1908, 1916, and 1917 ; Selangor won in 1910, 1911, 1912, and 1913 ; draws in 1905 and 1907 ; and the match not played in 1914 and 1915.

ASSOCIATION FOOTBALL

Association football commenced to be played by the engineers on a piece of ground at Tank Road about 1889, and R. Scoular and James McKenzie used to go down and play with them, prominent among the first players of the game being J. Lawson, C. Lightfoot, of the O.B.C., and Raymond, of the Telegraph Company. The S.C.C. team was soon after formed by Scoular and McKenzie, and the Association Challenge Cup was established in 1892. An excellent team in the early days was put up by the S.V.A., and included such stalwarts as Scoular, McKenzie, Allen Dennys, Plumpton, and later took in some excellent bank men. The team in one season scored 87 goals, only 5 being registered against it. The winners of the Association Challenge Cup since the beginning have been : 1892, Royal Engineers ; 1894, Lincolns ; 1895, Royal Artillery ; 1896, Fusiliers ; 1897, Rifle Brigade ; 1898, R.A. ; 1899, K.O. Regiment ; 1900, 12th Company R.G.A. ; 1901, S.C.C. ; 1902, R.A. ; 1903, S.C.C. ; 1904, Harlequins ; 1905, Sherwoods ;

1906, Sherwoods ; 1907, B Team West Kents ; 1908, West Kents ; 1909, Middlesex ; 1910, Middlesex ; 1911, Buffs ; 1912, Buffs ; 1913, K.O.Y.L.I. ; 1916, Shropshires. The first Singapore *v.* Johore match was played in 1894.

The military teams have always made a good fight for the cup. On one occasion the two teams, the West Kents, we think, played about eight matches before spoiling the record of repeated draws. About the fifth time the reason for the extraordinary record began to dawn on the authorities. The Tommies got off to town for the day with expenses paid down, they were well entertained, and had a chance to make a bit on the book. Why, then, spoil a good thing ? A decision was finally arrived at on the second time of playing on the Tanglin ground.

The Football League was started in 1904, and also had a good effect in stimulating interest in the game. Generally the military teams have pulled off the event.

The native population took to the game very kindly, and established their own league games, Malay and Chinese, and the matches are generally pretty hard-fought games.

In the classic matches, Singapore *v.* Selangor, the results of games have been : no results for 1900, 1902, and 1905 ; Singapore won in 1901, 1904, 1907, 1908, 1911, and 1913 ; Selangor won in 1912 ; draws in 1903, 1906, and 1910 ; not played in 1909.

HOCKEY

The game was introduced in 1892, the first game being played on the 28th November. It has had many fluctuations, a good player like Mr. H. A. Mason, or an enthusiast like Percy Gold (Evatt & Co., killed at the front in 1917), or a good hockey regiment, helping to keep up the interest. In 1906, for instance, over fifty games were played, and evoked considerable enthusiasm. The matches against Selangor have resulted as follows : Selangor won in 1904, 1909, and 1913 ; Singapore won

F. Apps. G. P. Owen.

Sir Arthur Young. J. McCubbin.



C. Costigan. F. E. Gallimore. J. Henderson. G. Chapman.
D. Baird. W. C. Phipps. M. B. Brockwell. E. W. Fulcher. H. L. Weir.
J. P. Mackay.

THE FIRST S. C. C. TEAM TO WIN THE FOOTBALL SHIELD.

in 1906 and 1911; draws in 1907, 1908, 1910, and 1912.

LAWN BOWLS

This game was first played in the 'Seventies, prominent among the players being M. S. Taylor, G. P. Owen, C. Paterson, and C. H. Lightfoot. It was revived in 1898, and tournaments have since been pretty regularly held, when, if not large in number, the entries prove the presence of a number of keen players.

POLO

This game presupposes a sufficient number of trained ponies, plenty of good riders and keen sportsmen, and some amount of money to keep up the stables. All three have not been uniformly found in Singapore, and the cult of polo has therefore flourished and decayed from time to time, depending upon the energy of a few players and often the presence of a sporting regiment. The game was introduced in 1886, E. W. Birch (now Sir Ernest Birch) being Secretary *pro tem*. W. C. Symes, of the P. & O. Company, was a great supporter of the game then. But apparently the game was dropped, for we find the Club in 1904 claiming to have been formed only in 1899. The game was flourishing in 1904, it being stated that there were twenty-four players, each with two ponies. They asked for a third day a week, on the Racecourse, the Raffles Reclamation ground being too narrow. Captain C. R. Molyneux therefore asked the Sporting Club for more facilities. The Golf Club pointed out that their players averaged forty-six a day, and that they could not see their way to giving up the other day. Eventually a new ground was found in Balestier Road, and several successful gymkhanas and games were played there. The King's Own Regiment were great sports, and the Club flourished during their stay, and when they left a cup, keen contests followed. Then Sir Frank Swettenham was a great supporter of the game, and the contests with Selangor were generally full of interest.

In 1900 Prince Henry of Prussia, who was out here in the *Deutschland*, joined in a game, and presented a cup to the Club. In 1901, the Civilians beat Civil Service ; 1902, Civil Service beat Garrison ; 1903, Civilians beat Military ; 1904, Manchesters beat Club ; 1905, Singapore beat Selangor ; in the following years the winners were Club, Club, Civilians, Middlesex, Middlesex, Selangor, and in 1912 Singapore beat Selangor. H.H. the Sultan of Johore formed a ground at Tyersall, and several gymkhanas were held there, the first occasion being given as the 18th February 1898.

Mr. C. Sugden, of the Borneo Co., was one of the hardest workers of the Sporting Club, and highly esteemed, though rather shy and reserved. An instance of this is called to mind that when the Duke and Duchess of York came to Singapore, a polo match was arranged with those accompanying the Royal party, the Club members finding the ponies, and Prince Adolphus of Teck being one of the visiting team. Mr. Sugden, as President of the Club, should have met the royal party, but he could not be induced to undergo the ordeal, and delegated Mr. G. P. Owen to do the honours. In 1898, when Mr. Sugden went on leave, the members subscribed a sum of money with which to purchase a souvenir of his services as Chairman of Committee and Clerk of the Course.

In the time of the Sultan Abubakar of Johore, when Tyersall was kept up in state, there was a drag hunt. The Sultan imported a pack of hounds, and A. Holley had the training of them, but the climate proved too much for well-bred dogs. Later a pack of beagles was imported, but they did not stand the climate any better. In the early 'Eighties a " Hunt Club Race " was included in the race meeting, and the members took part in it in their hunt uniform, dark green coat, brass buttons, black velvet peaked caps, white breeches, and top boots. Paper-chasing was the next form of horsemanship, and at times this has been keenly enjoyed ; but the advent of the motor-car and the disuse of other than racing horses



LADIES' LAWN TENNIS CLUB AS ORIGINALLY LAID OUT

have caused even this mild form of exercise to fall into abeyance.

LADIES' LAWN TENNIS CLUB

The Ladies' Lawn Tennis Club, according to the papers, was started by Mr. A. L. Donaldson (Donaldson and Burkinshaw), and by the 4th October 1884 the Club had seven courts going on Dhoby Ghaut—the same place as now, but infinitely more in the country, as the Museum was not in existence, the stream ran between earthen banks, and hardly one of the houses round Dhoby Ghaut was built. Mrs. G. P. Owen (then Mrs. Dare) lived at Carrington House, on the hill, and took great interest in the new Club. The minute-book shows the first meeting to have been held on the 30th July 1884, at Mrs. Rowell's house, there being present Mrs. Rowell, Mrs. Merewether (now Lady Merewether), Miss Donaldson (who became Mrs. P. T. Evatt), Mr. G. T. Addis (Mercantile Bank), and Mr. E. W. Birch (Sir Ernest Birch now). Mrs. Clementi Smith was invited to become Lady Patroness and Mr. Cecil Clementi Smith, Acting Governor, to become an honorary member. The minutes are confirmed as by M. G. Rowell, *Chairman*—this was before the claim to a full equality of the sexes was established. The first tournament was decided on at Mrs. Guthrie Davidson's house, and Mrs. Dare was one of the handicappers. Tournaments succeeded in regular succession, many handsome prizes being given. Mr. T. Cuthbertson gave a championship tray of the value of \$150, to replace one won outright by Miss Dennys (now Lady Murray). Mr. Cuthbertson's prize was won by Mrs. Howard Bentley, and H.H. the Sultana of Johore gave a cup valued \$200. Miss Dennys won the championship three times, and once after she was married (1896); Mrs. Lovell (wife of D. W. Lovell, of McKerron and Co.) nine times; Mrs. W. P. Waddell (a daughter of Colonel S. Dunlop) ten times; Mrs. Saunders won it in 1901, again in 1907, 1908, and 1912. The other winners since 1906 are Mrs. Gansloser, Mrs. Holden (twice),

Mrs. Ransford, Miss Feindel (twice), Mrs. Vowler (three times, 1915, 1917, 1918), and Mrs. Ferguson, 1916.

The Government permission to occupy the ground is dated the 29th May 1884. The pavilion was estimated to cost, painted and furnished, \$632.

THE SINGAPORE GOLF CLUB

The first definite proposal with regard to the formation of a Golf Club was made at the annual general meeting of the Sporting Club held in the Exchange Rooms on the 30th January 1891. Mr. Justice Goldney and Mr. R. N. Bland were prime movers in the matter, and proposed and seconded respectively the following resolution :

“ That this meeting approves of the Committee of the Singapore Sporting Club allowing golf to be played by members of the Singapore Sporting Club upon the Racecourse, subject to such play being under the control of the Singapore Sporting Club Committee.”

The resolution met with general approval, and after a long discussion was agreed to ; but it was definitely laid down that golf must not in any way interfere with racing or training at the course at any hour of the day, and that the game must be played by members of the Sporting Club only. Mr. Justice Goldney, Mr. Bland, and Mr. G. P. Owen met at the Racecourse on the 1st February 1891, went over the ground, and selected sites for nine greens and nine teeing-grounds, and on the following day one coolie was engaged at a salary of \$7 per month to prepare the links.

The above three gentlemen met at the Land Office, Government Buildings, on the 24th February, and it was agreed that Mr. Owen would act as Honorary Secretary and Mr. Bland as Honorary Treasurer. It was also agreed to write to the following gentlemen, inviting them to join a provisional committee: Hon. Major McCallum, R.E., C.M.G., Major Rich, R.A., Colonel Ellis, Hon. Mr. J. Finlayson, Hon. Mr. G. S. Murray, Mr. Justice Goldney, Messrs. R. N. Bland, J. R. Cuthbertson, Jas.



THE FOUNDER OF GOLF IN SINGAPORE
(Sir John Goldney).
Caricature by R. W. Braddell.

Miller, W. E. Hooper, C. G. Paterson, A. W. Stiven, C. Stringer, A. P. Talbot, and G. Bruce Webster, with Mr. G. P. Owen as Honorary Secretary.

A meeting of this provisional committee was held on the 1st April, when it was decided to support the formation of the Golf Club. Mr. Justice Goldney was elected Chairman of the provisional committee, and it was agreed to charge an entrance fee of \$2, and that the subscription be \$6 per annum.

A general meeting of members of the Club was held in May, when the following officers were elected: President, Mr. Justice Goldney; Hon. Secretary, Mr. G. P. Owen; Hon. Treasurer, Mr. R. N. Bland; Committee: Major Rich, R.A., Hon. Mr. J. Finlayson, Hon. Mr. J. W. Bonser, Messrs. James Meikle, C. G. Paterson, and C. Sugden.

The formal opening of the Club took place on the 17th June 1891, when a match was arranged. Mr. G. P. Owen resigned the hon. secretaryship in August, and Mr. J. B. Robertson was elected as his successor. Mr. J. B. Robertson was the first Captain of the Club, but was not elected to that office until the annual general meeting of 1893. Mr. Robertson is still a keen golfer, and is to-day Captain of the Golf Club at Medan. The total membership of the Golf Club on the 31st December 1891 was sixty. During the year the following competitions and matches were played: Handicap, won by Mr. A. Mackay; Scotland *v.* the World, won by Scotland by six holes; Married *v.* Single, won by Married by twenty holes; President's Prize, won by Mr. J. W. Bonser; the Club Championship (commenced September 1891), won by Mr. J. B. Robertson.

At the suggestion of the Penang Golf Club the Straits Golf Challenge Cup, which eventually developed into the Interport Challenge Shield, was instituted, and the match was played at Christmas. The conditions agreed on were that the competition should be played between four representatives of each Club over one round (nine holes) of the course; the Club gaining the

aggregate majority of holes to be the winner, and to hold the cup for the ensuing year. The first match was played at Singapore at Christmas 1891, and resulted as follows :

SINGAPORE		PENANG	
Mr. J. B. Robertson	. 2 holes	Mr. D. A. M. Brown	. 0 holes
„ P. A. Gillespie	. 1 „	„ A. L. M. Scott	. 0
Major Rich	. 2 „	„ A. G. Wright	. 0
Mr. A. W. Stiven	. 1 „	„ E. W. Presgrave	. 0

The Penang Club was also instrumental in starting the Straits Golf Championship, a competition open to members of both clubs, to be decided by the best score by strokes over two rounds of the course (eighteen holes), the winner to be entitled to hold the championship of the Straits Settlements for the ensuing year. The first championship was played at Singapore, and was won by Mr. A. L. M. Scott, of Penang, who returned a net score of 91, which in those days was considered a very fine performance. Mr. J. B. Robertson, Singapore Golf Club, was second, with a score of 94. The Club did not in those days possess a pavilion, so the members had to make use of the Sporting Club stands as dressing-rooms. Liquid refreshments were unobtainable, so it was decided to make Wednesdays and Saturdays club days, and on these days refreshments were obtainable by members on their signing chits. Wednesdays and Saturdays soon proved to be the favourite golfing days. There are two gentlemen still in the Colony who, if not original members of the Club, joined soon after its formation, Mr. W. E. Hooper and Mr. James Drysdale. Mr. Hooper still takes an active interest in the Club, and is a member of the present Committee.

Mr. Justice Goldney was re-elected President for the year 1892, and the Committee were : J. MacRitchie, P. A. Gillespie, C. G. Paterson, A. W. Stiven, J. Miller, and J. Meikle, with J. B. Robertson Hon. Secretary and R. N. Bland Hon. Treasurer. Mr. Justice Goldney

left the Colony in May 1892, and Mr. MacRitchie was elected President.

The Straits Championship was won by Dr. T. S. Kerr, with a score of 93.

At the annual general meeting held on the 30th January 1893 the following officers were elected: President, Sir Elliot C. Bovill; Captain, J. B. Robertson; Hon. Secretary, Mr. J. W. B. Maclaren; Hon. Treasurer, Mr. P. A. Gillespie; Committee: Messrs. C. Stringer, J. M. Allinson, R. Dunman, Surgeon-Captain Hindle, and Hon. Mr. J. W. Bonser.

Mr. MacRitchie was again President of the Club in May 1893. The subscription was raised to \$1 per month. The Monthly Medal Competitions commenced in March 1893, but no prize was given to the winner. The membership of the Club had by this time increased considerably, and the want of a club house caused great inconvenience to the members. Many schemes were submitted, but all fell through, and it was not until a joint meeting of delegates of the Sporting Club and the Golf Club met that any really feasible scheme was brought forward. Messrs. Adams, Cadell, and Carr represented the Sporting Club, and Messrs. MacRitchie and Maclaren the Golf Club. The Committee of the Sporting Club agreed to erect a building at a cost not to exceed \$3,000, and to maintain the same, the Golf Club to pay a rental of \$20 per month, the rent to be increased if it was found that \$20 per month was not sufficient to pay 6 per cent. on the capital and the maintenance. The offer of the Sporting Club was accepted, and the Club House was erected and formally opened on the 27th January 1894. In 1893 it was decided to limit the membership of the Club to 150, and that the Interport Match, Penang *v.* Singapore, should be an eighteen hole instead of a nine hole match. Penang won by 5 holes. Mr. A. W. Stiven, representing the Singapore Golf Club, won the Straits Championship with a score of 88. The Club Championship was won by Captain Barter. Dr. Mugliston won the March Medal and

Mr. W. E. Hooper the Bonser Cup. In 1894 Penang won the Interport by 2 holes, and Mr. David Brown, representing Penang, won the Straits Championship, with a score of 92. The record of the links to date was 9 holes, 39; 18 holes, 84, these scores being returned by both Mr. J. B. Robertson and Mr. A. W. Stiven.

The officers of the Club for the year 1894 were: President, Mr. J. MacRitchie; Captain, Mr. A. W. Stiven; Hon. Secretary, Mr. J. W. B. Maclaren, and Hon. Treasurer, Mr. J. D. Taylor. Among the medal winners in 1894 were Mr. H. V. M. Vade, March and April, and Mr. F. M. Elliot, December. In 1895 Dr. Fowlie was Hon. Secretary and Mr. C. Stringer was elected President, that post becoming vacant owing to the death of Mr. MacRitchie. It was in this year that the polo agitation recommenced. An application was made to the Sporting Club to allow polo to be played on the Racecourse. The Committees of the two clubs, Sporting Club and Golf Club, discussed the matter at a meeting, and various correspondence passed between the two clubs. The Golf Club stated that they could not agree to the proposal. The main contentions of the Golf Club were that polo had already been unsuccessfully started twice, and they did not think that such an established and popular club as the Golf Club should be interfered with, as both games could not be played at the same time, and polo would so damage a large portion of the ground as to render it unsuitable for golf. A special general meeting of members of the Golf Club was held in June, and fifty-two members attended. The members agreed with the action taken by the Committee, and passed resolutions to that effect by an overwhelming majority. The members of the Golf Club who took a prominent part in the discussion were Messrs. Stringer, T. Earle, A. Gentle, and J. M. Allinson. The result was that on the facts and correspondence being placed before the officers of the garrison interested in polo, they volun-

tarily withdrew their application for permission to play polo on the Racecourse.

During Christmas week 1895 a golf tournament was held, visitors from Penang, Batavia, and F.M.S. taking part. The championship of the tournament was won by Mr. D. A. M. Brown, who also won the Straits and F.M.S. Championship.

In 1896 Mr. Grigor Taylor was President, and Mr. H. V. M. Vade Captain. The Straits Championship played at Penang was again won by Mr. D. A. M. Brown, with a score of 81, up to date the lowest score on record.

At the annual general meeting in 1897 Mr. Grigor Taylor was again elected President and Mr. Stiven Captain. Considerable discussion took place on a proposition to raise the subscription from \$1 to \$2, and also on an amendment that the subscription be only increased from \$1 to \$1.50. Both motions were rejected, and Mr. Stiven resigned the captaincy, as there were not sufficient incoming funds to keep the course in order. Dr. Fowlie was then elected Captain. A special general meeting was held on the 9th April, to consider the financial position of the Club. It was proposed by the President that the entrance fee be \$2 and the subscription \$2 per month. The motion was again defeated, whereon the officials of the Club all resigned. Members who took a prominent part in the discussion were Messrs. Grigor Taylor, W. H. Shelford, Dr. Fowlie, Mr. Justice Leach, E. C. Ellis, Berdoe-Wilkinson, Egerton, and Makepeace. Mr. C. Stringer was elected President and Mr. T. E. Earle Captain, with Mr. W. H. Shelford as Hon. Secretary. At this period of the Club's history " bolshevism " appeared to be very rife. Mr. D. A. M. Brown won the Straits Championship with a score of 81. This was his third win in succession. In 1897 Mr. Vade held the record of the links : 9 holes, 36 ; 18 holes, 77. In 1898 Dr. Fowlie won the Club Championship for the third consecutive time, and therefore was entitled to keep the special gold medal presented by Sir John Goldney. The Straits Championship was played at

Penang, and won by Dr. Fowlie. The ladies' monthly medal competition commenced in April 1898, and was won by Mrs. J. D. Saunders.

In December 1898 the Committee of the Sporting Club gave permission for polo to be played on the links on two days a week. Mondays and Thursdays were the days selected. Colonel Pennefather, Captain Duff, A.D.C., and Mr. Symes, of the P. & O. Company, applied to the Sporting Club for permission to play polo on the Racecourse. Copies of the correspondence and resolutions of 1895 (previously referred to) were forwarded to them by the Golf Club, and it was thought this would settle the matter; but the then Committee of the Sporting Club, without consulting the members in general meeting, and against the weight of the opinion of a large number of members, gave permission for polo to be played. It is highly probable that had members been consulted in general meeting, permission to play polo on the Racecourse would never have been given. This action of the Sporting Club Committee was much resented by the golfing members of the Sporting Club, who now numbered 175, and from this date on there was always a certain amount of friction between the Sporting and Polo Clubs and the Golf Club. This was less prevalent when the Sporting Club was under the chairmanship of the late Sir Hugh Fort, and later under the chairmanship of Sir Evelyn Ellis all differences were amicably arranged. Mr. Gentle was President of the Club in 1899, Mr. Justice Leach in 1900 and 1901, and Colonel Oates in 1902. The Straits Championships were won by: 1899, C. J. Glassford, 84; 1900, G. Macbain, 85; 1901, C. J. Glassford, 84; 1902, A. B. Stevens, 85.

In 1903 Mr. F. Ferguson was elected Captain, and filled this position on many other occasions. Mr. Ferguson was one of the best captains the Club ever had, and took the keenest interest in the welfare of the Club. The members of the Club owe him a debt of gratitude for all he did for golf in the Straits Settlements. He won the Straits Championship in this

year with a score of 79, which constituted a championship record. In 1904 Hon. Mr. J. M. Allinson was President, Mr. Oliver Marks Captain, and Mr. C. W. Spriggs Hon. Secretary and Treasurer. Mr. Spriggs served for two years, and was a most efficient and popular officer. On his leaving for home the members presented him with a gold watch as a mark of their appreciation. The winner of the Straits Championship was Mr. T. F. Longmuir, of the Hongkong and Shanghai Bank, with a score of 85. Mr. T. de M. Braddell was elected President in 1905. The Straits Championship in 1905 and 1906 was won by Dr. R. A. Campbell, who each year returned scores of 81. The golf championship for all Singapore was inaugurated in 1905, and was won by Mr. C. V. Miles, representing Sepoy Lines Golf Club. In 1906 Mr. Oliver Marks was President, Mr. Miles Captain, and Mr. T. J. M. Greenfield Hon. Secretary and Treasurer.

At the general meeting held in 1907, Captain Young, C.M.G. (now H.E. Sir Arthur Young, G.C.M.G., K.B.E.), was elected President, Mr. Ferguson Captain, Mr. J. Waddell Hon. Secretary, and Mr. Odell Hon. Treasurer. In electing Captain Young to the presidency of the Club, the members were fortunate in electing a president who has always taken the greatest interest in the Club, and has been one of the keenest golfers. H.E. Sir Arthur Young occupied the position as President of the Club continuously from April 1907 until 1919, except for short periods when he has been absent from the Colony, and there is no doubt he has been the most popular official the Club ever had, and has done as much as any other golfer to further the interests of the game of golf in Malaya. His Excellency won many club prizes, in 1906 the gold medal, and in 1909 both the Spring and Autumn Cups.

In 1907 the Club House was altered and extended. Owing to the Racecourse being under water, the Straits Championship was played over the Garrison Course, and was won by Captain Kirkwood.

In 1908 Sir Arthur Young was re-elected President, Mr. Ferguson Captain, Mr. W. J. Mayson Hon. Secretary, and Mr. J. Henry Hon. Treasurer. The Straits Championship was played at Penang, and the conditions were altered from eighteen to thirty-six holes. Mr. D. A. M. Brown, of Penang, for the fourth time won the championship, with the excellent score of 154. Up to date (1919) this score has not been beaten.

The Straits Championship in 1909 was played at Kuala Lumpur, and was won by Mr. Miles, representing Singapore Golf Club, with a score of 164. In 1910 the Captain, Hon. Secretary, and Hon. Treasurer retired, and Mr. Crabb Watt was elected Captain, Mr. Mundell Hon. Secretary, and Mr. Cruttwell Hon. Treasurer. The Straits Championship was won this year by Mr. G. R. K. Mugliston, representing Singapore Golf Club, with a score of 158.

In 1911 Mr. E. F. H. Edlin was elected President, Dr. Finlayson Captain, Mr. Mundell Hon. Secretary, and Mr. Proctor Hon. Treasurer. Dr. Finlayson, one of the stalwarts of the Club, put in a lot of useful work as Captain on two occasions, and successfully carried out various improvements on the links. The Straits Championship, played in Penang, was won by Mr. J. C. Durward, representing the Penang Golf Club, with a score of 162.

In 1912 H.E. Sir Arthur Young, K.C.M.G., K.B.E., returned to the Colony as Governor, and graciously accepted the invitation of the members of the Club to be again President of the Club, and remained in office until he retired in 1919. Dr. Finlayson was elected Captain, Mr. W. J. Mayson Hon. Secretary, and Mr. Proctor Hon. Treasurer. In June of this year the Club celebrated the twenty-first year of its existence. The Straits Championship was played for the first time at Ipoh, and was won by Mr. J. L. Humphreys, representing the Penang Golf Club, with a score of 177.

In 1913 Mr. Mugliston was elected Captain, and with the exception of a few months in 1914, when he was away from the Colony, held this position until 1919, a record of

service. During Mr. Mugliston's captaincy the Polo Club was induced to leave the Racecourse and open a ground of its own, the Golf Club giving a liberal subscription to further that object. Mr. Mugliston took full advantage of this, and improved the links wonderfully; bunkers were erected and excellent fairways made, and under the Captain's supervision the course has been well kept since the improvements were carried out. Mr. Mugliston was undoubtedly a very successful captain, and did a great deal of good work for the Club. The Straits Championship was won by Mr. J. Crabb Watt, representing Penang, after a tie with Mr. J. M. Bell, of Selangor.

In 1914 Mr. Raper was elected Hon. Secretary and Mr. W. P. W. Ker Hon. Treasurer. Mr. Raper served as Hon. Secretary four years, and members are much indebted to him for the excellent way he carried out his duties and looked after their interests. On his retirement the members presented him with a suit-case and cigar-box. The Straits Championship was played at Kuala Lumpur, and won by Mr. C. J. Foot, after a tie with Mr. C. E. Winter, Singapore.

In 1915 Mr. Percy Gold was elected Hon. Treasurer, and on his leaving Singapore Mr. Ward accepted office. The Straits and F.M.S. Championship, played at Penang, was won by Mr. R. T. Reid, representing Penang. In 1916 and 1917 the officers were all re-elected. The Straits and F.M.S. Championship, 1916, played at Ipoh, was won by Mr. J. Crabb Watt, representing Penang. In 1917 and 1918 the Straits and F.M.S. Championship and club competitions were not played. In 1917 Mr. W. R. Forde was elected Hon. Secretary and Mr. W. P. Plummer Hon. Treasurer, and these gentlemen still hold office. Mr. W. Peel is the President of the Club and Mr. J. M. Sime Captain. The Straits and F.M.S. Championship was revived at Easter 1919, and was played over the links of the Club. Mr. J. L. Humphreys, representing Singapore Golf Club, was the winner, with a score of 155; Mr. W. R. Forde finished

two points behind. The competition records of the course are held by Mr. Forde, with a score of 72 for the eighteen holes, and 33 for nine holes. Mr. Haphreys, in practice, did nine holes in 32—4, 2, 4, 4, 3, 3, 4, 4. The best score for eighteen holes was returned by the Club professional Omar: 64 for eighteen holes—first nine, 3, 3, 4, 3, 4, 4, 3, 3, 5 = 32; second nine, 3, 2, 5, 4, 3, 3, 3, 4, 5 = 32.

The winners of the Club Championship are: 1891-2, J. B. Robertson; 1893, Captain Barter; 1894, Surgeon-Captain Hinde; 1895, J. B. Robertson; 1896-7-8, Dr. Fowlie; 1899, A. W. Stiven; 1900-1, Dr. Fowlie; 1902, F. Ferguson; 1903, Dr. Fowlie; 1904, F. Ferguson; 1905, Dr. Fowlie; 1906, Dr. R. A. Campbell; 1907-8, F. Ferguson; 1909, J. Crabb Watt; 1910, F. Ferguson; 1911, J. Crabb Watt; 1912, Dr. Finlayson; 1913-14, C. E. Winter.

RACING

In a preface to the Singapore Sporting Club Rules of 1896 the following account is given of the origin of the Club:

“The Singapore Sporting Club was founded in 1842, with the object of encouraging the importation and improvement of horses in the Colony by giving away prizes.

“The Government of the day gave to the Club, on its foundation, possession of the ground on which the existing course now stands. The course was made by the Club out of a swamp. On the 31st March 1867 the Government made a lease for 999 years, at a pepper-corn rent, of the land—fifty acres in extent—to Messrs. J. Cameron, W. H. Read, and C. H. H. Wilsone, as Stewards of the Sporting Club, on condition that the ground should be always kept clear of brushwood and be maintained in good order, to the satisfaction of the local Government, as a public race ground and rifle practice ground for the troops stationed in the Colony and the Singapore Rifle Volunteers. The present Trustees are Messrs. J. R. Cuthbertson, Theo. Sohst, and S. R. Carr.”

All subscriptions and donations are vested in the Club, which is accountable for the proper application thereof.

Mr. W. H. Read, one of the original promoters of the Club, was then an honorary member, the others being the Governor, Sultan Ibrahim of Johore, and the Rajah of Sarawak, Sir Charles Brooke. The same book says: "The Singapore Sporting Club is from the 7th day of January 1896 associated with the Penang Turf Club, the Perak Turf Club, the Selangor Turf Club, and the Sungei Ujong and Jelebu Gymkhana Club, under the name of the Straits Racing Association." Three days' races were held in 1844, in the mornings, and on the preceding evening of each day a dinner was held in the Grand Stand, open to all members. At the March races of 1845 a four-in-hand club (ponies) turned out with a drag, as a novelty, but one can hardly suppose that Daddy Abrams's custom of a drag to the Derby when at home (for which he gathered all the Straits racing people) was based on this primitive turnout, or the drag which he used on Mafficking Day to go to the Singapore Club and Government House.

In 1867 the stewards included W. H. Read, A. T. Carmichael, T. Scott, C. H. H. Wilsone, and the Honorary Secretary was John Cameron, who afterwards became proprietor of the *Straits Times*. The personnel changed but little for many years. There were three honourables in 1874—J. W. W. Birch, the father of Sir Ernest, T. Scott, and W. R. Scott, John Cameron being still Hon. Secretary. The cheerful R. I. Harper, who was then acting manager of the Chartered Bank, and afterwards became a broker, was also a Steward.

In the 'Seventies interest in horse-racing lagged a little, and there was a lament that professional riders were replacing gentlemen. Abrams, Jinks, and Marshall were in their prime. In 1878 five China ponies were brought down, but proved troublesome animals.

In 1880 there were two days' racing, and six events on each day. W. H. Read was the judge, S. Gilfillan a starter, John Fraser and Charles Dunlop clerks of scales,

C. Stringer and J. Miller among the Committee. The Singapore Derby was valued at \$150, for all ponies, and was won by Mr. A. Huttenbach's Moracia, a Penang horse being second, the riders in this race being Clarke, Abrams, and Marshall. The Maharaja of Johore had entries in four races.

In 1884 the Derby was worth \$200, and China ponies were raced. There was also an event for hack gharry ponies ; the race-book was issued by Fraser and Neave. Jockeys at the autumn meeting were Dallan, A. Holley, Abrams, Mr. E. L. Rae (T. E. Earle, Adamson, Gilfillan), Marshall, Mr. Howden (Mr. C. Sugden), and Mr. Paterson (Cosmo). Next year the butts on the Race-course, which had not been used because of danger since 1870, were removed. A batch of Burma subscription griffins was obtained for the spring meeting of 1886, and there was one hurdle-race on each day.

By 1884 W. A. Cadell had come in as Honorary Secretary and Clerk of the Course, and at this time the paper records :

“ At the November race meeting amateur jockeys were greatly to the fore. Mr. C. Sugden won the Derby and two other races, with five seconds out of ten mounts ; Mr. ‘ Rae ’ (T. E. Earle) had six firsts and a second ; Mr. Allinson could only get seconds ; ‘ Daddy ’ Abrams won four races and Dallan two. Mr. Hullett owned a horse, Tewfik Bay, which won the Ladies’ Purse.”

A change came later, for at the 1887 spring meeting Mr. E. L. Rae (T. E. Earle) won five races, against Abrams six, Mr. Sugden one. In the autumn races Mr. Curpejee (J. Paton Ker) won two, Mr. Rae and Abrams three each.

In 1882 A. P. Adams was Honorary Secretary—his close interest in racing was maintained up to the time he left the Colony. “ J. Fraser and D. C. Neave conducted the Club lotteries,” and the race-book was printed at their establishment, the Mission Press. S. R. Carr, “ Pendek,” of John Little and Co., came into the field as a



"MR. CURPEJEE"

(J. Paton Ker).

Caricature by R. W. Braddell.

racing man of the best. In 1896 he presented a Derby Shield to the Club. The first number of the *Straits Racing Calendar* was printed in April 1897, and was evidently needed, as in January of the previous year the griffins arrived by the *Fazilka*. Vanitas won the Viceroy's Cup in 1898, and \$100,000 is said to have come to Singapore.

Matters went fairly smoothly for some years, and the Club grew in wealth and popularity. The stands were rebuilt and the course vastly improved. There were some throwbacks to the sport, as when in the 'Eighties a member appealed against the decision of the Committee removing his name, and the case went into Court. Then, in 1901, the Sultan of Johore resigned the Sporting Club over the importation of a horse from Australia. The Place Tote was introduced at the November meeting in 1903.

The success with Tan Boo Liat's Vanitas led at different times to other raids being made on Calcutta, but on the whole they cannot be characterised as very successful. Amongst horses which have been sent there from the Straits were Essington and The Idler about 1904, and Seddon, Severity, and Phonograph some seven years later. Calcutta in its turn has contributed some horses to the permanent racing records of the Straits, of which the most noted, probably, of recent years was Acetine, brought down by Mr. Payne Gallwey, which won the Governor's Cup at the 1906 autumn meeting, a powerful grey that had not had the best of luck in the big Calcutta events. Others that have come at various times have been Too Late and Pretty Boy. Of the former, who raced in Calcutta as Bridge Knight, the most notable characteristic was his rooted aversion to starting. Time after time he was left stuck at the post, and although he won many races, no one ever knew whether he was going to get off. It is related that after a series of such displays of obstinacy Duval once got up on him when the stable had their money on wearing big spurs and carrying a heavy whip. When the gate went up, in went the

spurs and down came the whip with such a will that Too Late was so startled that he galloped to the front, and was never headed.

In the period about 1900 to 1904 the leading men were C. Sugden, T. Earle, H. Payne Gallwey, Hugh Fort, and others. Kirwan and Holley headed the jockey lists, and Peerbux was riding well. Peerbux, by the way, more than once brought off a remarkable surprise in the griffin races, of which he seemed to make a speciality, and he was also the rider of Halopin, which, with one exception, paid the highest dividend on record. Halopin in 1908, after a long series of failures, came in first over R.C. and a distance, and paid the handsome sum of \$497 per ticket. It is worth recording that he won only one other race. A story current at the meeting was that the wife of an important personage in Singapore then had as her cavalier that day a young man newly out to the East, and she asked him to take a ticket for her on Halopin. Neglecting to do so, he did not dare to confess the omission, and, being assured by all the experts that the horse had not a ghostly chance, felt safe. When Halopin rolled home he had sorrowfully to admit to himself that more than his first month's salary would be required to pay the lady's winnings! The biggest dividend on record is that of Daffodil, ridden by Mr. Paton Ker in 1888 in a steeplechase, which paid \$700. In 1903 Bugler, ridden by Stony Wall—the last ride he had—got in front on a muddy course and won, paying \$427, but curiously enough only \$8 for a place, which showed lack of the gamblers' risk on the part of his supporters. Postman, Noel Trotter's griffin, paid over \$400 if memory serves. Maninga in 1908 paid \$221. Bargee in 1904 paid \$157 and \$70 for place. The Monk in 1912 paid \$321, and Diddle, in 1916, justified his name by returning \$291. Generally these heavy dividends do not come often, and seem to be less frequent now than they were.

Back in the 1904 period the old stables and buildings

were rebuilt, the present new tote and stand being put up in 1910. A Calcutta visitor in 1901 recorded that Singapore had a better starting machine than Calcutta, "a most excellent one, the invention of a local engineer." This inventor was D. D. Mackie. The first place tote was a small attap-roofed shed, near where the Secretary's office is now, and in those days sometimes under \$5 was paid out to a winner, a habit which has since been corrected; but it is notable that dividends then included the half-dollar, which they do not now. About this period the Secretary was put on a fixed salary, and other organisation changes were made. There was a curious outbreak of sickness in Abrams's stables, which caused the deaths of several good racers, and materially affected the success of the meeting at the time.

There was a pretty good lot of horses running about this period: Essington, The Idler, Pawnbroker, Sir Launcelot, Sweet Erina, Cadenas, and others, and Mr. Bratt, who was handicapper, had an interesting time. There will always be differing opinions about handicapping, but on the whole probably E. H. Bratt was the best handicapper in the last twenty years. He combined the two qualities of an appreciation of book form and an ability to mix with the boys and to separate the grain from the chaff in their conversation. In other times the handicapping was done by the late C. E. Velge, a very successful handicapper; but possibly putting a little too much trust in the book instead of allowing a margin for the human element. Then there was later a committee of three which did fairly well. The Club, however, never rose to the ingenious suggestion of a racing man that the owners should handicap themselves, that is, that each owner should send in his ideas of the handicap, and the average should be struck for each horse. It was in this period that there was the famous Cadenas—Sweet Erina episode. There were four horses in the mile and a half race, Sir Launcelot, Pawnbroker, Sweet Erina, and Cadenas.

Two of these, Sir Launcelot and Pawnbroker, went off by themselves; the other two never started, their riders claiming that they never heard the starter's "go." Sir Launcelot, ridden by Peerbux, won. Kirwan is the only rider in that race still here; he had the mount on the favourite, Sweet Erina. Mr. T. Sarkies, the proprietor of Raffles Hotel, was the owner of the two left. At different times he owned many good horses, not with the best of luck: Sweet Erina, Cadenas, Gillo, Bluejacket, Portfire, and Blunderer, and for many years was a strong supporter of the game; so that Raffles Hotel on Saturday night of race week always saw a merry and sometimes slightly riotous crowd at dinner.

The period about 1905 was Essington's great time, and Bryans, who rode him invariably, and who was one of the straightest and best riders we have ever had, once pulled him up at the wrong post, with the result that Chestermere shot past him and won, much to the general indignation. This followed on several previous mistakes due to the system of having different finishing-posts for different distances, and although a movable judge's box on rails was later adopted, the disadvantages were so patent that eventually the winning post was fixed, and the race distances altered where necessary.

In 1905 perhaps the most notable event in its way was that the Tanjong Pagar Dock Court of Arbitration, which was sitting during the race meeting, refused to suspend work for the afternoon, a shock to the holiday-making susceptibilities of Singapore, which caused many sarcastic comments. As showing the overpowering excellence of that great horse Essington, he won in a field of five and only paid \$8. Essington was raced by the Bridge Kongsee, which with the Nameless Kongsee and the Scots Kongsee were probably, in recent times, the most noted of racing confederations. The next year saw the win of Acetine in the Governor's Cup, carrying the well-known colours of that very

popular owner, Mr. Payne Gallwey; whilst the May meeting saw Excise win one of many races to the credit of W. W. Bailey, one of the most genial of racing men here, who subsequently won great races on the English and Irish turf. Petgrave was a griffin in this year, raced by D. P. MacDougall. This was one of the best griffins Singapore has had, and in his first race he beat the much-fancied Sextant, owned by J. Graham and H. Fort. Sir Hugh Fort, one of the strongest supporters of racing in the Straits, and one with a very keen knowledge of form, had several good griffins in his time. He had the habit of being concerned in two, and naming them somewhat similarly. Thus Sextant was partnered by Sexton, and at another time Hexagon by Hexameter. It was Sir Hugh also who played the trick on pronounciators—if one may call them such—by naming another griffin he had Poluphloisboio. The poor thing could do nothing under such a name; but it is noticeable that, on the whole, horses have been considerably named in the Straits. There was the famous Trypanosomiasis (which the bookies later turned into Tripe and Onions), and there was one many years before called Soepgroentoen, and there were names like Motor Car and Motor Cycle, and Income and Tax, the latter not so bad, and all the more appropriate in that an honourable member of Council, who had fiercely opposed the income-tax, took one of the few tickets he ever took at race meetings on Income and won the place, but lost on Tax!

On the whole Singapore has not had many good griffins, a great contrast to Penang, which has turned out some very fine ones. It is necessary only to mention in recent times such as Lossie, Chanticleer, Lodestar—probably with Storey, the best machine galloper the Straits has seen, Wellington, The Gay Gordon, St. Albans, Seronok—nothing much to look at, but one of the best horses George Redfern has had under him in this country, Sador, and at the present time Black Watch, a great performer. Amongst pony griffins,

probably the best that has been here was Brown Comet, who won over all distances under the heaviest imposts, and was one of the few ponies or galloways that ever raced well with horses, although in later times Prince Mimer (not a pony griffin) did so.

1907 saw the unhappy Lady Brockleigh—Jim Gosper incident, in which the public very seriously differed from the judge's decision. Rosemead (Castro) and Rapid Pilgrim were at this time disputing for premier honours. Rosemead, like Lady Brockleigh, Chanteuse, Pawnbroker, and others, was Java-owned, and in those years Java used to send up a useful contingent to Singapore. Lady Brockleigh went to stud in Java, and her progeny has won races there. In this year there was also the incident of Madame Meg, when the horse and rider's name were hoisted in the frame; the horse was heavily backed, but did not turn up at the starting-post, the sais being reported to "have forgotten to bring her." There was great indignation, but, of course, no remedy.

The year 1908 was notable for the reappearance of His Highness the Sultan of Johore as a race-horse owner. The reappearance was to some purpose, for he purchased that fine horse Durbar, brought up by Mr. Nicholas, which, arriving in beautiful condition, easily annexed the Derby, run then over a mile and a half at 9 st., with 8·7 for mares, and put up what has ever since been the Singapore record of 2 min. 41½ secs. Ross had the mount, and it was only one of many famous victories of this fine rider, who could win more cleverly at his best than any other jockey we have had here. It will interest those who were concerned in the recent I.C.U. case to note that an I.C.U. ran at this meeting, and was recorded to have "caused trouble." Mr. Payne Gallwey was Chairman of the Club at this period. He was followed later by Hugh Fort, E. C. Ellis, A. D. Allan, down to Ellis again, and A. Agnew and G. U. Farrant at the present time. This period saw Bryans at the hey-day of his riding, with Vic. Southall a close second, and Duval well up, Mr. Noel Walker, who died

recently as the result of an accident when riding, heading the amateur jockeys' list. Two years previously Vic. Southall had ridden seven winners out of nine in one day at Kuala Lumpur, a record not since beaten.

In 1910, amongst new horses imported came Phonograph, who on the whole was probably the quickest horse out of a gate ever seen here. He won a good many useful races.

The period from 1911 saw a number of good horses imported and raced. The Sultan of Johore had Storey and Silver Hampton, "Mr. Amber" had Crown Derby and Royal Blue (Glorify came up later). The Colonel and The Friar were so useful a racing pair that it used to be deemed money from home to buy them in the lotteries at any meeting. The Friar was very fast over the short distance, and a powerful, upstanding racer with plenty of spirit, but no liking for heavy going. The increased interest which was thus evoked was stimulated by the invasion of the bookmakers. Arriving first in spies about 1911, they rapidly increased to battalions, and, thanks to the airing of personal quarrels in the Courts, made such a noise that the attention of the Government was directed to their doings. The Racing Club refused to take the responsibility of controlling them or of asking for powers to control them, so that eventually a Betting Bill was brought in, coming into effect in 1913, and closing the career of the bookmakers. A curious fact about the Bill was that the first draft, or reported draft, was published in the *Perak Pioneer*, a small paper then just dying out in Taiping.

Next year, 1912, saw a grey English mare, Skirmish, a very nice type of racer, spread-eagle her field over R.C. in most extraordinary fashion, winning in the then record of 1 min. 50½ secs., a time equalled later by Azurite, and subsequently just beaten in 1918 by Golden Rock. Skirmish was one of a batch of three English horses imported by C. W. Abrams, the other two being Master Thorpe and Thora, two Irish racers. Neither

of the latter ever did anything. C. W. Abrams has made several attempts to popularise English horses, and later got out Flighter and Surge; but generally bad luck seemed to attend these efforts, though English horses now are steadily disputing popularity with Australian in Eastern racing. Belbeck, who came to Malaya from Australia and ran one or two smart races, came from England, being of the Troutbeck line; but generally success has not followed English importations. This year also saw one of the biggest griffin upsets, when Ross on The Nun got clear away from the field on the favourite and was beaten at the post by The Monk, ridden by Benfield, which paid a dividend of \$321.

Since the War there has not been much movement in racing matters. Difficulties of importation and reluctance to spend money have prevented many new-comers, though there have been some good ones, of whom Highgate and Golden Mead are now attracting attention, whilst the Scots Kongsee has Black Watch running, probably as good a horse as the Straits has seen. The Club, in fact, went on the principle of carrying on racing simply in order to give what it could to war funds and to keep the sport together for better times. It is only necessary to say that in 1918 the Chairman was able to report the Club had directly given \$78,060 to such funds, and had indirectly, by promoting lotteries, etc., assisted in giving \$198,000, to realise the success of the policy. Nor were the boys backward in doing their duty, for Woodgate and Benfield are only two of many who used to ride here who joined up in Australia, and in some cases made the supreme sacrifice or returned sadly mangled from the front.

Any notice of racing in Singapore would be incomplete without reference to one of the oldest followers of the game who is still here, G. P. Owen. He has been Secretary of the Club so long that, save to the older generation, his first connection with it is not remembered. As in the case of the Cricket Club, he has been an unsurpassed official, carrying out the difficult duties of his

post with a success which has won from all, whether members, trainers, owners, or jockeys, sincere respect and admiration.

DADDY ABRAMS'S LAST RACE

In the early 'Nineties, when the tin-mining industry was bringing money in to the F.M.S.—by the way, \$30 a pikul was considered high in those days—the Sungei Ujong community, at all times a sporting lot, headed by Dr. Braddon, founded their Race Club. The Doctor, assisted by W. Dunman, laid out the course; being mathematically correct, no race track in the Straits up to then had the bends done in such a manner, and we were proud of our course. During this work a controversy arose between the two Braddons, Abang and Adek, as they were known, the former contesting that a man with a knowledge of axe-work could compete with the Malay with his parang and bliong. We, of course, scorned such an idea, and the result was a match between Abang and a Malay to cut a small area of bluker in the inside of the course. The following morning proceedings started; Abang, at the word "go," went at it with an axe for all he was worth. The Malay, on the other hand, squatted on his haunches and smoked a couple of cigarettes, quietly looking on at the other competitor. He then used his parang, laying each branch methodically in line in the customary way. After a bit Braddon got into a nest of keringas (red ants), which caused him some trouble and delay, and the air was thick with horrible language. I do not think he took advice from us leaning over the rails as kindly as it was meant. He pluckily fought the keringas, only a little later to disappear down a disused well, from which we had to extricate him, and then Abang decided that the conditions of the contest were not good enough.

It was, I think, in 1894 when Abrams was asked to come up as starter, and incidentally to make things cheery generally. It was a great meeting. George Cumming had a particularly fine black horse, which simply

ran away with all his races. As the meeting was held under the Racing Association rules, the top weight was limited to 11 st. 7 lbs. To make a race, however, Cumming was asked to waive this point and allow the handicappers to break the rule. Like the good sportsman he was, he at once agreed, and turning round asked Abrams to ride, which, after some demur, the old jockey accepted. No colours were found large enough till they were split up the back, and he weighed out at something like 13 st. 7 lbs. The other riders were all professionals, and during the race each had a cut at the old man, who, however, shook them off one by one. Fiddes was leading well down the straight, and there was a good race, ending in Abrams winning by a length—a great performance, seeing it was many years since he had ridden in a race. Daddy was utterly exhausted, and had to be lifted off the horse. He weighed in all right, and was very proud of his popular win, and more than once have I heard him relating the details of his last race.

The first course in Seremban was of a horseshoe shape, round the hill on which the church and cemetery now are, and in consequence nothing could be seen of the race beyond the last 200 yards. In spite of this the gymkhanas held there were distinctly sporting. The Jelebu men would bring down their contingent of ponies, and were keen on taking back the prizes of the meetings, of which, as a rule, they had a full share. W. W. Douglas was Clerk of the Course. In later years he was official handicapper for the Straits Racing Association. W. Dunman was then (1890-93) up in Jelebu, and did a good deal of riding. In 1891 he got over from Sydney a mare, Guelph, which he managed to train on the Jelebu roads, the only possible way of getting it into condition, together with a lot of hacking. This mare, under the name of Nasib, ran in Kuala Lumpur unsuccessfully in 1892. She was then put into work for the autumn meeting in Singapore, and was sent to Captain Collinson, of the good old 58th Northhamptons, for a wind-up. A trial was arranged over a 1½-mile course, with Allen "Jahat"



H. ABRAMS.

up. Sugden's Surprise, the previous year's Derby winner, was in the trial, which was witnessed by Abrams and Collinson. Allen, who was scarcely a race rider, was left at the post—by some eight lengths—and Collinson seemed to be the only one to notice that he, if anything, picked up slightly at the finish. Knowing the mare to be a good stayer, Dunman entered her for the Derby, and was much amused at the remarks in "Doncaster's" sporting articles, when the writer suggested it was a pity owners new to the game did not get advice as to entering their horses. Nasib was termed a lady's hack, and in place of the Derby should have been entered in the third-class races. Dunman's capabilities as a rider were unknown locally, but some Bank men *en route* for Hongkong, knowing his successes with the China ponies, backed his mounts throughout the meeting, and did well. In the Derby Nasib got a 7 lb. allowance for having run without a win, Dunman getting also the 7 lb. allowance as a gentleman rider, and he was just able to weigh out at 9 st. 7 lb.; all the others were professionals. Coming down the straight Surprise and another were leading neck and neck, thinking they had the race to themselves, when Dunman brought Nasib along outside, winning comfortably. Abrams's look of astonishment was a picture, he having been present at the trial; but then poor old Daddy never was any good at picking out winners, an extraordinary fact seeing he was a clever rider, and as a trainer always brought his horses to the post in perfect condition. Only on two occasions in the annals of Straits racing has the Derby been won with the "owner up," the year previously the winner being Surprise, with Sugden, as owner, riding. On the Monday after the races Nasib was driven down to Little's in a dog-cart, which certainly was a unique experience for a Derby winner, and will as certainly never be repeated.

AUTOMOBILISM

Motor-cars have very little to do with "a hundred years ago," and the history of them in Singapore is

comparatively modern. It would appear that in the year 1896 the first "auto-car" was imported by Katz Bros., representing Benz et Cie., who dealt in what were then described as "motor velocipedes." This car became the property of Mr. C. B. Buckley, and was used by him for many years, being familiarly known as the "coffee machine." The number of cars gradually increased each year, but it was not until 1907 that steps were taken to deal with the question of organisation. There was no definite law in force, and cars were to be seen bearing all sorts and conditions of numbers and lettering which had been in use by owners in other parts of the world. In March 1908 was started a monthly paper called the *Motor Car and Athletic Journal*, but it came to a sudden end with its twelfth number. From it we gather that at the time of its first issue there were 214 people licensed to drive motor-cars, motor-bicycles and steam-rollers in Singapore. About March 1907 saw the formation of the Singapore Automobile Club, with H.E. Sir John Anderson, K.C.M.G., as President, Sir William Taylor, K.C.M.G., Vice-President, and a committee consisting of Hon. Mr. W. J. Napier, E. G. Broadrick, W. A. Cuscaden, Hon. Dr. Galloway, K. A. Stevens, and J. H. Garrett. Mr. K. A. Stevens was the first Hon. Secretary, but the first annual report is signed by J. H. Garrett as Hon. Secretary and Treasurer, when the membership was fifty-six. It is interesting to read in the report: "This is a suitable opportunity to carefully consider the future of the Club, as it must be admitted that so far the Club has not been as active as members would naturally wish." A report was issued for 1909, signed by Evelyn C. Ellis and C. I. Carver as members of the Committee; but the affairs of the Club were in abeyance until 1911, when Mr. W. A. Sims examined the records and revived the Club. He has remained the Hon. Secretary and Treasurer since then, with one interval, when Mr. W. Lowther Kemp took over the duties.

The purposes for which the Club was started were not at first correctly understood, and attempts at social

" runs " and " outings " were not likely to be successful in a place like Singapore. A more correct name for it would probably have been " association " or " union " rather than club, as it takes an active interest in all matters affecting the interests of motor-car owners, but has discontinued any attempts to form club life. The report for 1918 showed a membership of 116. A year book issued by the Club is a useful record of work done, and from it are taken the following particulars of motor vehicles in Singapore :

1913 . . .	535 cars	92 cycles	35 commercial
1918 . . .	1,317 "	440 "	46 "

Legislation was passed in 1911 " to regulate the use on public thoroughfares of traction engines and carriages attached thereto, and motor-cars," and the Ordinance, known as No. XIX of 1911, with various amendments, remains in force. The conditions of traffic in the island have so materially altered with the coming of the motor-car that it has been found necessary to establish a special department of police to deal with them, and the Traffic Inspector (Mr. Hills) has done much good work.

Life generally in the island has been improved by the facilities afforded by motor-cars, and country and distant sea-side bungalows have sprung up at various points. Until a road is built linking up Johore with the Federated Malay States it will not be possible to take long-distance runs, and cars are unable to leave the island without the aid of steamer or railway.

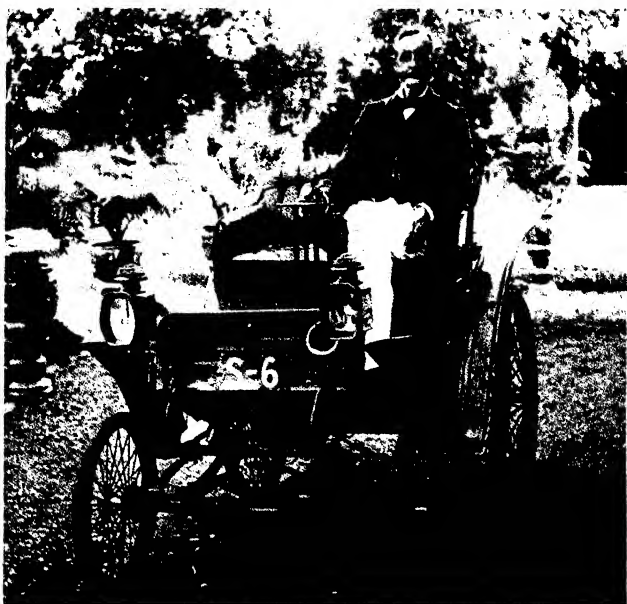
Mr. Buckley bought his car, a second- or third-hand old-fashioned Benz, in London for sixteen pounds ! It had some curious peculiarities : absolutely refused to go up any hill without being pushed up by the unfortunate driver, and could be started only by turning the large flywheel at the back of the car by hand ! So Mr. Buckley used to keep an old pair of gloves under the seat for the purpose ; it was also necessary to put about a teaspoonful of petrol into the carburettor and *light it with a match* to warm it up ! The steering was by a lever turned right and left, and was raised or

lowered for high or low speed. Mr. Buckley used to say : " Of course it's only a toy, no use, no use at all." As he had no man to look after it, it was hardly ever cleaned, and the only wonder was that it ever went at all and that he was not blown up ! As a matter of fact, he burnt his hand badly one day when trying to start it. There were then only two other cars in Singapore, an Albion and a De Dion Bouton, both fearfully noisy ; so much so that horns were quite unnecessary, as you could hear them a good quarter of a mile off !

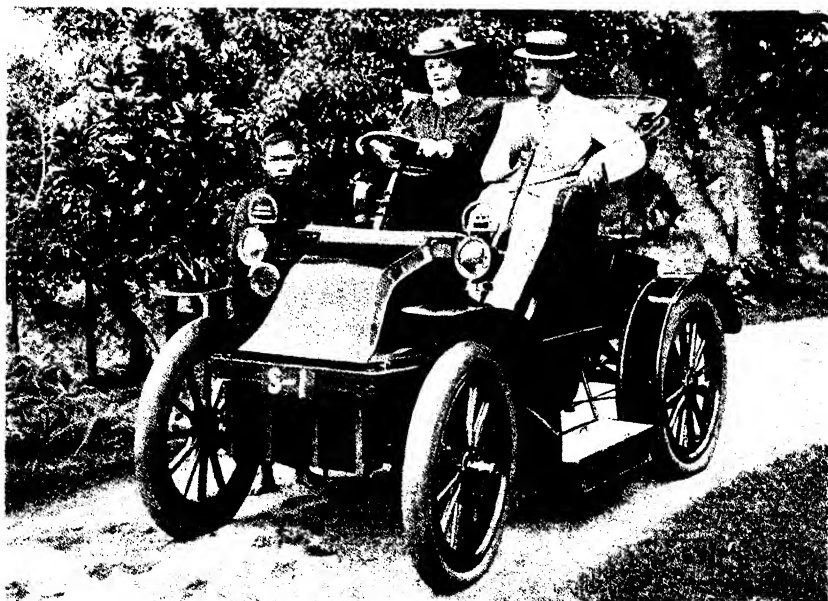
Mrs. G. M. Dare (now Mrs. G. P. Owen) was the first lady motorist in Singapore, and her first car was a 12-h.p. two-cylinder Star. As there were no motor garages in those days, it was necessary to know all about the machinery and do your own repairs, oiling, and adjusting, and put on your own tyres (in case of a puncture on the road, probably in your best clothes !)—no easy detachable rims or Stepney wheel, but really hard work, and, of course, there were no trained drivers.

The first Malay chauffeur to obtain his driving licence (Hassan bin Mohamed) was taught by Mrs. Dare. She sold the Star on going to Europe the following year, and brought out two Adams cars, a 10-h.p. single-cylinder brougham and a 10-h.p. single-cylinder two-seater " runabout." Cars had no registration numbers till 1906, and this small car obtained the distinction of the first registration number, S.1., and was named " Ichiban " (Japanese for " Number One ") with all due honours ! This car is now quite a veteran, and is still " going strong " (like Johnny Walker), after having been driven by the owner over 69,400 miles in Singapore, the Malay Peninsula, Java, England, and Scotland. The natives in the F.M.S. used to call it the " Devil wind carriage," and were amazed at seeing a lady at the wheel. Mrs. Dare took it home with her in 1908, and had a detachable back fitted by the makers at Bedford, so that it can be used as either a two- or four-seater.

The first meet of the Singapore Automobile Club



MR. C. B. BUCKLEY IN HIS BENZ, THE FIRST CAR IMPORTED INTO SINGAPORE.



MRS. DARE (MRS. G. P. OWEN) WITH MR. DARE IN S.1.

took place at Tyersall in June 1907, and cars of all descriptions congregated there, from H.H. the Sultan of Johore's 70-h.p. "Mercédès" to Mr. Buckley's 5-h.p. "coffee machine," as it was nicknamed. The second lady to take up motoring was Mrs. (afterwards Lady) Napier; and now, of course, there are numbers of "chaffeurettes." The present-day cars are so easy to drive and so reliable that people feel quite aggrieved if any little trifle goes wrong in hundreds of miles, whereas in the old days you thought yourself lucky to get to your destination without several stoppages *en route*! But that was always an element of uncertainty and adventure, which was exciting.

THE SINGAPORE RECREATION CLUB

This institution was founded on the 23rd June 1883, at a meeting held for the purpose of starting a Cricket Club, at which the following gentlemen were present, viz.: Messrs. J. R. McFarlane (Chairman), W. Clarke, A. W. Clarke, J. Ganno, C. V. Norris, G. F. de Silva, B. E. d'Aranjo, J. Ashness, and A. B. Bodestyne.

The first officers and members of committee were: President, J. R. McFarlane; Secretary, B. E. d'Aranjo; Treasurer, C. V. Norris; Captain, A. W. Clarke; Members of Committee: F. Clarke, J. Ganno, and J. D. Stuart. The subscription was fixed at \$1 per mensem and the entrance fee \$2, and the Club was to be called the "Singapore Recreation Club."

Mr. (now Sir Ernest) Birch took a keen interest in the formation of the Club, and gave valuable advice when rules were being framed. The original number of members is not on record, but the first patrons were Major (afterwards Sir Henry) McCallum, the Hon. W. H. Read, and Mr. (now Sir John) Anderson, of Guthrie and Co.

Cricket was started on the lower end of the old Esplanade, the use of which by the Club was sanctioned by Government in July 1883, and lawn tennis was introduced in January 1884. Quoits was a feature

in the early days of the Club, but gradually died off. Association football was not played until the early 'Nineties, while hockey was started only in recent years.

In March 1884 it was decided to approach the Government for permission to erect a pavilion, and a deputation, consisting of Messrs. McFarlane, Leicester, and d'Aranjo, was appointed to wait on the Colonial Secretary for this purpose. Government sanction was granted on the 25th March 1884, in a letter from the Honourable the late Sir Cecil Clementi Smith, the Colonial Secretary at the time, who stated, in the concluding paragraph of his letter, that His Excellency the Governor was glad to encourage the Recreation Club in the interests of the Eurasian community. The Government very kindly gave a sum of \$200 for the returfing of the ground, at the instance of Mr. W. H. Read, who wrote to the Governor asking that some assistance be given to the Club. The pavilion was completed in November 1885, the number of members on the roll being then thirty-seven.

With increasing membership it was found necessary to have a larger pavilion, and the present one was begun, with the sanction of Government, on the 25th August 1904, when the foundation-stone was laid by the President, Mr. E. Tessensohn. The new building was completed on the 8th August 1905, and formally opened on the 2nd September in the same year by his Excellency the Governor, the late Sir John Anderson, in the presence of a large gathering of subscribers and friends. The membership had by then increased to 141. Nearly all the local firms and a large number of friends, non-members, subscribed generously towards the cost of the present pavilion, and a complete list of the subscribers is kept on record in the books of the Club.

The first athletic sports were held in July 1886, and the first cricket match played outside Singapore was against the Malacca Cricket Club in 1887. Later on, in 1890, the Club sent a team to play against the Selangor Cricket Club, in the days of the old "Spotted Dog."

The Club, although purely an athletic one, is recognised as the premier Eurasian Club in Singapore, and during the Coronation festivities in 1911 the management of the ball for the Eurasian community at the S. V. C. Drill Hall was entrusted by the Government to the Club.

The present membership is 121, the subscription \$2 per mensem, with an entrance fee of \$5, and the Club colours are navy blue and red.

SHIKAR

By G. P. Owen, Secretary of the Singapore Cricket Club and the Singapore Sporting Club, etc.

On the island of Singapore at the present time game consists of a few wild pig and half-a-dozen or so of deer. The extinction of these is only the question of a few years, for Malays and Chinese are fast reducing their scanty numbers. How very different from the days gone by, when the island was teeming with tiger, deer (sambur, *Cervus equinus*), and pig (*Sus cristatus*) in abundance, with the kijang (barking deer, *Cervulus muntjac*), of which but few now remain. The crocodile (*Crocodilus porosus*) is still to be found in some of the rivers, but I have never looked upon these as game. There are still a few mouse deer (*Trangulus javanicus*) and porcupine (*Hystrix longicauda*), and they are disappearing in consequence of trapping by natives. With the exception of a few migratory species, a similar change has taken place in the bird-life. From time to time, according to the monsoon or the fruit season, snipe (*Gallinago gallinago*), green pigeon or punai (*Osmotreron vernans*), and pergam (*Carpophaga ænea*) are to be found, but in very reduced numbers. The change in the fauna has resulted from the introduction of *Hevea brasiliensis*, the rubber tree. Before the introduction of this cultivation there were many miles of virgin forest, providing shelter, food, and quiet places for bird and beast to breed. All the forest, original and secondary, has given place to rubber plantations,

mostly clean weeded, alike destitute of edible seeds and fruit, and of insects. A similar change has taken place on the adjoining islands and Peninsula ; so if game and birds survived there, in reaching Singapore they would have to run the gauntlet of acres of bare or cultivated land, would find the fruit trees mostly disappeared and the swamps drained, leaving a desert land for pigeons or snipe. Singapore is no longer the place for the sportsman.

It has not always been so, as the records and my own recollection bear witness. One of the difficulties in old days was to beat the jungle, so thick and expansive was it, and such a perfect stronghold for bird and beast. Of course, big game such as elephant and sēladang were never established in the island itself, but they were close to it, on the mainland. The present writer and a friend, then stationed in Singapore, a brother of a well-known Admiral of the Fleet, left the town on one occasion at 4.30 a.m., accomplished the fifteen miles journey to Kranji, crossed the Strait, about two miles wide, and by the afternoon of the following day had bagged three elephants.

Though the island is but twenty-six miles by fifteen—about the size of the Isle of Wight—there have always been tigers in it, the most formidable of game to hunt, as done here, on foot, and with only men and dogs for beaters. The Malay word for tiger, *harimau*, is usually abbreviated to *rimau*, and I have often thought that if the place had been called *Rimaupore* there would have been more reason in it than the *Singapore* (city of the lion). This would also have disposed of the more probable derivation of Singapore: *Singgah*, a calling-place, and *pura*, a city. Certainly no lion is ever known to have existed in Singapore outside the bars of a menagerie cage. “ Rimaupore ” would have at least some local colouring, for from the earliest days of the Settlement, and probably for centuries before, tigers have abounded in the densely covered jungles of the island, separated from the mainland by only



G. P. OWEN WITH HIS FIRST TIGER.

two miles of water, in which are many small islands as resting places, and abounding in pig, deer, etc. That tigers do thus cross the Straits, and have done so quite recently, is amply authenticated. Cameron mentions the case of a tiger swimming across the Strait and being caught in fishing-stakes. Footprints on the sandy shore at Changhie were quite common not many years ago, and the following incident is well established. A party of Malays saw a tiger crossing from Pulo Obin in the direction of Changhie, and followed him in their boat, being thus at a considerable advantage in getting this formidable animal out of his element. They attacked the swimming brute with their formidable parangs (native knives), also using their oars, and eventually split his skull open and towed him ashore to the beach. Frequent reference is made to "the deplorable ravages committed by tigers on the island," to the large increase in their numbers, and to the means to be adopted for their destruction. Cameron is responsible for the statement that on an average one man per day fell a victim to the tiger. The newspapers of the 'Fifties and 'Sixties tell of Chinese being carried off within a few miles of the town. Mr. Buckley, in his interesting *Anecdotal History of Singapore*, says that the first mention of tigers is in the *Singapore Chronicle* of the 8th September 1831—a Chinaman was killed by a tiger near the road leading to New Harbour, and another native was killed shortly afterwards in another direction, probably by the same tiger. A few months later a tiger was seen by a European and his wife crossing the road in the direction of New Harbour. Buckley writes :

"It must be remembered that in 1831 the island was a dense jungle except near the town, and there were so many pig and deer that the tigers were not likely to venture near human habitations. There is no reason whatever to think that they were attracted by human beings ; and as little reason to think that they had not always been on the island, swimming across

the narrow straits from Johore in search of pig and deer, as they do to this day " (1902).

There was a theory that only tigers had been found on the island, never tigresses, and this theory was firmly held for many years. There was no record of the female ever having been trapped or shot; but within quite recent years one was caught in a pit at Bukit Timah, and I myself shot one, later securing one of the cubs, a second cub falling to a spring-gun set by a Chinese gambier planter. These incidents clearly upset the theory, and doubtless females have often swum to the island, where there was abundance of cover and food to induce them to remain. With the disappearance of jungle and swamp this was bound to change. When we remember that only a few years ago many square miles in the north of the island were dense jungle, bounded by two roads running parallel at a considerable distance from each other, that there were large tracts of lovely primitive jungle in the Changhie district, with only a few native dwellings here and there and occasional plantations, where the owner kept pigs, and that these conditions applied to three-fourths of the island, one can only come to the conclusion that it was an ideal home for a tiger.

How one got to love that beautiful jungle!—a perfect venue for the sportsman and lover of nature, with the magnificent trees draped with their own foliage and that of the many climbing or aerial plants. But so much has been written by Swettenham, Clifford, and George Maxwell on the beauties of the jungle—of which Singapore had its fair share—that I have only to express my deep regret that it has all gone, never to be replaced.

The secrets of the jungle were not obtained without toil and sometimes by taking risks. Buckley, when referring to shikaris, says " only bold spirited men have been successful in shooting tigers in Singapore, and there have not been many of them." He refers to Mr. Carnie (1831), who found shooting tigers more remunerative than being in the police force!—and says he was a man of great pluck. " It is well to remark that tiger shooting

in Singapore is a very different thing from the sport in India, where the sportsman is upon the back of an elephant or high up in a tree. Here it is much more dangerous and adventurous a matter ; on foot and in a jungle, face to face at a moment's notice with a tiger." An officer, who had been stationed in India, and had had considerable experience in tiger shooting according to Indian methods, remarked to me, after a day or two in the jungle : " Fortunately there are not too many fools in Singapore, or there might be more tiger shooters." I thought the remark rather unkind at the moment, but, on thinking it over, began to see the truth that lay behind the remark.

In addition to the names of sportsmen mentioned in Buckley, there have been others, one in particular, whose name must always remain as one of the keenest of sportsmen and best of rifle-shots, T. S. Thomson. His stay in Singapore extended to fifty years, he arriving here at the age of twenty and not leaving it till he was nearly seventy (arrived in 1859). During most of his time he never missed an opportunity of going out, and his record of wild boar and deer must far exceed all others, as well as his elephant and sēladang experience in the Peninsula. Curiously enough, Thomson never bagged a tiger, not from any want of endeavour or for want of opportunity, but from sheer bad luck, and it was a great disappointment to him. On one occasion he and I went out together, when our trackers brought news of a tiger having carried off a Chinaman's pig during the night and dragged it into quite a small patch of jungle about a quarter of a mile away, where he was lying up and making a feast of the carcase. The patch was so small that I was able to make a complete examination of it all round. On one side the undergrowth and lallang grass had been burnt off, leaving the ground with not enough cover for a rat. I arranged the beat so that unless the brute broke back through the beaters he must emerge into the open ground, and placed Thomson about thirty yards beyond

the open space, with a hundred yards' view of the open ground, myself taking up a position in the thick undergrowth on the other side in case he should try to sneak away under cover. The head beater carried out the beat as arranged, and almost immediately the tiger came out in front of Thomson and stood perfectly still, broadside on, with nothing between him and a .577 double-barrelled Express rifle in Thomson's hands. Thomson fired and missed, and the tiger went back into the jungle he had just left. As the beaters came on again he broke cover in exactly the same spot, but this time at a very slow pace. My friend again fired and again missed, and the tiger broke into a series of bounds, still across the open space. A second barrel was fired at him, but, alas for poor Thomson, another miss! On another occasion my friend was in a most favourable position, when a tiger broke cover within ten yards of him, and he had two shots, both unsuccessful. Why the bad luck should come at this time I cannot tell, but I feel sure that a pig or a deer would not have got off under the circumstances.

The late Captain Collinson, of the 58th Regiment, who afterwards became Collinson Bey, of the Egyptian Army, must be added to the list of keen sportsmen. He was a handsome fellow, a fine man and a soldier, a keen sportsman, a good shot, and courageous to the last degree. Although he never had the luck to bag a tiger in Singapore, he created a record for Amoy by getting three tigers in caves, before breakfast in one morning, under the most dangerous circumstances.

Another of my shooting companions, whose name is also mentioned in Buckley, is Mr. Donald Maw, and of all my shooting chums I am not sure that anyone came up to him as a good all-round shot and sportsman. He was also a fine target shot, but as he is still in Singapore he might not like me to say all about him that I feel.

Although many animals are brought down under the most disadvantageous and almost impossible conditions, they often offer ridiculously easy chances, and it is the

easy ones, as in poor Thomson's case, that are often missed. The usual method in tiger shooting is to put in the beaters to one side, with the guns, on foot, placed in the most favourable position obtainable upon the side on which the animal is expected to break. Under these conditions Mr. Maw and myself have accounted for a dozen tigers on the island. Others have had luck, too, but I never heard of one of them with more than a single animal to his credit. Many have fallen to spring-guns set by gambier planters, and several have been caught in pits or traps.

On one occasion I was tempted to deviate from the usual method of shooting on foot, and sat up in a tree all night to get a shot, as under the circumstances this was the only way. The Changhie jungle was much too big to attempt to beat, but a path ran through it, and tigers had been seen passing through it, leaving their footprints. I built a machan in a tree on the side of this path and tethered a goat a few yards distant, knowing that the bleat of the goat would attract the tiger when night set in. I chose a bright, moonlight night for my first and only attempt at night-firing from a machan, as on ordinary nights the pitch darkness of the jungle makes a shot impossible. My head tracker, Kader, was with me, a fine shikari, who knew every short cut in the jungle, and when there were no paths could get through within a short distance of the intended place, whereas many a man would only end in getting back to the starting-place or crossing his own tracks. We took up position about 5 p.m., and kept a sharp look-out for several hours, the moon shining brightly along the path. About midnight I began to get weary and disappointed, having made up my mind that whatever was to happen would be in the first hours of the night. Suddenly I saw something coming down the path from the Serangoon end, and prepared for a shot. I grasped my rifle and waited until the object should approach a little nearer, feeling that after all my long wait was to be rewarded. To my surprise, instead of a tiger was a man, wearing

only a loin cloth like the Tamils wear, but with a piece of looking-glass five or six inches wide embedded in his matted hair, which gave him a very weird appearance as the moon's rays shone on it. Now it happened that this man was well known to Kader as an *orang kramat*, or holy man. Most Malay villages have these men, or know of them. They are revered and generally invested with the property of invulnerability, and many superstitions hang about them. Personally I think them either maniacs or impostors. This particular *orang kramat* was supposed to be dumb, at all events no one had ever heard him speak. I looked down as he halted on seeing the white goat tied up, and asked him in Malay, "Who are you?" The surprise was too sudden for him, and he replied, "It is I, sir," and with that passed along the path out of view. So much for the *dumb* holy man. As we were not invulnerable to tigers, we decided to keep our positions, and settled down for another five or six hours' watch. The moon by this time had got low, and the path, not more than a couple of feet, was in deep shadow. About four o'clock a number of monkeys in the trees near by began to "swear," and Kader whispered to me that the tiger was about, and the monkeys had seen him. This must have been the case, for in a few minutes a tiger sprang out of the jungle and seized my goat by the neck, intending to carry him off on the spring. In this, however, he was disappointed, as I had tethered the goat round the body with a jungle creeper, much stronger than a rope of like calibre. The goat had four large teeth-marks in the neck, in one of which I could put my finger for a couple of inches, and its neck was broken. I fired, but in the darkness missed. Weary men, we descended from our perch at daybreak, firmly resolved not to repeat the experience.

In connection with this incident and the "kramat" man, Mr. H. N. Ridley, in an article in the *Straits Times Annual* for 1906, on the "Tiger in Myth and Reality," gives the following version :

"A sportsman, G.P.O., in pursuit of a tiger near Changi, sat all night in a tree overlooking a forest path which led to the village, expecting that his prey would sooner or later come along the track. In the middle of the night the figure of a native was seen coming along in the direction of the village.

" 'Who are you ? ' cried the sportsman.

" 'It is I,' was the reply, and the figure vanished in the gloom.

"At five o'clock in the morning, when it was darkest, the 'great cat' rushed suddenly from under the tree across the path and seized the goat tied up underneath. The sportsman fired, but it was too dark to see clearly, and the tiger crashed back into the wood unhurt. On his return to the village, he inquired of the inhabitants who it was that had come down the forest track at midnight. They declared that no one had done so, nor would anyone dare to walk there at night while the tigers were about ; and where, they added, could he have come from, as the path led to no other village.

"The sportsman and his 'shikari' said that they had seen and spoken to the man, who answered them.

" 'Oh, that was the tiger,' they all said, 'in the form of a man come to see where you were, and when it found out, of course refused to come down the path where you could shoot it, so he hid under the tree instead.' Many other weird tales of interwoven myth and fact might be told of this superb and mysterious animal, of the part it plays in the magic dreamland of the East, and in the reality of the life of the peasant."

Many animals are believed by the natives to be *kramat*, and it is very annoying, after your beater has been out tracking and the guns arrive, to be told that there is nothing in the neighbourhood except the *kramat* deer, or the *kramat* pig, which, of course, it is useless to go after. The title has generally been gained by the superior cunning of the animal in evading the guns or the bad shooting of the men who have been after it. When, sooner or later, the animal does fall to a well-directed bullet from a persistent hunter, their faith has a rude shock, but there is generally an explanation forthcoming.

Within recent years the head of a rebellious tribe proclaimed himself *kramat*, and believed it himself, till he was captured and shot in the presence of his followers. So much for the invulnerable *kramat*.

On the mainland there are many black panthers—none of the spotted variety is, I believe, met with, though some are called by the natives *harimau kumbang*. From time to time, reports are made of this animal being seen on the island, and there is no inherent reason why, if a tiger swims the Straits, the black panther should not; but I have never seen one or heard of one being shot or trapped in Singapore, though one frequently hears of fowls, cats, dogs, etc., being carried off by a panther. But then fowls, and even dogs and cats, can be converted into money by night prowlers. The resident who declares that he was followed, while on his bicycle, for some miles by a black panther probably overlooked the fact that black pariah dogs abound in that district.

Next to the tiger in size is the sambur deer, and these were formerly quite common, but now are reduced to a pitiful half-dozen. A fine animal, running up to 330 lb. weight; those shot on the island are similar to the sambur on the mainland, many of the old stagers having handsome horns.

The troubles of the jungle do not always consist in the fierceness of the animal hunted. On one occasion, when out with a Captain Dawkins, of the 5th Fusiliers, after deer, in order to give him a good view of the country I advised him to stand on the trunk of a fallen monarch of the forest, which raised him well above the surrounding undergrowth. When I got to my own station, some 150 yards away, I saw him frantically waving his arms and attempt to rub something off his limbs. He flung away his sun topi, followed it by his rifle, and was preparing to discard his coat. Had he got into the midst of a colony of red ants, keringas, about half an inch long with terrible nippers, that bite and never give way? I went to his assistance, and found that it was not red ants, but bees that he was attacked by. Realising that

they would go for anything within sight, I called out to him to follow me, but at a distance, and reaching a bed of bracken, I carefully crawled under it, flat on the ground, under about five feet of the dense fern. I called to him to follow my example, and to my horror he followed me into my tunnel, and brought hundreds of the vicious insects with him. After combating them for some time under these disadvantageous circumstances, I told him in forcible language to get out of it and run down the path, and when I could stand it no longer, I followed his example, intending to go the opposite way. The bees came on me in ever greater numbers. I found I was following him, and as we ran the insects left him to go for me! At last I rushed to a stagnant pool of water at a dip in the path, and lay down in it, my topi covering my face, and remained quite motionless for some ten minutes. On getting out of the pool I found myself covered with horse-leeches, and had practically to strip to rid myself of the loathsome things! Further down the path I came to my friend having the bee-stings extracted by an old Chinaman, who consolingly muttered, as he cleared out each sting, "tid'apa" (never mind), which, being translated to Dawkins as "a matter of no importance," made him more indignant than ever. We consoled ourselves that they were only bees, and not hornets, of which three stings will kill a man and six a horse.

Wild pig (*Sus cristatus*) have at all times been more numerous than other kinds of game in and around the swamps of the island. They, like deer, afford good shooting for the rifle, but owing to the thickness of the undergrowth and the ease with which they can slip through it noiselessly and at a fair pace, buck-shot is more effective than ball. From their habit of feeding on roots, they do a good deal of damage in vegetable gardens and on tapioca estates, and it used to be customary to keep a man or two occupied entirely in shooting down wild pig. At times, when beating swamps and thickets, as many as ten or fifteen have been

turned out of quite small patches. The Chinese set spring-guns and dig pits to capture them, and their flesh is quite good eating. The Malays do not touch the animal, and do not shoot or trap it, but they have ingenious ways of keeping the animals out of their gardens, or of killing them if they get in.

During the north-east monsoon, in the rainy season, from November to February, or even later, very fair snipe shooting used to be had in the swamps and marshy land, which provide food for the birds, and large wisps would arrive with the rain and the north wind. Not infrequently hundreds could be seen on the wing, cruising round before deciding where to settle. But this, again, was in the old days, before the advent of the hevea. Many good bags were made, as many as fifty or sixty couple falling to a couple of guns in a few hours. Now twenty couple is an exceptional day's bag.

About the year 1881 Mr. James Miller (Gilfillan, Wood and Co.), with whom I was then living, made an attempt to introduce the Indian red-legged partridge into Singapore, and imported about a hundred birds. They were kept in an enclosure on his compound at Nassim Hill, Tanglin, and apparently had got accustomed to their new habitat and quite satisfied with their new surroundings. But one night a musang (*Paradoxurus hermophrodyta*) forced a hole in the roof and killed several. Miller decided to let the rest go free, and some flew away, but many remained close to their previous enclosure. Food was put on the tennis-lawn for them each morning, and quite a number used to come for their early breakfast. One morning an old hen was seen approaching in an excited manner, and presently out came a brood of young partridges, much to the delight of all of us. As many birds had settled round about the house, it was hoped that this might be taking place elsewhere as well. Notices were put up asking residents not to shoot them, and they were not, to our knowledge, shot by local sportsmen. The regiment at Tanglin, just in the midst of the new home of the birds, was changed for another.

Soon after their arrival Miller met one of the officers at a dinner party, and in course of conversation the new sportsman said : " You fellows don't know the good shooting there is on the island. This morning, before eight o'clock, I got four couple of partridges within a mile of the barracks ! " Miller's attempt did not succeed. No doubt musang, snakes, and other enemies were too much for the strangers.

Occasionally a painted snipe is put up, but they are very rare. The same applies to teal and wild duck, but many regular snipe shooters never saw one of these birds in the island.

Golden plover usually visit us a month or so in advance of the snipe. They are at all times fairly plentiful, but always difficult to approach, as they invariably settle on open ground ; and though they are not so hard to get at as the same bird at home, a good deal of manœuvring is required to get within range.

Green pigeons are plentiful when certain jungle trees are in fruit, and under certain conditions enormous bags are made. The birds roost by thousands in clumps of trees some distance from where they feed. The general method is to place guns round the clump of trees where they are known to roost, and get the birds on their evening flight back after feeding. A shot into the brown may bring down several, and by placing five or six guns round the roosting trees two or three hundred can be got in an hour and a half.

The pergam, a magnificent large pigeon, is also to be had, though difficult to bring down, as he flies high and has strong feathers. No. 4 shot is generally required. Not far from the impounding reservoir a large wild fig tree, standing in thick jungle about eighty feet high, was in full fruit, and attracted numbers of pergam. Not having any No. 4 shot, my friend D. Maw climbed up the tree, and shot many with snipe shot as they circled about. Although frequently shot at, they returned, and continued to circle about for quite a long time.

Quail are occasionally put up from patches of lallang grass, but their numbers are so few that they are not considered enough attraction for the sportsman. Two kinds are found, the ordinary speckled-breasted one (*Excalfactoria chinensis*) and the very small brown bird (*Turnix pugnax*) with a red stern.

A species of water-fowl is also to be met, but is not shot by Europeans. The native gunner, however, will shoot anything that gets up. To him nothing is sacred, not even does in the breeding season. When game was more plentiful the Government passed a Destruction of Wild Birds and Animals Ordinance, prescribing a close season. The Ordinance, I believe, still exists, though with little practical application.

The days of sport on the island are almost over, and one cannot but regret that the all-conquering rubber has put an end to one of the most delightful pastimes which our predecessors of as recently as twenty years ago thoroughly enjoyed.

CHAPTER XIX

AMATEUR THEATRICALS AND MUSIC

AMATEUR THEATRICALS

MR. BUCKLEY, himself an enthusiastic amateur, says in his book that the earliest record of amateur theatricals in Singapore was in 1833, when the amateurs essayed Dr. Young's celebrated and much-admired tragedy *The Revenge*; the attempt was a failure, and the paper gave the performers a good slating. Mr. Buckley gives quite a full account of amateur theatricals up to 1867.

The first theatre was in Cross Street, Teluk Ayer, and in it the amateurs played *She Stoops to Conquer*. In 1834 a move was made to Chong Long's house at Kampong Glam. Chong Long was a well-known and popular Chinaman, whose personal residence was in the Square. The house at Kampong Glam was later bought by Mr. Carnie, and after him by Mr. James Fraser, of Maclaine, Fraser and Co. The first performance at Chong Long's was a failure; the paper was so unkind as to observe that "the whole would have gone off much better had several of them kept *sober*, and others remembered their parts better." This performance was so damping that it was not for another ten years that theatricals were revived; Captain Calbeck, of the Madras Army, was the brave man, and Mr. W. H. Read aided and abetted him. In those days, and for years after, none of the actors appeared on the programme under their own names, but each took a fancy name; Captain Calbeck used the delightfully appropriate one of Vincent Crummles, and under his management things went well.

The theatre was at the London Hotel, in Coleman

Street, which stood where the Adelphi does to-day ; the proprietor, Mr. Dutronquoy, rigged up a theatre in one of the rooms and called it the Theatre Royal. In the first performance there, in 1844, Mr. W. H. Read made his debut in *Charles the Second, or the Merry Monarch*, a very favourite play at the time. Women's parts in the old days were always played by men, and of these men Mr. W. H. Read was in his day the most clever ; he always used the stage name of Miss Petowker. Mr. Buckley says that Miss Petowker had the smallest waist and smallest foot of any lady in Singapore !

Another amateur who made his debut in *Charles the Second* was Mr. Thomas Dunman, father of Messrs. Robert and William Dunman, whose names are also famous in the annals of Singapore theatricals. His stage name was Mr. Johnson, and Mr. Buckley says that he was the greatest low comedian Singapore had ever seen. However, when he joined the police force, his theatrical career had to cease, as the authorities objected to his acting ; his last part, which he played after he had joined the force, was the appropriate one of Captain Copp ! Though he was lost to the stage, his comic songs, sketches, and jokes were always in evidence at his own and his friends' houses.

Mr. William Napier, the lawyer, and later Lieutenant-Governor of Labuan, was also a leader in amateur theatricals at this time ; he played the part of the King in *Charles the Second*, and when answering one of the other characters who inquired how His Majesty had passed the night, brought down the house by saying "Vara restless ! Vara restless !" This reminds one of another Scotch lawyer, Mr. J. G. Campbell, who did much the same thing in *Under the Red Robe*. He played the part of a French inn-keeper, and delighted the audiences by his version of one of his lines. "Ah ! 'Tis the way of the wurrl !" he proclaimed, which for a French inn-keeper was at least precocious. Mr. Campbell has given up theatricals now, but his fine bass was always very useful in musical plays.

When Dutronquoy moved his hotel to where the Europe is now, the Theatre Royal disappeared, and the amateurs moved to the old Assembly Rooms at the foot of Fort Canning, where a very passable theatre was made, the scenery for which was painted by Mr. C. A. Dyce, of Martin, Dyce and Co., who was a brother of Mr. Dyce, the R.A. The first performance at this new Theatre Royal was in 1845.

The most celebrated of the amateurs in the 'Forties, besides those already mentioned, were Mr. Archie Spottiswoode, who played women's parts under the name of Miss Ledbrook; Captain J. D. Scott, of the Madras Artillery, calling himself Mr. Folair; and Mr. J. D. Vaughan, the lawyer, whose name was Mr. Jingle. Mr. Farleigh Armstrong, then in William Macdonald and Co., made his debut in 1845, and was for long the leading comedian. Mr. W. H. Read gave up women's parts in that year, but continued for long afterwards in men's.

After this there was a considerable lull, until 1855, when four performances were given. In 1857 the amateurs were busy playing in aid of a fund to fit up a new theatre at the Town Hall, which took the place of the old Assembly Rooms, demolished in 1856. A temporary theatre was erected on their site, and was the home of the amateurs until 1861, when they moved to the Town Hall, which stood where the present Victoria Theatre stands, and which was pulled down only in 1906 to make way for the latter.

Captain J. D. Scott left with his battery for India in 1860, and Mr. W. H. Read became President and Stage Manager of the Corps Dramatique. Mr. Farleigh Armstrong, whose stage name was Mr. Bono, proved a worthy successor to Mr. Thomas Dunman as low comedian. Mr. G. M. Dare, then in Syme and Co., joined the Corps Dramatique in 1857, and took a lively part in it for many years. A playbill of *Helping Hands*, performed in October 1857, has Mr. Dare's list of members next their acting names. Amongst them

are the names of Messrs. Frederick Mansfield Goss, of Ker, Rawson and Co.; Robert Barclay Read, of A. L. Johnston and Co.; H. W. Wood and William Adamson, both then in the Borneo Co. Mr. (the late Sir) William Adamson played a woman's part, and later became the leading light comedian; for years he took an active part in theatricals, even so late as 1876, as we shall see presently.

In 1861 Mr. F. D. Barnes, of the P. and O. Company, first appeared; he was an actor possessing great powers in the famous Robson's line. His first rôle in Singapore was in Robson's part in *The Chimney Corner*, which was played with *Boots at the Swan*, written by Mr. John Cameron, Editor of the *Straits Times*. The latter was the first amateur-written play produced here, and a great success, the title-rôle being played by Mr. Farleigh Armstrong.

About the end of 1861 a second amateur society was formed, the Savage Club, of which the leading spirit was Mr. William Steel, of the Mercantile Bank. The result was that 1862 was a red-letter year, the Corps Dramatique going at full blast in the Town Hall and the Savage Club at Barganny House, Mr. Steel's residence, where a stage was fitted up. Mr. J. D. Vaughan was President and Stage Manager of the Savage Club, and Mr. Robert Barclay Read of the Corps Dramatique.

The Savage Club in this year produced *Fra Diavolo*, the first musical play given by amateurs in Singapore, though musical numbers had been introduced in many others previously. The Club also produced *Don Cæsar de Bazan* and *The Merchant of Venice*, both very courageous efforts for amateurs; but the Club was very fortunate in possessing Dr. H. A. Allen as its tragedian, and Mr. De La Feuillade, of the Borneo Co., for melodrama. The latter was splendid in broken English parts. The Club's leading lady was Mr. William Mulholland, of the Borneo Co., and Mr. Buckley says that as a delineator of female characters he was never

surpassed, his Portia in particular being excellent. He played Maritana in *Don Cæsar de Bazan*; Mr. Buckley says that he was exquisite in the part, and that no stranger visiting the theatre could have realised that a man and not a woman was playing.

The low comedian of the Savage Club was Mr. Charles Emmerson, of Emmerson's Tiffin Rooms. He was quite equal to any of his predecessors, and, when he joined the Corps Dramatique later, proved an able successor to Mr. Farleigh Armstrong.

The Savage Club had, however, a very short career, for Mr. Steel left in 1863 for Bombay, and, though attempts were made to resuscitate it, the Club ended with Mr. Steel's departure.

In 1864 was commenced the series of Children's Parties at Christmas-time, which were continued from year to year till 1911. Mr. C. B. Buckley, "the Children's Friend," wrote the children's plays, designed the costumes, arranged and stage-managed, and bore the cost of production and of the subsequent entertainment. He lives in the memories of all whose childhood was spent in Singapore during his life here, and those grown-ups who helped him in his entertainments have an ineffaceable recollection of the energy, skill, and powers of organisation which he devoted to pleasing the children and making their Christmas happy. Mr. Buckley was himself a good actor and a capable musician, but he had also the genius of *mise en scène* and stage management; this is happily summed up in the last verse of some lines in *Straits Produce* for April 1895, concerning him and his ways:

When the limelights he works upon the stage
He refresheth the hearts of youth and age,
With sweet fairies and scenes our minds engage
With troubles of lovers and of love the rage,
And the children love him so,
His kindness is felt by all,
Meanness of self he doth not know,
He helpeth those who fall.

After his death in 1912 the children subscribed

for a portrait of their friend, which hangs in the Town Hall ; it is painted by the late Mr. John Adamson from portraits and knowledge supplied by Mrs. G. P. Owen, and is a masterpiece of portraiture. The unveiling ceremony was attended by nearly a thousand children and grown-ups.

After 1867 folks seem to have got very serious ; possibly the Transfer was too much for them ; but whatever the reason was, theatricals seem to have stopped altogether, and it was not until 1876 that a revival was attempted. *Helping Hands* was put on again, and with it was played a farce by Edmund Yates called *My Friend from Leatherhead*. The *Singapore Daily Times* commenced its critique thus :

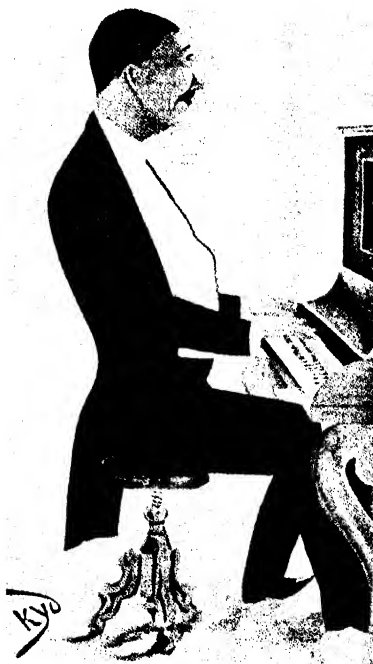
“ The Amateur Dramatic Corps of some twenty-five or thirty years ago, which has just been rescued from decay by the energy and public spirit of the young men of the Colony, if its records had been diligently chronicled, would have now presented an interesting story of the social life of the Settlement.”

Those are very true words, and the reader will find in Mr. Buckley's account of theatricals and in this account name after name of persons, men and women, who played big parts in the social life of Singapore.

Amongst the names of “ the young men of the Colony ” responsible for the revival in 1876 are those of Hervey, Maxwell, McCallum, Stringer, Swettenham, and Cadell. The Hon. Mr. William Adamson was the Stage Manager ; he had played in *Helping Hands* in 1857. The play was a domestic drama by Tom Taylor, and a very popular one in its time, but very out of date in 1876. The ladies' parts were still taken by men, Messrs. Budd, Sheriff, and Cadell. The last-named was picked out by the paper as having acted to perfection. Mr. J. C. D. Jones, of the Telegraph Co., made his debut as William Rufus, Toole's old part. Panjang Jones, as he was called, was for years one of the leading spirits in amateur theatricals, and has left behind him a very high reputation indeed. He and Mr. J. M. Fabris, to be men-



J. C. D. JONES
("Panjang").



A. Y. GAHAGAN.

Caricatures by R. W. Braddell.

tioned later, were possibly the best actors Singapore has seen in the past fifty years.

The 1876 revival was only a flash in the pan, and the next revival occurred in 1882, since when Singapore has enjoyed a succession of amateur performances, very many of which have reached the highest level of excellence.

We have to thank the Masonic fraternity for the revival. Mr. W. H. Read was District Grand Master and patron of the performance ; the programme designed was a " blue " Mason's apron with appropriate emblems, and the brethren turned out in full regalia and jewellery. The first piece was a farce called *A Fast Train ! High Pressure !! Express !!!* which ought to have damned it but did not, for it was a great success. The second was called *D'ye know me now ?* and this expression remained for long a great Singapore catch phrase. In it Mr. T. de M. Braddell (now Sir Thomas Braddell) made his debut as Nogo Dumps. The paper said that " Mr. Braddell's debut on the Singapore stage was a thorough red-letter day for the Amateur Dramatic Corps in having secured such a valuable addition to its staff." For the next eight years he played an active part in theatricals, and was a particularly good actor in tragedy and Henry Irving parts. Amongst the Masonic fraternity was also Mr. J. P. Joaquim, the lawyer, and at that time partner of Mr. Braddell, and he was a very good amateur actor. The Masonic performance was naturally in aid of charities, and resulted in the collection of a good sum.

In 1884 the Singapore Amateur Dramatic Club put on *The Wonderful Woman*, an adaptation from the French by Charles Dance, an author whose plays had been very popular in the 'Forties. This play had been produced at the Lyceum in 1849, with Charles Mathews as the Marquis de Fontignac and Madame Vestris as the pretty widow, Hortense Bertrand. Mr. Streeter played the former and Mrs. Salzmann the latter. Of her performance the paper said :

"Mrs. Salzmänn as the Marchioness was irresistible. Her pretty face, engaging manners, and natural acting took the house by storm. She was greeted with vigorous applause throughout the piece."

This is the first of many rôles in which Mrs. Salzmänn has delighted Singapore audiences, and it is appropriate that the first mention of her is in *The Wonderful Woman*, for if ever there was a wonderful woman she is Mrs. Salzmänn. Her last appearance on the stage was in *His Excellency the Governor* in 1906, but she still continues to win prizes in tennis tournaments, and it seems little more than yesterday since she last sang in public. What a wonderful voice she had, and what expression she put into her songs! The following lines from *Straits Produce* were written to her in 1895, entitled "To Singapore's Songstress":

*I've come from a Smoker,
I'm wearied with noise,
Last night I played poker
With some of the boys;
And I think, as I lie back—I'm not sleepy yet,
And I drowsily puff out a last cigarette—*

What is the use of it when it's all done—
Blatant tom-foolery, where is the fun?
And I know, that's the worst, that none of the throng
Can move me as you, with one simple sweet song.

"Queen of the Fairies," "Ruth," proud "Gypsy Queen,"
"Katisha"—each in their turn you have been.
As each you've excelled;—yet I do you no wrong
In preferring to each—one simple sweet song.

Full of soft dignity, graciously sweet,
Rings out round melody, ever replete
With womanly sympathy. May you e'er long
Entrance me again with a simple sweet song!

Mr. R. W. Braddell made his debut in *The Wonderful Woman* as Crepin the Cobbler and made a great hit; a song with a chorus of cobblers was specially introduced for him at Mr. Salzmänn's suggestion, and proved an attraction. Mr. Bob Braddell was a comedian, and sang a good comic song. Mr. J. P. Joaquim also



MRS. MELVILLE SIMONS.



MRS. SAYZMANN.

appeared in the play, and the orchestra was under Mr. Wallace, of Syme and Co.

In 1885 the Amateur Club expanded into the Singapore Amateur Dramatic and Musical Society. They played *Freezing a Mother-in-Law* and *Lend me Five Shillings*, with which was interspersed some charming music by Mr. Edward Salzmänn, Mrs. G. M. Dare (now Mrs. G. P. Owen), and Miss Capel.

In the first play Mrs. Merewether played Mrs. Watmuff. She was a sister of Mr. T. de M. Braddell, who played Mr. Watmuff. Mrs., or Lady, Merewether, as she is now, was a most useful member of the Club, for in addition to being a good actress, she always played the piano in the musical plays, and was a very skilful accompanist. In the second play Mrs. Salzmänn and Mrs. Braddell (wife of Mr. T. de M. Braddell) acted, as also did Mr. (now Sir) E. M. Merewether, Mr. (now Sir) E. W. Birch, and Mr. A. Y. Gahagan, of the Telegraph Company, who for long was Singapore's leading comedian, and one of the best sportsmen and most popular men who ever came here.

It will be seen that up to now the amateurs had been content to play very old-fashioned, out-of-date plays; but in 1887 a change was made, and two London successes of a more modern character were put on. This marked a distinct advance in local theatricals, and heralded a new era.

In 1887 the amateurs played Mark Melford's famous farcical comedy *Turned Up*, and scored a great success, the audiences being packed. Mr. T. de M. Braddell played General Baltic; Mr. J. C. D. Jones played Carraway Bones, and stage-managed. Mrs. (now Lady) Braddell played Mary Medway, and the paper said that she did it so splendidly that the part might have been written for her. Mr. A. Y. Gahagan played the female character, and appeared on the programme as Miss Gahagan, but it was a low comedy part. Miss Wishart (now Mrs. J. D. Saunders) made her debut with success, as also did Miss Dennys (now Lady Murray).

Mr. J. C. H. Darby, of the Telegraph Co., painted the scenery for this play, as he did for so many others later, and the paper picked the scenery out for special mention.

Turned Up was followed in the same year by *Two Roses*, James Albery's famous comedy, in which Henry Irving had scored so great a success as Digby Grant, which part Mr. T. de M. Braddell took, Mr. A. Y. Gahagan playing Caleb Deecie and Panjang Jones Our Mr. Jenkins. Mrs. Salzmänn was Our Mrs. Jenkins and Mrs. G. M. Dare Mrs. Cupps. The play was an ambitious effort, but judging by the critiques it was a great success, though not so great as *Turned Up*, which, in theatrical parlance, the audiences had simply eaten up.

In June 1888 *The Crimson Scarf*, a comic opera in one act by H. B. Farnie and J. E. Legouix, was put on. Mr. Robert Dunman appeared as Cornarino, and his bass voice was heard to great advantage; this is the first mention of him. Mr. W. G. St. Clair played Sassaprasso, Mr. William Dunman Ernesto, and Mr. G. P. Owen Marco. The ladies were Mrs. Simon, wife of Dr. M. F. Simon, a Government surgeon, as Bianca, and Mrs. G. M. Dare as Tessa. Mrs. Simon had a magnificent voice, and was a very clever actress as well. Mr. T. de M. Braddell stage-managed and Mr. Salzmänn was the Musical Director. The little play was a great success; but its importance is that it was the germ out of which arose the splendid series of Gilbert and Sullivan operas that will be mentioned later.

The Crimson Scarf was put on again in 1897, being preceded by a curtain-raiser called *A Bad Penny*. The parts in the former were all differently cast, but the opera scored as big a success as before.

The late King Edward, when he was Prince of Wales, made nigger minstrels all the rage in the 'Eighties, and the first entertainment of that type was at the Tanglin Club in November 1888. The party called themselves *The Bulbuls*, and one of the features of the entertainment

was a topical song written by Mrs. G. P. Owen, and entitled "Dear me! Is that possible?" One of its verses shows a remarkable coincidence; it was as follows:

Now there's the Gambling Ordinance!
No lotteries, sweeps, or games of chance:
We're not allowed our own free will
To drop six fifty in his till—
The Beak has squashed the Gosling's Bill.

The reference was to the Manila lotteries, which had been held to be illegal here, though legal in Manila, and the Gosling was Mr. T. L. Gosling, who in his day was a very successful singer of comic songs; his sons and daughters will be remembered for their cleverness in the pantomimes which at one time Mrs. Gosling used to get up, and which were so successful.

Compare the above topic with the following from "When the Clock strikes Thirteen," sung by Mr. T. C. Maxwell in *The Flats* performance in 1918, just thirty years after:

A Council of wise men to guide us we've got,
And we're thankful indeed for this fact,
For they've settled quite plain
We may gamble again
Without breaking the Gaming House Act.

The reference was to the Our Day Lotteries, which had been legalised at last by amendment of the law. The Hon. Mr. F. S. James, C.M.G., who is an exceptionally tall man, was the organiser of the very successful Our Days, and one of the lines announced that "it's a very long James that can't turn." Rather a difference to 1888, but the end justified the means. Nigger minstrel shows continued to be got up occasionally until 1902, when the last occurred.

In 1888 the amateurs put on Robertson's famous play *Caste*, in which Mr. J. C. D. Jones gave a wonderful performance as Samuel Gerridge.

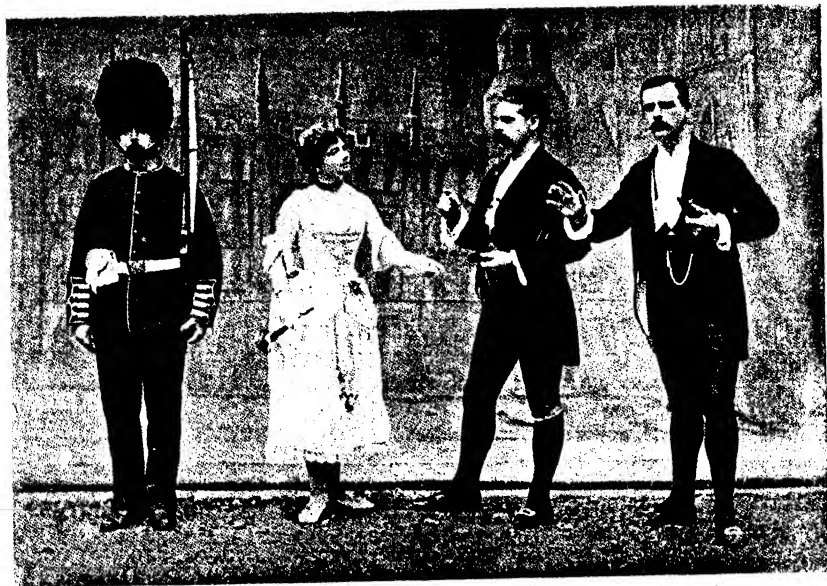
In 1888 the ballet *Robert Macaire* had scored a great

success at the Empire in London, and perhaps it was this that led the amateurs to put on the play of that name in 1889. An old version had been put on in 1862, when Mr. Robert Barclay Read played the title-rôle, and Mr. Tidman, of the Borneo Co., played Strop.

The play put on in 1889 was Charles Selby's melodrama, and Mr. T. de M. Braddell played the tragic part of the murderer Macaire, his brother, Mr. R. W. Braddell, playing the cowardly Strop, and being responsible for the comic element. It is amusing to read at this date that the brothers Braddell brought down the house in their step-dance! Mr. Howard Newton was the officer in charge of the gendarmes, and sang some splendid songs, including one called "Vive l'Amour," which was a great hit. Mr. Howard Newton is still referred to as "Singapore's only tenor," for he had a most magnificent voice. He was Municipal Engineer, but later went to Bombay. Mrs. W. J. Mayson and Mrs. O. P. Griffith Jones, who have so frequently delighted modern audiences, are daughters of his. Mr. Newton was one of the causes of the great success scored by the Gilbert and Sullivan operas now to be mentioned.

In 1889 the amateurs put on *Iolanthe*, under the stage-management of Mr. T. de M. Braddell and the musical direction of Mr. C. O. Blagden. One of the leading spirits in it and its successors was Mrs. G. M. Dare (Mrs. G. P. Owen), and to her taste and skill in designing dresses, and her unflagging enthusiasm, much of the success was due, added to which her charming appearance and voice helped greatly in the work on the stage. How wonderfully successful these operas were is shown by the fact that their memory is fresh to this day, and they still remain a standard for comparison, *The Mikado* being bracketed with *The Geisha* as the two greatest successes and most perfect performances our amateurs have ever given.

The cast of *Iolanthe* was as follows :



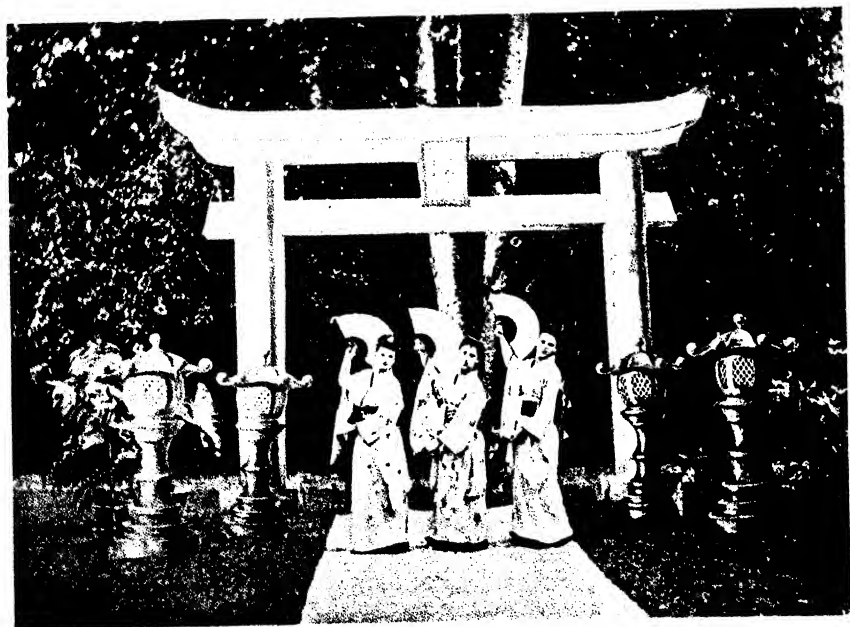
R. Dunman.

Mrs. Dare.

W. G. St. Clair.

H. Newton.

GROUP FROM "IOLANTHE," 1889.



Mrs. Dare Mrs. Melville Simons. Miss Wishart
(Mrs. G. P. Owen). (Mrs. J. D. Saunders).

"THREE LITTLE MAIDS FROM SCHOOL."

The Mikado, 1893.

<i>The Lord Chancellor</i>	.	.	MR. J. M. FABRIS
<i>The Earl of Mountararat</i>	.	.	MR. W. G. ST. CLAIR
<i>The Earl of Tolloler</i>	.	.	MR. HOWARD NEWTON
<i>Private Willis</i>	.	.	MR. ROBERT DUNMAN
<i>Strephon</i>	.	.	MR. HORACE BRETT
<i>The Queen of the Fairies</i>	.	.	MRS. SALZMANN
<i>Iolanthe</i>	.	.	MISS WISHART (MRS. J. D. SAUNDERS)
<i>Celia</i>	.	.	MRS. DONALDSON
<i>Leila</i>	.	.	MRS. W. E. HOOPER
<i>Fleta</i>	.	.	MISS L. WISHART
<i>Phyllis</i>	.	.	MRS. G. M. DARE

In January 1893 *The Mikado* was put on with the following cast :

<i>The Mikado</i>	.	.	MR. G. T. BATTY
<i>Nanki Poo</i>	.	.	MR. E. L. HUNTER
<i>Ko-ko</i>	.	.	MR. J. M. FABRIS
<i>Pooh Bah</i>	.	.	MR. ROBERT DUNMAN
<i>Pish Tush</i>	.	.	MR. G. P. OWEN
<i>Yum Yum</i>	.	.	MRS. MELVILLE SIMONS
<i>Pitti Sing</i>	.	.	MRS. G. M. DARE
<i>Peep Boh</i>	.	.	MISS WISHART (MRS. J. D. SAUNDERS)
<i>Katisha</i>	.	.	MRS. SALZMANN
<i>Tea Girls</i>	.	.	MISSES NELLIE SALZMANN AND MARY MACKAY

Mr. J. M. Fabris stage-managed this time, and Mr. Salzmänn was Musical Director. Mr. Fabris was in H. M. Becher and Co., a firm now defunct, and was known as " the George Grossmith of the Far East "; no man ever did more than he for theatricals in Singapore. He was in all probability the finest amateur actor who has ever been here. Mrs. Melville Simons, the wife of Mr. H. Melville Simons, of Paterson, Simons and Co., made a triumphant debut in *The Mikado*; she was very popular with the audiences, and always " got her stuff across," as the profession say. In many ways her work and methods were like those of Mrs. Roland Braddell to-day, so those who remember her say.

In November 1894 *The Pirates of Penzance* was performed. The present Victoria Theatre was officially opened with this opera in 1909 by the Singapore Amateur Dramatic Committee, and it is interesting to place the two caste side by side :

	1894	1909
<i>Maj.-Gen. Stanley</i> .	MR. E. H. HAIG, R.E.	MR. A. S. BAILEY
<i>The Pirate King</i> .	MR. P. S. FALSHAW	MR. E. A. BROWN
<i>Samuel</i> . . .	MR. G. P. OWEN	MR. J. DEWAR
<i>Frederick</i> . . .	MR. H. NEWTON	MR. W. DUNMAN
<i>Sergeant of Police</i> .	MR. G. T. BATTY	MR. O. A. KIMMEL
<i>Mabel</i> . . .	MRS. H. M. MARCH	MISS IDA VAN CUYLEN BURG
<i>Edith</i> . . .	MISS W. COOKE	MRS. W. J. MAYSON
<i>Kate</i> . . .	MRS. G. M. DARE	MRS. ROLAND BRADDELL
<i>Isabel</i> . . .	MISS T. COOKE	MISS KERR
<i>Ruth</i> . . .	MRS. SALZMANN	MRS. COOMBE

There can be no doubt that the 1894 cast was the better; in 1909 there was no tenor, and Mr. William Dunman had to come out of retirement and play Frederick, a very remarkable performance for a man of his age. In Mr. E. A. Brown, however, the 1909 cast possessed the better Pirate King, and the singing of Miss van Cuylenburg (now Mrs. Lonsdale) was superb; but Mrs. March was very good. Mrs. Coombe had a very fine voice, but no better than Mrs. Salzmann's, whereas in stage presence and acting there could be no comparison. Since 1909, owing to the entire absence of a tenor, it has been impossible to put on a Gilbert and Sullivan opera. The absence of tenors in Singapore is quite remarkable; any other part can be filled to perfection, but the tenor is ever wanting.

In 1896 the amateurs put on *The Grand Duke*, which was very enterprising, as the opera had been produced at the Savoy only in March of that year. Mr. H. S. Ainslie, of the 5th Regiment, played Ernest Dummkopf; Mr. Robert Dunman, Ludwig; Mr. J. C. D. Jones, Ben Hashbaz; Mr. G. P. Owen, the Prince of Monte Carlo; Mrs. Melville Simons, Julia Jellicoe; Mrs. G. M. Dare, the Princess of Monte Carlo; Mrs. J. D. Saunders, Gretchen; and Mrs. W. E. Hooper, Martha. Mr. J. C. D. Jones stage-managed, and Mrs. Merewether was at the piano.

There was a long break before the next Gilbert and Sullivan, and it is necessary to go back and see what other plays were put on in the 'Nineties.



G. T. BATTY.



ROBERT DUNMAN

In 1890 came *Our Boys*, Mr. H. J. Byron's classic play. Mr. J. M. Fabris stage-managed and played the lead, and Mr. A. Y. Gahagan scored a considerable success, as did Captain Massy, R.A., and his wife. The last two had played in *Caste*, and were a very capable couple. *Our Boys* was revived in 1900, when it was played at Government House, Mr. Gahagan being the only one left of the old cast.

In 1891 *The Private Secretary* was put on, and proved a " terrific success," for which Mr. J. C. D. Jones was chiefly responsible in the title-rôle made famous by Charles Hawtrey. Mr. Gahagan also scored heavily as Mr. Gibson, the Bond Street tailor. Mrs. G. S. Murray (now Lady Murray) doubled two parts, and Mrs. (now Lady) Merewether played the maiden aunt.

In 1893, the S.V.A. came out with a memorable performance of *The Late Lamented*, an adaptation by Fred Homer from a popular French play called *Feu Toupinal*. The play was put on to raise funds for fitting up a recreation room at the S.V.A. Drill Hall, and is memorable as being the first occasion on which electric lights were used for stage purposes in Singapore. Incidentally they forgot to put the footlights on in the first act. Major (afterwards Sir H. E.) McCallum played the part of an old army officer with great success, and Mr. J. Bromhead Matthews (now Sir John, but then a partner in Braddell Brothers) played the part of an old crusted solicitor. Mrs. Hooper and Mrs. Brydges, wife of the lawyer then practising here, also played parts.

In 1894 Jerome K. Jerome's *Sunset* and William Brough's *Trying it on* were put on at the Tanglin Club, but as the performances there were not open to public criticism, the paper could only remark that the plays were a success. Mr. and Mrs. Bromhead Matthews, Mrs. Hooper, Mr. Haigh, R.E., Mr. Harwood, late Solicitor-General, and Mr. E. Ormiston, now a broker in Hongkong, were amongst those who acted in the plays.

In October 1896 a three-act comedy called *The Passport* was put on, in which Mr. F. W. Barker, founder of

Barker and Co., made a successful debut as Christopher Coleman ; Messrs. Lionel Koek, now in Malacca, and H. S. Ainslie, of the 5th Regiment, also made their debut. Mrs. Gilmore Ellis, wife of the late P.C.M.O., Dr. Gilmore Ellis, and Mrs. Melville Simons played the ladies' parts.

In 1899 began the famous Wynter period, when Captain Wynter and his wife delighted Singapore audiences. Captain Wynter, besides being a good amateur actor, was a very fine producer and stage-manager. He made his debut in a play called *Tom Cobb*, at the Regimental Theatre at Tanglin, while the King's Own were on the station.

His first public production was a triple bill in September 1899, when *Crazed*, *A Two-some* and *The Pantomime Rehearsal* were produced ; Messrs. W. Dunman and C. I. Carver played in the first-named play. Captain Wynter's last public production was also a triple bill, in which *The Pantomime Rehearsal* was repeated, the other plays being a revival of Jerome's *Sunset* and a musical play called *The Crusader and the Craven*, in which Mr. E. A. Brown made a big hit as Blondel Fitz Osborne.

Mr. Brown had made his debut in 1901, when *The Grass Widow* and *Charley's Aunt* were put on by Captain Wynter. In the former the widows were Mrs. Wynter and Mrs. J. A. N. Pickering. Mr. Brown made his debut in the part of Arthur, and received a cordial welcome from the Press ; since then Singapore theatricals have owed an immense debt of gratitude to him as actor, singer, stage-manager, and, above all, as a voice trainer in musical productions. In *Charley's Aunt* Mr. J. M. Fabris played the lead, the rest of the male cast being, the Hon. Mr. A. Murray, Colonial Engineer (Sir Charles), Mr. L. Koek (Spettigue), Captain Wynter and Mr. E. A. Brown (Jack and Charley), and Mr. C. I. Carver, who made a big hit as Brassett the butler, which was Mr. Carver's best performance in Singapore. The ladies were Mrs. Hooper and Mrs. Wynter, Mrs. G. S. Murray and Mrs. Stitt.



MR. AND MRS. G. P. OWEN IN "THE GRAND DUKE," 1889.

Captain Wynter's biggest success was in April 1900 with *In Town*, the first musical comedy ever written, according to Mr. H. G. Hibbert and other authorities. The play is by James Leader, with lyrics by Adrian Ross (the first he ever wrote for the stage), and the music by Dr. F. Osmond Carr. This production is memorable for the fact that when H.M.S. *Terrible* visited Singapore, during the Boer War, *In Town* was performed again for the sailors. Mr. Whiteside made a great hit in the part of the call-boy Shrimp, in which the late Edmund Payne first made his London name. Amongst the cast were Captain Wynter and Messrs. J. M. Fabris, W. Dunman, L. Koek, George Penny, and G. T. Greig, while the principal ladies were Mrs. Simon and Mrs. Wynter. Mr. W. G. St. Clair was Musical Director.

In November 1900, under Captain Wynter's management, the amateurs put on *Sweet Lavender*, Mr. J. M. Fabris playing Dick Phenyl and Mr. W. Dunman Maw the solicitor. With two such experienced and finished actors in the leading rôles, it is needless to say the play proved a big success. Mrs. H. G. Diss as Ruth was very convincing; she played several parts in Singapore, and is remembered as a very capable actress.

In March 1901 Captain Wynter put on another musical play, *At Zero*, but it was not so great a success, though in the last act prominent citizens of Singapore appeared in counterfeit, to the great enjoyment of the audiences, the late Mr. Buckley in particular being cleverly portrayed. Mr. H. G. Diss, of John Little and Co., scored in one of the comic parts.

In September 1902, under the stage-management of Mr. J. M. Fabris, the amateurs put on *H.M.S. Pinafore*. Mr. A. B. Cross, the lawyer, then in Braddell Brothers, made a big hit as the Right Hon. Sir Joseph Porter, and proved himself a worthy successor to Mr. J. M. Fabris; Mr. E. A. Brown made a splendid Captain Corcoran; Mrs. Salzmann excelled even herself as Buttercup; and Mr. Stewart as Dick Dead-eye was very successful.

In December 1903 the amateurs played *The Yeomen*

of the Guard. Mr. W. Dunman gave one of the finest performances ever seen in Singapore as Jack Point, a perfect piece of art. There is hardly a more delightful part to play, and Mr. Dunman played it in a way that any professional might have envied. Mr. C. I. Carver played Colonel Fairfax, Miss Edith Abrams Elsie Maynard, and Mrs. F. W. Barker Phœbe Merryll. The latter lady had played Hebe in *H.M.S. Pinafore*, and in both parts scored a great success; Mrs. Barker was always a very popular performer with audiences.

In February 1903 *Liberty Hall* was staged. This was the last time that Mr. J. C. D. Jones appeared in Singapore; he played Luscombe. Miss Maud Newton (Mrs. W. J. Mayson) made her debut as Crafer, the maid, and since then has continually pleased Singapore audiences. Mr. A. Y. Gahagan also made a last appearance as Briginshaw. Mrs. F. W. Barker and Mrs. W. C. Michell played the leading ladies' parts. Mr. A. B. Cross was excellent as Todman. This was his last appearance in Singapore also, as he went shortly afterwards to practise in Seremban, where he was well known to audiences before he went to the front in the Great War.

In June 1904 the amateurs put on the *Duchess of Bayswater & Co.* and *The Rose of Auvergne* by Offenbach. In the latter play Mr. W. Dunman appeared as Alphonse the cobbler, Mr. E. A. Brown as Pierre the blacksmith, and Mrs. Abbot as Fleurette. This was an ideal cast, and made the little play a memorable success; Mrs. Abbot was always splendid in whatever she did. In the former play Mrs. Hooper scored a great success in the title-rôle. Singapore owed much to Mrs. Hooper in theatricals, and whatever part she played it was always splendidly done. Mr. E. E. Sykes carried off the honours amongst the men, giving a very memorable performance.

We have now reached a new era in theatricals when the Singapore Amateur Dramatic Committee was formed in March 1906. The original members were the late Mr. E. F. H. Edlin, of Drew and Napier, President; Messrs. E. A. Brown, F. A. Langley, of Guthrie and Co.,



W. DUNMAN AND E. F. SYKES.



'THE YEOMEN OF THE GUARD,' 1903.

the late Mr. Frank Whitefield, C. Everitt, T. G. Treadgold; and W. J. Mayson, Hon. Secretary. Amongst prominent members elected to the Committee after that date may be mentioned the late Mr. O. A. Kimmel, of Barker and Co.; Mr. J. C. H. Darby, of the Telegraph Co.; Mr. C. Emerson, of Sisson and Delay; Mr. F. M. Elliot, of Rodyk and Davidson; Mr. Claud Severn, C.M.G. (now Colonial Secretary at Hongkong); Mr. Roland Braddell; and Mr. Francis Graham. Of those who did yeoman service for the Committee may be mentioned Mr. J. W. Dossett, who for long had charge of the scenery and technical work behind the stage; the late Mr. Frank Whitefield, of the Municipality, who was Musical Director; Dr. A. G. Butler, who succeeded as Musical Director; and as producers and stage managers, Messrs. Brown, Mayson, Braddell, and Graham. The Committee, which put amateur theatricals on a proper business-like footing and was responsible for several great successes, recently expanded into the Singapore Amateur Dramatic Society, which ought to have a big future.

The first effort of the Committee took place at the Town Hall in April 1906, and was of a very modest character; but it was the last performance that the amateurs gave in the old hall. A musical programme was combined with a one-act play called *Dream Faces*, in which Mr. C. Everitt and Miss Edith Newton (now Mrs. Griffith Jones) made their debut.

A much more ambitious effort followed, when Captain Marshall's comedy, *His Excellency the Governor*, was put on in May 1906, at the present Victoria Memorial Hall. A stage was specially built and the ceiling heavily wired; but even then the acoustics were shocking, and the play suffered as a consequence. Mr. W. J. Mayson made his debut in the title-rôle and Mrs. Salzmann made her last appearance. Miss Newton (Mrs. W. J. Mayson) was very successful as Stella de Gex; it still remains the best of the many good parts she has played.

In April 1907 the Committee put on two plays at the

Teutonia Club, *The Burglar and the Judge* and *Dream Faces*. In the former the late Mr. O. A. Kimmel made his debut in the part of the burglar, Mr. W. J. Mayson being the judge. Mr. Kimmel was one of the best low comedians Singapore has had, being invariably successful in every part he played. His early death came as a terrible shock to all his friends behind and across the footlights, for he was universally a favourite.

In July 1907 a party of amateurs produced a musical farce called *The Rajah of Stengahpour*, by Mr. J. N. Biggs, R.A., and Mr. Roland Braddell. It was put on at the Teutonia Club, and, though it had been refused by the Amateur Dramatic Committee, proved a tremendous success. In it Mrs. Roland Braddell made her debut, and immediately became a great favourite with audiences. Mr. A. S. Bailey in the title-rôle and Mr. Hugh Holland, R.A., also made their debut, and scored successes. The play was highly topical, verses being written about all the leading people in Singapore, who enjoyed listening to them, fortunately. The play was an innovation in every way, and its success led to other amateur-written musical plays. The *Singapore Free Press* said: "A stranger dropping into the back of the Hall [the Teutonia Club] last evening might well have been excused for imagining for a moment that he was back again in the pit of a home theatre during pantomime. Singapore, the stiff and rather staid Singapore, was actually humming the choruses, and that is something which has not happened for many a long year, if it ever did, of which one has doubts."

In December 1907 the Committee put on H. V. Esmond's comedy *One Summer's Day*, but it was not a very great success, the play being unsuited to the cast, and the stage at the Teutonia Club cramping the actors and scenery. Mrs. Hooper made her last appearance in the part of Chiara.

In August 1908 the Committee put on a show at the Teutonia Club on the lines of the Follies. It was the

first of its kind in Singapore, and was managed and arranged by Mr. Roland Braddell, who wrote a potted pantomime *The Babes in the Wood* for the second part. The company called themselves the Starboard Lights, and wore emerald green costumes. The performance bristled with topicalities, and Mr. Hugh Holland and Mrs. Braddell were responsible for a great deal of its success. The *Free Press* described it as the " most extravagantly funny variety entertainment put on the stage in Singapore for years." Mr. Claud Severn's imitation of a kangaroo hopping brought down the house and nearly brought down the stage! He and Mrs. Braddell were the Babes.

The next effort of the Committee has already been mentioned : *The Pirates of Penzance*, in February 1909, with which the new theatre was officially opened. It was a triumphant success, for which Mr. E. A. Brown's stage management was largely responsible.

In the next month the Committee put on *The Ghost of Jerry Bundler*, by W. W. Jacobs, and a musical skit *The Pirates of Pulau Brani*, by Mr. Roland Braddell. Both proved very acceptable.

In October 1909 the Committee tried a daring experiment with a costume play *Under the Red Robe*. The play, perhaps, was not a success with the public, but it was magnificently mounted, and Mr. H. A. Courtney, of the Hongkong and Shanghai Bank, gave a notable performance as Cardinal Richelieu.

In November 1910 the Committee put on *The Magistrate*, which proved a success. Mr. O. A. Kimmel in the title-rôle was splendid, and kept the house in roars of laughter ; Mr. T. G. Treadgold also gave a very sound performance, while all the parts were most creditably rendered. The ladies were Mrs. Roland Braddell, Mrs. J. C. Murray, and Mrs. Buckland, wife of the Agent of the P. and O. Company.

In October and November 1912 the Committee put on *The Geisha*, which proved to be the finest and most finished production ever done by amateurs in Singapore.

Scenery was got out from home, the costumes were carried out by Messrs. Yamato and Co., under the supervision of Mrs. C. H. P. Hay, the dances were arranged by Mrs. W. J. Mayson, the cast and chorus contained fifty-four performers, and the orchestra was magnificent under Mr. Hewitt, Bandmaster of the Buffs. As the *Free Press* said : " There have been triumphs for the amateurs before, but this is the crowning triumph." The two principal rôles upon which the success of the play greatly depends are those of O Mimosa San and Molly Seamore ; these were played by Miss Ida van Cuylenburg (now Mrs. Lonsdale) and Mrs. Roland Braddell, and the parts might have been written for them. Of the former the *Straits Times* said : " Her performance was more than a success, it was an artistic triumph," and that " it was intense whole-hearted admiration that made the audience call and call again for repetitions of her part." Miss van Cuylenburg's magnificent soprano was shown to its best advantage in the lovely numbers which the part contains, and her acting was perfect. It was a performance which will live in the minds of all who saw it. Of Mrs. Braddell the *Straits Times* said : " If ever Mr. Owen Hall is called upon to justify his libretto, he should seek an introduction to our Molly Seamore," " she made it all a merry romp, singing, dancing, flirting, teasing with such a whole-hearted zest and with so little of the strain of artificiality that the audience joined her in the spirit of fun and took delight in every moment she was on the stage."

If you want to see Mr. E. A. Brown at his best, see him in a Hayden Coffin part. As Lieutenant Reginald Fairfax he was magnificent ; his song " Star of my Soul " was one of the finest things in the play, which he stage-managed and produced. But of the men Mr. C. H. P. Hay as Wun Hi stood out the most. The *Straits Times* said : " Mr. Hay appears for the first time here, but he is an actor of quite exceptional merit, and he played the cunning Chinaman to perfection. His dance in the

last act was a revelation, and made one conclude that the best amateur may equal the professional." Mr. O. A. Kimmel played the Marquis Imari on the first night, but had to drop out of the caste owing to his wife's illness. Mr. W. J. Mayson then did a thing that for an amateur was wonderful; he went on without rehearsal and read the part off the backs of fans, which were changed as necessary. Probably not a soul in the audience realised that he was not speaking the part from memory, as he did later during the seven performances of the play.

In March 1914 the Committee put on a triple bill, *Dream Faces*, Bernard Shaw's *How he lied to her Husband*, and *The Ghost of Jerry Bundler*. Mr. J. R. Moore gave a notable performance in the second play, as did Mrs. Wilfred Hunt, whose acting was particularly commented upon by the *Straits Times*.

In April 1914 the Committee combined with the K.O.Y.L.I., then stationed here, and gave a vaudeville entertainment with *The House of Nightingales*, in which Mr. J. R. Moore and Mrs. W. J. Mayson gave finished performances.

The day of revue had now arrived, so in December 1915 the Committee put on *My Word!* a revue written and produced by Messrs. Roland Braddell and Francis Graham, preceded by a Folly entertainment entitled *The Queries*, in which the costumes were designed by Mr. Edward Collier, and were very quaint and effective. The revue scored a huge success. The *Straits Times* said: "Indeed, the simple truth is that we have never seen out East anything better, and rarely anything quite so good, as the *tout ensemble* last night. It was a credit to all concerned." The dresses were designed by Mr. Edward Collier and carried out by Robinson and Co., and of them the *Straits Times* said: "It is no small credit to Singapore that it has been able to produce dresses and costumes that would do no discredit to a London stage." Mr. Graham made his Singapore debut in the revue, and proved himself a finished actor and a great

acquisition to the Committee ; Mrs. Thomas and Mr. E. A. Brown made a great hit with their duet " They'd never believe me," which as a consequence was whistled, sung, and played all over Singapore, till one got sick of the sound of it ! Mrs. Roland Braddell gave a very finished performance, and made her rag-time songs thoroughly popular ; but her best number was " Military Mary Ann," with very good business by the full chorus. Mr. J. Dewar, who is always splendid, excelled as Horatio Buggs, his make-up being particularly good. Altogether the Committee had a most satisfactory success, and the Officers' Families' Fund received a very substantial draft ; but the various sums raised by the Committee during the War will be given later.

In July 1916, under Mr. Brown's stage-management, the Committee repeated *The Queries*, and added to it *A Lay of Ancient Rome*, a musical skit, in which Mr. O. A. Kimmel and Mrs. Roland Braddell scored well.

In December 1916 the Committee put on another revue, written and produced by Messrs. Braddell and Graham, entitled *Here's fun !* and scored another triumphant success. The scenery was designed and painted by Mr. Edward Collier, and was the finest amateur-painted scenery ever seen in Singapore. The first scene was set in a mythical place called Tebessa, and the curtain rose to a pitch-dark stage ; after a pause the full lights went on with a flash, and disclosed a wonderful Oriental set, going back the full depth of the stage and showing a street and market-place with Arab men and women, shops, and street vendors. The costumes in this revue were particularly fine, and were carried out by Mrs. F. W. King, with native tailors, and also by Messrs. Robinson and Co. Mr. Graham and Mrs. Roland Braddell again scored great successes ; Mrs. Griffith Jones sang a beautiful song, with a violin accompaniment by Mr. R. L. Eber, who played the part of a travelling musician. Mrs. Monro and Mr. H. A. Stallwood were very good in the parts of a maid and a man-servant, and brought the house down with their



THE STAGE OF THE VICTORIA THEATRE SET FOR THE FIRST ACT OF "HERE'S FUN."

duet in the first act. The cast and chorus numbered fifty. Both in this revue and in *My Word!* the orchestra was under the charge of Dr. A. G. Butler, and was very fine; indeed, the successes scored by the two revues were largely due to the magnificent playing of the orchestra, in which on both occasions Mr. F. Martens and the members of the Europe Hotel Orchestra gave their valuable services free of charge. The *Free Press* said of *Here's Fun!* "The stage effects are such as Singapore can scarcely have seen before, and the whole production is a spectacular treat."

In December 1917 the Committee put on Pinero's *Dandy Dick*, under Mr. Brown's stage-management. It was undoubtedly the best production of a non-musical play that the Committee ever did, the cast being well balanced and the principal rôles admirably played. Mr. W. J. Mayson was splendid as the Dean, and his wife scored heavily in the part of the Dean's sporting sister. The *Free Press* described their performances as undoubted triumphs. Mrs. Grayburn made a very successful debut as the Dean's toy child, the part of his other daughter being played by Mrs. Roland Braddell with her usual success. Mr. Turner and Mr. Brown played the parts of the officers, the former making a successful debut.

In 1919 the Singapore Amateur Dramatic Society produced a most enjoyable children's performance, arranged and produced by Mrs. W. J. Mayson, the feature of which was the splendid dancing which she arranged.

Naturally, all the productions by the Committee during the War were for charities, and a very large sum of money was raised, as the following figures show :

	\$
1915 <i>Queries and My Word!</i>	5,209
1916 <i>Queries and Lay of Ancient Rome</i>	3,230
1916 "Our Day" Variety Performance	1,537
1916 <i>Here's Fun!</i>	7,790
1917 "Our Day" Variety Performance	1,260
1917 <i>Dandy Dick</i>	4,000
1919 Children's Performance	3,500

This gives a total of \$26,526, in addition to which Mrs. Oldman and Mrs. Braddell got up an entertainment

in 1918 called *The Flats*, which made a profit of \$5,266, and was a memorable success, with some clever local skits in it. The record houses are : in a two-performance show, \$1,833 by *The Flats* ; in a three-performance show, \$1,748 by *Dandy Dick* ; and for a more than three-performance show, \$1,637 by *Here's Fun !*

It may be thought that too much space has been devoted to amateur theatricals, but the excuse must be that they form such enjoyable interludes in life here, and that their record contains the names of so many well-known Singaporeans.

MUSIC

By Edwin A. Brown

The characteristic of organised musical effort in Singapore has been that it was ephemeral, and that it suffered from want of tenor soloists and a proper concert hall ; as Mr. Buckley says under the date 1865 : " From time to time in Singapore small parties for practising music had been formed, but never attained length of life." He goes on to mention that in 1865 the Amateur Musical Society was formed among the English community, and mustered about thirty to forty members. The German Teutonia Club had its Liedertafel some years before. The A.M.S. was at first conducted by the organist of St. Andrew's Cathedral, but the mainspring of it was Mr. Neil Macvicar (Martin, Dyce and Co.), who came out in the same year as Mr. Arthur Knight, 1860. The first concert was given on the 28th December 1865, and included the overture to *The Caliph of Bagdad* and Haydn's first quintette. Thomas and Charles Crane sang the " Larboard Watch," and C. B. Buckley made his first appearance and sang the first solo in the Town Hall, " The Village Blacksmith." Another concert was given in 1866. There was also the Philharmonic Society of St. Cecilia at this time. The Committee of the S.A.M.S. in 1867 included C. B. Buckley, Dr. J. H. Robertson (father of Dr. Murray Robertson), and J. R.



EDWARD SALZMANN.

Macarthur (Hamilton, Gray) ; Mr. W. Hole was Honorary Secretary and Treasurer and Edward d'Almeida Conductor. Apparently by 1872 the Society had ended.

The first public notice of Mr. Edward Salzmänn appears in the March papers of 1874 : " Mr. Salzmänn, late of the Royal Italian Opera, Covent Garden, and Professor of Music at the Royal Naval College, London, has been appointed organist of St. Andrew's Cathedral." On the 11th March of that year Madame Arabella Goddard gave a concert here, at which Mr. Salzmänn, Mr. Buckley, and Mr. Crane performed. Mr. Salzmänn had succeeded a Mr. Iburg, who left for Shanghai after a short stay here, his predecessor at St. Andrew's being Mr. E. B. Fentum. If Mr. Salzmänn could have been induced to write his musical memories of Singapore, this article would have been unnecessary. An amateur orchestra was founded in 1884, and in 1888 he was conductor. The orchestra gave a popular promenade concert on the 9th May 1887, when an orchestra of twenty-seven played, under three conductors, Mr. J. E. Light, Mr. Salzmänn, and Mr. Galistan. This was probably Mr. St. Clair's first appearance in music in Singapore, and he played the contra-bass. Among those who took part were Mrs. Dare and Mrs. Salzmänn, R. Dunman, Miss Aitken, N. B. Westerhout, H. Laughler. Indeed, since his arrival in Singapore Mr. Salzmänn's name was associated, directly or indirectly, with every musical and dramatic production for a quarter of a century. He retired from the post of organist of the Cathedral in 1918, having then probably attended more weddings (in church) than anyone east of Suez. Mr. Salzmänn held, and time has shown that he was right, that continuous musical practices would not succeed. He therefore used to call his choir together for a particular effort and collect his orchestra, practising assiduously for a time, giving a successful concert, and then giving musical effort a rest. " Mr. Salzmänn's Choir " included all the musical talent of the place, and the results were so successful that he handed over the management of his

choir to a committee, retaining the conductorship for some years. At a complimentary concert on the 5th May 1893 Sir Charles Warren made a presentation to Mr. and Mrs. Salzmänn on their going home, after eighteen years' stay in Singapore, and in his reply Mr. Salzmänn mentioned that he was going to ransack the music-shops to find suitable material for the Society. How successful he was the next few years show.

The Singapore Philharmonic Society was formed in March 1891 on the initiative of Mr. W. G. St. Clair. On a basis of subscribing members who were to have admission to concerts and musical evenings for their subscription, the Society was warmly received. The first concert was given on the 7th December 1891, and consisted of Cowen's *Rose Maiden* and a miscellaneous selection. There was available at that time Mr. C. A. Rauch's musical party, consisting of Messrs. C. A. Rauch, A. Seumenicht, P. Schabert, E. Lanz, and R. Kindervater, who gave delightful and high-class chamber music. With the Society's orchestra and a choir which was formed a considerable musical revival sprang up. The first public performance of the Society of 1892 took place on the 6th June, with selections from the *Messiah*, chorus and instrumentalists numbering over a hundred. But a musical evening at Government House in the previous March, with selections from oratorios, was a great success. Miss Shelford and Mr. Arthur Crane, Miss Grey, Mr. Bromhead Matthews, and Mrs. Finlayson took part in this, as well as Miss Clementi Smith, the Governor's daughter. Mr. Salzmänn in 1893 conducted at an oratorio concert at the Town Hall, the first part being selections from the *Elijah*. The activity lasted for some years. Rossini's *Stabat Mater* was given again in 1896, under Mr. Salzmänn, the principal vocalists being Mrs. Melville Simons, Mrs. Salzmänn, Miss Sharp, Miss Bogle, Mr. Newton, and Mr. Dunman. This was a highly enjoyable performance also. The orchestra, under Mr. W. G. St. Clair, had a short time previously given a popular concert, at which there was

an exceptionally large attendance, and in the previous May Mr. Salzmänn had conducted a combined choral and orchestral concert—three big musical events in one year. The year 1895 was an active one musically. In January Alfred Gaul's cantata *Ruth* was performed. March saw the production of the *Crusaders*, and December *Lauda Sion*, all under the baton of Mr. Salzmänn. In 1902 the Society gave two choral concerts, two orchestral, two musical evenings for members, and one at Government House. The membership numbered 244, and in addition to concert giving and practice, encouragement was afforded to young players. The activity was sustained till 1905, and Mr. Whitefield, who died in 1911, had taken over the choral work, Mr. St. Clair conducting the orchestra. The Society gave the *Rose Maiden* again. In 1906 the work of the Society was hampered by the letting of the Town Hall for the Tanjong Pagar Arbitration, and in 1907 the demolition of the Town Hall to construct the present theatre was begun. This handicapped the Society greatly. Nevertheless, by storing the music at the Teutonia Club and practising at the Tanglin Club some excellent concerts were given. But the loss of the Town Hall was fatal to the musical activity of the Society, the Memorial Hall being too big and expensive and the theatre being unsuitable. 1908-9 were slack years, but the President never lost hope of securing a proper concert hall. In 1910 he propounded a scheme for a concert hall, and secured much support financially. In this year Mr. and Mrs. Noel Trotter, at a cost of £650, generously presented to the Society a complete set of orchestral instruments of the Philharmonic pitch, constant trouble having arisen over the difficulty of conforming to the Kneller Hall pitch, which the military bands had adopted. The fine set of instruments was used at a concert at the Teutonia Club. Orchestral practices were resumed in 1911, but the handicap of having no home proved too much. Mr. St. Clair's energies, until he retired

in 1916, were devoted to the provision of a concert hall, for which Mr. Manasseh Meyer generously promised to provide a fine organ. The site was secured, plans drawn, a number of subscriptions raised, when the War intervened, and the hall has not yet been begun. The experience of the Philharmonic Society shows how necessary a concert hall is for Singapore.

It is not possible to enumerate all the concerts given in Singapore by professional musicians, generously assisted by the amateurs. In 1889 Miss Amy Sherwin took a leading part in a performance of the *Stabat Mater* with Mr. Salzmann's choir, in which Mrs. Salzmann sang "Quis est homo" with Miss Amy Sherwin. The celebrated artiste also played in *Turned up*. Mr. Salzmann conducted concerts for Madame Mendelssohn and Signor Orlandini, at which Mrs. Salzmann and Mr. Howard Newton sang.

During the last fifteen to twenty years musical effort has passed through many vicissitudes, and cannot be said to have been crowned with success. It may be that life in the Colony has become much more strenuous than it used to be, and that after a day's work people do not feel inclined for further effort; but principally, we think, the explanation lies in the somewhat curious fact that new arrivals in the Colony during the period mentioned have not been markedly musical, certainly have not been possessed of any outstanding talent. Reasons could possibly be found for this fact, but there is no need to go into them here. As for instrumentalists, we can hardly point to a single Briton who could be considered as a good soloist, with the exception of A. P. Ager and Mr. and Mrs. R. L. Eber. Of the aliens, mostly Germans, we can remember names like Asmuss, Lanz, Wach, Seumenicht, Mrs. Gad, Mrs. von Kilian, and of course Mrs. Becker, and that prince of good fellows and most versatile performers on the 'cello, Valois. As regards singers, about the only foreigner whose name will be found figuring as a soloist is E. Lehrenkrauss, of Behn,

Meyer and Co. ; but the British population was not much better off, for with the possible exception of J. G. Kirk, a man with a small but sweet tenor voice, no tenor really worthy of the name has honoured Singapore with his presence since " Billy " Dunman's and Howard Newton's day. For sopranos, also, musical society looked in vain, and during the first few years of the century the British community searched among themselves for one without success. Madame Brandt used to fill the duties of soprano soloist in those days. Curiously enough, the Colony has never wanted for a good contralto. Mrs. Salzmänn was still going very strong in 1901, and the writer well remembers a concert at the Tanglin Club, given by a Russian operatic singer of good repute, in which none of the runs and trills and " tricks of the trade " of that professional could equal Mrs. Salzmänn's rendering of a simple little English song, a great favourite of hers, " The Old Grey Mare." Then Mrs. Arthur Barker, and after her Mrs. F. W. Barker, successively filled the contralto rôle, and there has always been a good reliable voice for concert work. At the present time we have Mrs. McCullagh, an Irish lady with all the Irish enthusiasm for music, and with probably as good a voice as has ever been heard in the Colony. Mr. Brown's arrival in 1901 gave the Colony a baritone to fill the vacancy caused by Robert Dunman's retirement, and he is still with us.

So much for those who have " faced the footlights," and they have not been many. But we do not find much evidence of general private musical effort. H. Laugher, the old Raffles schoolmaster, whose performances on the flageolet will be remembered by some, used to try to run a vocal quartette party in his rooms ; but it was difficult to find the necessary voices, and the effort did not last very long. Then Frank Whitefield tried a male voice choir in connection with the Philharmonic, and that, too, had only a short life. The truth is that neither the talent nor the enthusiasm for the exercise of it existed in the place. We remember

well attending a big afternoon reception at the house of a well-known Tuan Besar, and the garden party being spoilt by rain. The company collected in the drawing room, and music was suggested. Out of, we suppose, fifty British ladies not one could be found who could play an accompaniment ! On another occasion a lady gave specially a musical evening, invited all the principal singers, and never provided for the accompanying of their songs ! These little reminiscences go to show the absence of that " sense of music " which is so necessary to successful musical effort.

In looking back over the past twenty years some outstanding efforts come to one's mind. There was, for instance, the *Messiah* concert, arranged for by a committee of gentlemen with Mr. Gahagan at their head, which concert was organised and conducted by Mr. Salzmänn. It took place in that glorious room for music, the upper room of the old Town Hall, and the choir and orchestra could not have numbered much less than one hundred and fifty. Madame Brandt was the soprano soloist, Mrs. Salzmänn and Mrs. Arthur Barker shared the honours of the contralto between them, Mr. Kirk was the tenor, and Mr. Brown the bass. Little points about that concert still stick in one's mind : for instance, Mrs. Salzmänn's singing of " He shall feed His flock," and the refusal of a certain gentleman, well in the front of the audience, to stand up during the " Hallelujah Chorus " ! This concert was followed next year by another of the same description, in which the first part of the programme consisted of selections from Sir Michael Costa's *Eli*. It is interesting to remember that Mr. Salzmänn had probably played that oratorio often under the personal conductorship of Sir Michael, who was Conductor of the Royal Italian Opera Company while Mr. Salzmänn was a member of the orchestra. The next musical effort that one remembers, outside the region of dramatic entertainment, was the formation of a choir to sing at the official reception of the present King and Queen,

then Duke and Duchess of York. This choir was also arranged and conducted by Mr. Salzmänn, who was presented to their Royal Highnesses at the conclusion of the ceremony. Another choir of large dimensions was formed later on for the occasion of the Coronation of King Edward VII. On this occasion Mr. Lewis, a new-comer to the Colony from Shanghai, sang the solo in "Land of Hope and Glory." Mr. Salzmänn was again responsible for the choir and orchestra, which latter, as usual, contained many Germans.

With the above exceptions the times that united musical effort has been attempted in the Settlement have been few. The Philharmonic Choir was still in existence at the beginning of the century, and was attracting a fair number, but it soon fell away, and was given up as hopeless, and spasmodic efforts, such as the *Rose Maiden* under Mr. Whitefield, were the only sign that choral singing need not altogether be looked upon as a lost art. Later on a private choral society, or rather a denominational one, was formed at the instance of several ladies and gentlemen of the congregation of St. Andrew's Cathedral, Mr. Brown being appointed conductor. The scheme of running the Society in sessions was here tried for the first time. The first session was most enthusiastic, and an excellent concert, consisting in the main of unaccompanied old-fashioned glees, was given in the Teutonia Club, and was a great success. Everyone looked upon the Cathedral Glee Society as firmly established. At the first practice of the next session only the conductor and the accompanist turned up! And so this effort also followed its predecessors in the way that all united musical effort seems to take in Singapore.

In 1917 the Philharmonic Choral Society was re-suscitated again, mainly at the instance of several ladies and gentlemen who had not been in operatic work, but who nevertheless said they wished to sing. Again an enthusiastic first session was the result, but the second died off, and although an attempt was made to

recover the enthusiasm by the inclusion of an orchestra, the latter was never really a success owing to the lack of players, and to-day the Choral Society only exists as a committee pledged to carry on the children's concerts until the time seems to be more ripe for restarting the choir.

No article on music during the past twenty years would be complete without some mention of the military bands that have been here. After the South African War the first white regiment to arrive here was the Manchesters, straight from South Africa, followed in a couple of years by the Sherwood Foresters, both with no bands to speak of, although individual members played regularly in the Philharmonic Orchestra. But the Settlement later on was lucky to be the abode of a battalion of the West Kent Regiment, with a band reputed to be one of the finest in the marching regiments of the British Army. And right well they sustained their reputation.

There are people here who will still remember the shock they got when, at a concert at the Tanglin Club, the band laid down its instruments and sang an unaccompanied glee. As a matter of fact, they could do more than this. They used to entertain the regiment once a month, and as they possessed a number of good comedians in their ranks, and besides going out of the ordinary rut in their instrumental music, being adepts at quartettes on the trombones, trios for clarionets, etc., a good programme was always assured. But the climax was reached one night when at the end of the programme the whole band stripped, and gave as good a combined gymnastic display as has ever been seen in Singapore. It is interesting to note that the then gymnastic instructor was Sergeant Guest, of the Aldershot Gymnastic Staff, who afterwards turned up in Singapore during the War as Major Guest, in command of the wing of the Middlesex Battalion stationed here. Mr. McElvey was the Conductor of this collection of versatile artists, and "McElvey's Boys," as they

used to be called, will long be remembered in the East. Another band with a good sound musical training was that of the Buffs, who came here later on. Not perhaps so excellent in their versatility, they were nevertheless quite as noticeable for the class of music they played, and their programmes were quite as ambitious as those of the West Kents. The Conductor, Mr. Hewitt, was excellent with a choir, and in fact the band formed the orchestra at the A.D.C.'s production of *The Geisha*, and gave the finishing touches to that most artistic and very successful production.

The band of the "Koylis" (or King's Own Yorkshire Light Infantry), the last regiment of the old army to be stationed here before the War, was also one that must not be forgotten when mentioning military music, although perhaps not reaching the pitch of excellence attained by the West Kents and Buffs.

CHAPTER XX

CONCERNING KNOWN PERSONS

By Walter Makepeace

THE READS : C. R., W. H. M., AND R. B.

THESE three famous men belong to the early period of the Settlement's history, for although W. H.'s life extended into the twentieth century, his active connection with Singapore ceased in 1880, although his sympathies were enshrined in the place and its doings. Buckley's *Anecdotal History* devotes many pages to these worthies, and possibly inspired the concluding paragraph quoted from Ecclesiasticus, "Let us now praise famous men."

Christopher Rideout Read came to Singapore in November 1822 as the partner of Mr. Alexander Laurie Johnston, coming on from Bencoolen on the advice of Sir Stamford Raffles. The two were on the founder's Town Commission nominated under Regulation No. 3 of 1823, which gave them the powers of justices of the peace in England. [It is worthy of note that the last representative of the firm of A. L. Johnston and Co., Mr. W. E. Hooper, holds the record as having been Chairman of the Visiting Justices for sixteen years, and still holds that honorary and honourable office.] Two of these magistrates were to sit with the Resident in Court to decide in civil and criminal cases. C. R. Read's wife and young daughter joined him in Singapore in 1824. One of the most strenuous advocates of the freedom of the port, in 1836 he was instrumental in getting up a petition to the Indian Board (Buckley, page 303) pro-



R. B.



W. H. READ, C.M.G.

testing against the imposition of tonnage dues, presented by Lord Stanley, and was in communication with the East India and China Association in London on the subject. In 1863 he wrote to Sir Charles Wood, Secretary of State for India, asking that the prohibition of Sir Stamford Raffles against the levy of tonnage dues be reimposed, but the request was not acceded to, as the Government of India was pledged not to take advantage of the bill to authorise the levy of port dues in the ports of the Straits Settlements.

William Henry Macleod Read arrived in Singapore in 1841, in a sailing vessel, to take his father's place (who then retired) in A. L. Johnston and Co. On the 1st January 1842, then, W. H. Read replaced his father, Mr. A. L. Johnston having also left Singapore in the previous December. He lived at that time in a house in Battery Road, on the river-side, which had been built by the senior member of the firm, and was named Tanjong Tangkap, because jealous rival merchants said it was a trap to catch ship-masters as they arrived and rowed up the river. The young man was praised for his excellent jockeyism in his riding of the winner of the first race, the Colonel, in 1843. He also promoted the first regatta in the harbour in that year; next year became Treasurer of the first public library; and the following year was the second initiate of the newly formed Masonic lodge.

The sort of man he was may be judged from the following: "In 1845 we went on a deputation to Colonel Butterworth about a bridge. On leaving, the Colonel called me back, and said, 'You will never have that bridge.' 'Sir,' I said, 'I am sorry to differ from you; we will have it,' and so we did." 1848 was a memorable year for him. He was married, and took his bride to the Tanglin of Singapore, then Beach Road. Also the firm changed its godown to where the Hongkong Bank now stands, and there business went on, side by side with Robinson's, until 1890. Mr. Read's name was the first on the roll of the Volunteer Corps in 1859. Two

years before this he had taken up the Consulate for Holland, at a time when there were no Dutchmen in Singapore, but when the strain between the English and Dutch over Java and Rhio was great. It speaks well for the diplomacy of the young Consul that his conduct so pleased the Dutch, without interfering with his patriotism, that he was made a Knight of the Netherlands Lion, and was received with great courtesy at The Hague. He resigned the Consulate in 1885. W. H. was the first Unofficial Member of the Legislative Council at the Transfer in 1867, and had great influence over the native rajahs, who often came to him in their troubles, and he played a noteworthy part in bringing the Native States under British protection. Queen Victoria made him a C.M.G. in 1886. The *Singapore Free Press* of March 1866 gives a summary of Sir Richard McCausland's proposal of his health at a public dinner in the Town Hall :

“ I shall not venture nor attempt to enumerate all the public services Mr. Read has rendered ; for the omission of any one might have been fatal to the task. But whether it be free trade or freemasonry ; gas works or gambling farm ; a secret society which has just started up or a grand jury presentment to put it down ; a screw-pile pier [? Johnston's Pier] or railway ; patent slips and docks ; the Suez Canal or any other diggings of the Delta ; and lastly, but by no means least, the total and absolute transfer of the entire Straits Settlements from the cold embraces of poor old John Company (now, alas, no more !) to the fostering care of a Colonial Secretary and the tender mercies of a Chancellor of the Exchequer. . . .”

“ Delta ” was the pen-name under which Mr. Read contributed numerous letters to the newspapers—always strong in argument and precedent, if at later dates somewhat acrimonious.

In 1907 he published *Play and Politics : Recollections of Malaya by an Old Resident*, dedicated to Sir Andrew Clarke. Of this grand old Singaporean Mr. Buckley writes :

“Certainly no one here ever worked more unselfishly and unsparingly for the good of the place, and how much it owed to him there are few now to remember. Public men work for various reasons, and often for somewhat selfish objects, but Mr. Read gave his time and his unsparing energy for the good of the place, even to the detriment of his own personal and pecuniary interests, solely from a wish to help the place with which he, his father, and his family had been so long connected.”

W. H. was born the year before Sir Stamford Raffles hoisted the flag here. He left in February 1887, and lived for many years at Blackheath, always keenly interested in Singapore. In 1897, in a letter to Mr. A. Knight, he writes of the fatigue of his “forty years in the wilderness”—although he found much pleasant manna there—“deaf as I am, I am sure that if there is a post-mortem held on me, ‘Singapore’ will be found engraven on my heart.” Mr. Read’s portrait, painted by his friend and connection, James Sant, R.A., hangs in the Town Hall. He died in his ninetieth year, in 1908.

Robert Barclay Read was a cousin of W. H. Read. He arrived in the Colony in May 1848, at the age of twenty, and resided in Singapore for thirty-six years, dying at Yokohama, where he had gone in ill-health on the 27th October 1884, at the age of fifty-six.

“He was very popular in the place, a leader in all its affairs, like his cousin, W. H. Read, both commercial and social. He was Consul for Sweden and Norway. . . . The Swedish Government made him a Knight of the Order of Wasa and the Dutch Government conferred on him the Knighthood of the Netherlands Lion for his valuable assistance in discovering and following up the threads of a conspiracy at Palembang. . . . Socially Mr. Read was for years the life and soul of the place. He had a good appreciation of the enjoyments of life, and, especially in his younger days, the capacity for inspiring and diffusing them. He was an enthusiastic yachtsman, and took great delight in his cruises. . . . In the amateur theatricals of those days he was always considered an in-

dispensable associate. . . . He was for long President of the Singapore Club, and a handsome centre-piece was subscribed for by the members to be kept in the Club in memory of him." "Of light comedians none excelled Mr. Barclay Read and Mr. William Adamson" (Buckley).

If the name of Singapore was on the heart of W. H. Read, surely the great concomitant set forth by Raffles, "Singapore a free port," was engraven on the hearts of all the Reads. In 1863 (Buckley, page 699) the Supreme Government of India directed the Governor to submit to the Chamber of Commerce for their opinion a bill to authorise the levy of port dues in the ports of the Straits Settlements. Mr. Church, the Resident Councillor in 1856, had recommended a levy or port clearance fee on square-rigged vessels, to cover the cost of the harbour-master's department, then Rs.7,020 per annum. The Chamber of Commerce (the 29th November) protested strongly, Abraham Logan being the Secretary :

"It is almost superfluous in adducing reasons against the levy of these dues here to observe that Singapore had been a 'free port' since its first establishment in 1819, and that to its complete exemption from duties, whether of customs or on vessels using the harbour, is mainly to be attributed its remarkable success as a place of trade, and the high degree of prosperity to which it has now attained. . . . The existence of port dues, however trifling in amount, would, in the opinion of this Chamber, have the effect of materially diminishing the advantages which Singapore now offers as a place of call and refit to vessels trading in these seas."

In forwarding that letter, Governor Blundell stated that if the expenses were met from the general revenue of the Colony there would be no object in levying port dues of any kind—"on the contrary the measure would prove detrimental as well as objectless." A widely signed memorial was sent to the Government of India, dated the 16th February 1857.

The matter dropped till 1860, when a draft bill to levy

port dues was again forwarded from India. In 1863 the attitude of the Chamber was unchanged towards a proposal that "has been objected to on several occasions," quoting instances such as the resolution of the inhabitants on the 18th December 1856 "that the imposition of tonnage dues on shipping is an unwarrantable attack upon the freedom of the port . . . as being in direct violation of the principles upon which this Settlement was established."

From his home at Surbiton Park, March 1863, C. R. Read, with him W. C. Raffles Flint and James Bannerman Cumming, brought all forces to bear on Sir Charles Wood, Secretary of State for India, addressing to him a number of letters calling attention, *inter alia*, to:

"That when Sir Stamford Raffles formed the Settlement and hoisted the British flag at Singapore in 1819, he issued a proclamation declaring it a free port, and that it was to remain so.

"That the then Supreme Government of India approved of and confirmed the said proclamation.

"That relying on the fostering care and pledged faith of Government, the inhabitants have expended large sums in building the town and erecting public buildings, bridges, etc., and in improving and bringing the interior of the island into cultivation.

"That some years after the formation of the Settlement the Supreme Government of India thought fit to make it a penal one, and sent their convicts thither from all three presidencies until they amount to many hundreds.

"That the accumulation of such numbers of murderers, of which class they principally consisted, necessitated the sending of troops as a protection to the lives and property of the settlers, and consequently entailing heavy expenses.

"That . . . it is most unfair, unnecessary, and constituting a breach of faith with reference to Sir Stamford Raffles's proclamation to attempt to levy duties of any kind on the trade of Singapore."

The correspondence failed to persuade Sir Charles Wood to order the reimposition of the prohibition of

duties of any kind being levied at the port of Singapore, and a petition was prepared to Parliament.

A shorter petition was subsequently prepared, dated the 13th July 1863. It will suffice to show how keen was the interest taken by the Reads in this matter to quote the following letter :

“ CLYDE VILLA, SURBITON PARK.

“ 9th July 1863.

“ MY DEAR WILLIE,

“ I hear you Singaporeans consider yourselves safe because the Government have withdrawn their bill of levying duties at your port. You are about as safe as the ostrich when he sticks his head in a bush and deems himself safe from the hunters. Depend upon it there is no safety for Singapore till the prohibition be reimposed, and it is only by pressing Sir Charles on that point that you will avoid the infliction of duties. I send you a copy of a note from Lord Stanley to Seymour. Sir Charles has so far committed himself to Lord S. that if the Chamber of Commerce adopt the plan I recommend, which I send herewith, he cannot without a breach of honour and good faith refuse to reimpose the prohibition. Let the Chamber adopt their own language in the letter to be addressed to him, but let it be to the effect I have noted down. I have sent you also a copy of a revised petition to the House, which will probably be presented next week ; Lord S. thought the first one too long and that many members would not give themselves the trouble of reading or listening to it attentively, but he thinks it could not be better as a guide to whoever may speak on the motion ; if I could feel sure that you Singaporeans would adopt my advice I should feel inclined to rest on my oars till I get the letter I recommend, as I think Sir Charles has pledged himself too deeply to Lord Stanley to retreat when he finds the Singaporeans unanimous in repudiating his assertion that the proposal to levy tonnage dues came from them, and are solid in demanding the reimposition of the prohibition. There may be a chance of the Settlement being taken over by the Colonial Department, but even then it will be highly desirable that the prohibition be reimposed before that event takes place. The

Chambers of Commerce of Liverpool, Manchester, and Glasgow are acting for us.

“Thine affectionately,
“C. R. READ.”

This petition quoted again Sir T. S. Raffles :

“*A Regulation for the Port of Singapore.*

“Regd. No. 11 of 1823.

“This Port of Singapore is a Free Port and the Trade thereof is open to Ships and Vessels of every Nation free of duty equally and alike to all.”

And the Subsidiary Rules revised on the 29th August 1823 :

“Clause 7.—All vessels, European and native, will promptly receive a Port Clearance on application to the master attendant’s office, and such Port Clearance will be without charge or fee.

“(Signed) T. S. Raffles.

“Registered, G. Bonham, *Register* [sic].”

THE BRADDELL FAMILY.

Mr. Thomas Braddell’s direct connection with Singapore commenced in 1862, and covered just a score of years to his retirement early in 1883, caused by a carriage accident. But he was actually in the Colony from 1844, so that for seventy-five years there have been Braddells in the Straits, and for fifty-seven years in Singapore. Those who have known most of them find a deep interest in noting how their various qualities and traits of character appear from generation to generation.

Thomas Braddell, C.M.G., F.R.G.S., F.E.S.L., was born on the 30th January 1823 at Rahingrany, Co. Wicklow, the property of his grandfather, the Rev. Henry Braddell, M.A., Rector of Carnew, Co. Wicklow. At the age of nearly seventeen he went to Demerara with his brother, George William, to learn sugar planting. The brother died there in 184 , and in 1844 Thomas Braddell arrived at Penang from Demerara to manage the sugar estate

called Otaheite, in the Ayer Hitam Valley, which belonged to Messrs. Brown and Co. About this time a great impetus had been given to the sugar industry in the Straits by the new sugar duties, with the result that Brown and Co. opened in 1846 the Batu Kawan Estate, in Province Wellesley, of which Mr. Braddell became the manager and owner of one quarter; but the estate got inundated in a very high tide, the crop was lost, and the venture ended. On the 1st January 1849 Mr. Braddell joined the service of the East India Company as Deputy Superintendent of Police at Penang. After holding various offices in Penang, the Province, and Malacca, he was promoted to the highest position which any uncovenanted servant of the Company had ever held, that of Assistant Resident Councillor, Penang, a post which had previously been held by a covenanted civilian or high military officer. He earned this promotion for an act which made him famous at the time, and gained him the quickest promotion in Government service then known. In 1854 the most serious clan riots ever known broke out in Singapore, and the feud spread to Malacca, where the Chinese broke out, took possession of the country parts, and built a stockade in one of the main roads, where they defied the police. Mr. Braddell, who was at that time stationed in Malacca, without the slightest assistance and without calling on the military, went out with all the police he could get together, attacked the Chinese, killed and wounded several of them, took the stockade, and summarily ended the riots, for which act he was publicly thanked by the Governor.

He was not satisfied with his prospects in the Company as an uncovenanted servant, and commenced to study for the Bar, a natural bent, seeing that from 1801 relatives of his had been at the Irish Bar. On the 10th June 1859 he was called at Gray's Inn; in 1862 he resigned the Company's service and went to Singapore, where he commenced practice in partnership with Mr. Abraham Logan, as Logan and Braddell. In 1864 he was appointed



THOMAS BRADDELL, C.M.G.



SIR THOMAS BRADDELL.



ROLAND BRADDELL



MASTER THOMAS BRADDELL.

Four Generations of the Braddell Family.

as Crown Counsel, and when the Transfer took place was appointed Attorney-General, an office which he held until the end of 1882. In February 1858 Mr. Braddell had written a pamphlet entitled "Singapore and the Straits Settlements Described," because of the agitation then going on about the Transfer. In this pamphlet (which proved very useful and most opportune) he discussed the best way of governing and administering the Straits, and several of his suggestions were adopted. He wanted the Government of the Straits to be quite distinct from that of India, and that the sources from which the officials were derived should also be distinct. The pamphlet was a remarkable piece of constructive statesmanship, and showed his fitness for the high office to which he was appointed when his suggestions came to be put into practice. He was a most indefatigable worker, and used to sit up very late at night at his work. In addition to his multifarious duties, he found or made time to become a fine Malay scholar, to write innumerable articles in *Logan's Journal*, and to collect material for a history of Singapore, which, however, he never actually wrote, but which was the foundation of Mr. Buckley's history, and indeed prompted Mr. Buckley to undertake that most valuable work. Mr. Braddell was certainly one of the busiest men of his day, his court practice (for the Attorney-General was allowed private practice at that time) was very large and lucrative, his duties as Attorney-General were very heavy, but he always found time for public work. As Mr. Buckley put it in his history, "there are some who wonder why Mr. Braddell, who was a very busy man, should have spent so much time and taken so much trouble about the stories of this place; but he was one of those, like Mr. Crawford, J. T. Thomson, G. W. Earl, John Cameron, and others, who were very willing to use their spare time in endeavouring to record the history of the place, the growing importance of which they foresaw and appreciated."

When Sir Andrew Clarke was sent out with orders

to solve the problem of the Native States, he relied very strongly on Mr. Braddell, and appointed him Colonial Secretary and Secretary for Affairs relating to the Native States in 1875. To Mr. Braddell was due much of the success of the conference which concluded the Treaty of Pangkor in 1874, which Sir Andrew described as "the very best stroke of policy that has occurred since the British flag was seen in the Archipelago."

He was exceedingly popular with all the Malay chiefs and principal men, who used to come from all parts to consult him. Being a very fine Malay scholar and having a most courteous manner, he was able to exert great influence with them, the following instance of which is given in Sir Andrew Clarke's diary.

In February 1874 Sir Andrew Clarke, with Admiral Sir Charles Shadwell, went up to Selangor, and arrived at Langat, the residence of the Sultan of Selangor and the pirates' headquarters. The place was strongly fortified with big guns, and as Sir Andrew wrote in his diary, "the fort itself, both inside and outside, was covered with some hundreds of very villainous-looking Malays armed to the teeth." Major McNair, with a party, was sent ashore to ask the Sultan to come off and see His Excellency, but the Sultan refused, and Major McNair, after waiting three hours, returned, having effected nothing. Sir Andrew's diary then proceeds :

"Braddell, my Attorney-General, then landed alone, smoking a cigar, as if for a stroll, lounged through the bazaar and town, passed the sentries, and stepped quietly into the Sultan's palace. Braddell speaks Malay better than a Malay, and knows their customs. It ended in his getting at the Sultan, who at last consented to come on board."

Of Mr. Braddell's personal qualities Mr. Buckley, who was his life-long friend, speaks highly :

"He was a man of great quickness of perception, great energy of purpose, and unwearied industry. He

was, in his comparatively younger days, when he first came to Singapore, one of the most popular men of the place. He was a capital billiard player, and was to be seen in the theatre when any travelling company gave performances there, which were poor enough; but he used to say that it passed an evening occasionally, however bad the players were, and made a little diversion from work.

"It was always pleasant to the jury to hear him conducting the cases at the Assizes, for he was most essentially a kind-hearted, straightforward man, with a very pleasant, perfectly audible voice, and a fluent but very simple speaker. He had a very pleasant face and manner, and it was said of him after the Transfer that he was the only official who could carry off the civil service uniform which came into use then among some, but not all, the officials, for he had a fine figure, and was over six feet in height."

Towards the end of 1882 Mr. Braddell had a nasty carriage accident, and as a consequence had to retire; he was entertained before his departure at a farewell dinner given by the Bar and the Civil Service, at which the Chief Justice, Sir Thomas Sidgreaves, took the chair, and the Governor was present as a guest. All the Members of Council, heads of department, most of the Civil Service and all the Bar were present, so the papers said. In proposing the toast of the evening the Chief Justice said that the news of Mr. Braddell's retirement had been received with incredulity:

"One could hardly understand that Mr. Braddell, who had become a sort of institution here, whom everyone of us had known so long, who had become a part and parcel of the Colonial *régime* under which we all live, was going to leave us, that we were to lose the benefit of his assistance. It seemed as if a Colonial calamity was impending. Because I do not think there is anyone in the whole Colony who from his long residence and unselfish devotion to the public weal is so universally respected and whose absence will be more regretted."

He died in London on the 19th September 1891, at the age of sixty-nine. The Supreme Court assembled in Singapore to do honour to his memory, and speeches were made by the Attorney-General, Mr. Jonas Daniel Vaughan, his old friend and colleague, and by the Chief Justice Sir Edward L. O'Malley. The *Singapore Free Press*, in an obituary notice, remarked that there were very few institutions in this place which did not in some way, to those who were acquainted with their history, recall him, and that that was especially the case among the Masonic fraternity. It went on to refer to the fine work done by many of the old officials of the East India Company, and concluded: "Foremost amongst them stands the name of Mr. Braddell, who for thorough honesty of purpose and uprightness of character in somewhat trying official duties has left an honoured name in the history of the earlier days of Singapore." Mr. Braddell had filled all the offices connected with Freemasonry in his day, save that of District Grand Master, which was held by his friend, the late Mr. W. H. Read, whose deputy he was.

In 1852 he married Miss Anne Lee, the daughter of William Lee, of Longeaton, Notts., in his day a well-known amateur cricketer who played for Nottinghamshire. By her he had two sons and two daughters; one of the latter married Sir Edward Marsh Merewether, K.C.V.O., K.C.M.G., then a cadet in the Straits Civil Service, and at present Governor of the Leeward Isles. They were on the *Appam* when she was captured by the *Moewe*, the German raider. She played a large part in theatricals and music while she was in Singapore.

Of his sons the elder, Sir Thomas de Multon Lee Braddell, came out in 1879, having been married a month or two before he sailed. He joined his father in practice. J. P. Joaquim and Sir John Bromhead Matthews were also partners of his, the former in the 'Eighties and the latter in the 'Nineties. Sir Thomas,

while he was at the Bar, did not take any part in public affairs save when he acted as Attorney-General in 1898, and for a year or two prior to that as a Municipal Commissioner. In 1907 he was appointed a Puisne Judge, and in 1911 he became Attorney-General, holding that appointment until 1913, when he went to the Federated Malay States as Chief Judicial Commissioner. In the New Year's honours of 1914 he received a knighthood, and in 1917 he retired, and is now living in England. Sir Thomas, like his father, was an enthusiastic Freemason, and in his time was Master of Lodge St. George and first Master of Read Lodge, Kuala Lumpur, holding the two offices by special dispensation in the same year; he was also District Grand Senior Warden.

Sir Thomas was a very good actor in his younger days, and was particularly successful as General Baltic in *Turned up*, by Mark Melford, and as Digby Grant in *Two Roses*, by James Albery. These were played at the old Town Hall in 1887 with great success. He also stage-managed *Iolanthe*, which started an era of musical plays in October 1889, and the *Crimson Scarf*, a comic opera by H. B. Farnie and J. E. Legouix, in 1888; nor was he above giving an evening a week to coach the elder pupils of Raffles Girls' School in their Shakespeare. Although not very robust, he played a fair game at tennis, a good game of billiards, and was a staunch supporter of the Swimming Club, which has a fine portrait of their former President in the club-house. All who knew him had the highest esteem for his fine character and sterling work. In Council and Court he was courteous in demeanour and quiet in speech, yet withal firm and decisive. Privately, no one ever appealed to him in vain for advice or help, which he gave with great sincerity and kindness, in his quiet way, well meriting the verdict of one troubled lady whom he aided in a troublesome piece of public work that "he was such a helpful man."

Sir Thomas de Multon Lee Braddell was born in Province Wellesley in 1856, and after leaving Oxford was

called to the Bar at the Inner Temple on the 25th June 1879. On the 16th September 1879 he married Violet Ida Nassau, daughter of John Roberts Kirby by his wife Elizabeth, who was the daughter of William Frederick Nassau, of St. Osyth's Priory, Essex. He was admitted to the local Bar on the 5th January 1880.

Sir Thomas's eldest son, Roland St. John Braddell, is now practising in Singapore, carrying on the traditions of the family in the firm of Braddell Brothers, and by his interest in the stage and public affairs. He was born in Singapore on the 20th December 1880, took his law degree at Oxford in 1904, was called to the Bar at the Middle Temple in the following July, and came out to Singapore in that year and was admitted here on the 9th April 1906. On the 12th December 1906 he married Dulcie Sylvia, only daughter of the late Dr. Lyttelton Forbes Winslow, D.C.L., LL.D., M.D., etc., the celebrated mental specialist, himself the son of a more celebrated mental specialist, whose evidence in Macnaghten's case caused a revolution in criminal law with regard to lunacy. Mr. and Mrs. Roland Braddell have one son, Thomas Lyndhurst Braddell, born in Singapore in 1908—the fourth generation.

The younger son of Thomas Braddell, Robert Wallace, also came out to the Straits after his father's retirement and practised at the Singapore Bar in partnership with his brother, Sir Thomas, until December 1906, when he retired. He was the finest criminal lawyer and cross-examiner who has practised at the local Bar. He was a very fine billiard and lawn-tennis player, gaining the championship many times at both games. In no less than three separate tournaments R. W. Braddell secured the championship, the singles handicap, the doubles handicap, and the Profession Pairs, i.e. every event. He and the Hon. F. M. Elliot carried off the Profession Pairs on many occasions. Also "Bob" was an admirable caricaturist, much of his work being shown in illustrations herein, and under the *nom de plume* of "K.Y.D." had cartoons of Sir Cecil Smith, the Maharaja

of Johore, and others published in the *Vanity Fair* series. *Straits Produce* contains much of his literary and artistic work. He shared the family taste for theatricals, and appeared in comic parts on many occasions, and could sing a good comic song. Robert Wallace Glen Lee Braddell was born in 1859, won his tennis half-blue at Oxford, and was amateur lawn tennis champion of the North of England. He married Minnie, daughter of the Rev. Thomas Smith, vicar of Brailes, near Banbury.

His son, Robert Lyttleton Lee Braddell, was born in 1888 in Malacca. At Oxford he was captain of the Association football team, and played for England. He was also in the 'Varsity cricket team, and has given some fine expositions of these games in Singapore. Robert Lyttleton was called to the Bar at the Inner Temple on the 28th June 1911, and married Ethel, daughter of Robert Jewison, of Beverley, Yorkshire. He came out to Singapore, and in 1912 was admitted to the local Bar. During the War he went home, joined up, and obtained a commission in the R.A., and was in France.

THE MAXWELLS

Sir Peter Benson Maxwell was born on the 31st January 1816. He was the fourth son of Mr. Peter Benson Maxwell, owner of Birdstown, Londonderry, and one of eight brothers. His mother was, before her marriage, Hester Emily O'Hara, of a well-known family in County Galway. His parents lived a good deal abroad, and he was educated in France, and at Trinity College, Dublin. He chose the law as his profession, was called to Inner Temple, and practised as a barrister in London, sharing chambers with two men who also became eminent judges, Baron Pollock and Sir George Honyman. He was for a time on the staff of the *Morning Chronicle* when Douglas Cook was editor, and contributed to the *Saturday Review*. He also did some reporting in the House of Commons, and his name still survives in the law reports of Maxwell, Pollock and Lowndes. In 1842 he married a cousin, Frances

Dorothea Synge, only daughter of Mr. Synge, of Glanmore Castle, County Wicklow, and had a family of eight children—four sons and four daughters.

During the Crimean War he was sent as one of the members of a Commission to the Crimea to enquire into the state of the hospitals there, and on his return wrote the celebrated pamphlet *Whom shall we hang?* Its moral was that, instead of seeking a victim on whom the blame for inefficiency and lack of preparation should be bestowed, the nation had itself to blame for the niggardly provision of money in the army estimates.

He went to Penang as Recorder in 1856, being sworn in on the 20th March, and *Punch* published the lines which begin with "So whom shall we hang has gone to Penang." He succeeded Sir Richard McCausland as Recorder of Singapore in 1866. On the transfer of the Straits Settlements in 1867 the title of the post was changed to that of Chief Justice, and, as such, he swore in Sir Harry Ord, the first Governor. He retired in 1871. He was a "strong" judge, and insisted upon getting to the bottom of every case. In order that he might not be at the mercy of interpreters, he not only learnt Malay, but became a Malay scholar; and he created a sensation when he announced in Court that he would personally walk round the boundaries of some disputed property. He afterwards made this a practice, and in this way learnt much of native life and custom. He was a great supporter of native rights by long possession of land, and saved many a "squatter" from eviction by a landlord with a newly acquired title-deed. His reputation amongst the older generation of Malays and Chinese both in Penang and Singapore still survives, and is based upon his humanity and impartiality. His judgments were marked by the extent of his knowledge of the law and his breadth of view. Sir Benson's career as a judge will, however, be found dealt with fully in the article on "Law and the Lawyers."

In 1883, at the request of the British Government and of the Khedive, he proceeded to Egypt to assist



SIR PETER BENSON MAXWELL.



SIR W. E. MAXWELL, K.C.M.G.



W. GEORGE MAXWELL, C.M.G.



MASTER VERNON MAXWELL.

Four Generations of the Maxwell Family.

Lord Dufferin by undertaking the reforms of the Law Courts. The French legal system was in force, and he had a delicate and difficult task, which he attacked with energy and ability, but in which he encountered considerable opposition. His duties included periodical visits of inspection to the gaols, where he found the unfortunate prisoners cruelly ill-treated, being flogged with the kurbash by their gaolers on any pretext. Sir Benson determined to put an end to this state of things, and his efforts on behalf of the oppressed, and against corruption and cruelty generally, are still gratefully remembered in Egypt. The official opposition to his measures increased ; and he was not adequately supported by Mr. Gladstone's Government, which was then wholly absorbed in debating the Khartoum Relief Expedition. In August 1885, therefore, finding himself persistently thwarted, he resigned his appointment. Great efforts were made by both the British and Egyptian Governments to persuade him to withdraw his resignation, but in vain. A question of principle was involved, and no thought of personal advancement had any weight with him.

Some time after, Lord Dufferin, in speaking of the difficulties of those early reforms in Egypt, was describing the qualities of self-abnegation, patience, and high idealism required, when his hearer said : " Why, Lord Dufferin, you wanted angels, not men ! " " Well," he said, " I found one in Maxwell."

In his later years Sir Benson made his home in London, but travelled a good deal, spending one or two winters in Rome, and frequently visiting Switzerland and Germany. He was deeply interested in archæology and in the study of languages, and was a good linguist, speaking French like a Frenchman, and being well acquainted with German and Italian. Music was his special hobby, the violoncello, which he played with considerable skill, being his favourite instrument.

On the 26th July 1892 Sir Benson and Lady Maxwell celebrated their golden wedding ; but some time before

this took place his health had begun to fail from repeated attacks of asthma and bronchitis, and the anniversary found him quite an invalid. A sojourn in the south of France revived him for a time, but a chill contracted at Grasse early in January led to pneumonia, and on the 14th January 1893 the end came at daybreak. He was laid to rest in the French cemetery at Grasse, in the beautiful country he loved so well, and on his grave are the words, which all who knew him feel appropriate :

“ WITH THE SPIRITS OF JUST MEN MADE PERFECT.”

THE SECOND GENERATION

Peter Benson Maxwell, eldest son of Sir P. B. Maxwell, was educated at Wimbledon School, and came out to Penang in 1864, for two years being clerk to his father. In 1866 he was appointed Magistrate, Province Wellesley, and held the appointment until 1868, when he was given a similar appointment in Berbice, British Guiana. He died at Georgetown, British Guiana, in 1878, leaving three sons.

William Edward Maxwell was Sir Peter's second son. He was educated at Repton School, and in January 1865 entered the public service as clerk to his father, who was then Recorder of Penang. In 1869 he was appointed Police Magistrate and Commissioner of the Court of Requests in Penang, and in 1870 was transferred in the same capacities to Malacca. For a short time in 1870 he acted as Lieutenant-Governor of Malacca. Four years later he was sent to Province Wellesley as Assistant Government Agent, and in 1875 he effected the land settlement of the Trans-Krian district. When an expedition was sent to Perak after Mr. J. W. W. Birch's murder, he was Deputy Commissioner with the Larut Field Force (November 1875), and was mentioned in despatches. He acted as Assistant Resident of Perak in 1876. Then, in 1877, he acted successively as Assistant Colonial Secretary, Singapore, as Resident of Perak, and as Senior Magistrate, Singapore. He was appointed Assistant Resident of Perak in 1878, in succes-

sion to Captain Speedy, who afterwards became famous in Abyssinia. He acted as British Resident, Perak, in 1881 and the early part of 1882.

Perhaps the most important of his many appointments in Malaya was the one that followed. In 1882—he had been called to the Bar (Inner Temple) in 1881—he was made Commissioner of Lands Titles, Straits Settlements, an appointment which was especially created for him in order that, with his special qualifications and knowledge of land matters, he might put the land system of the Colony upon a satisfactory basis. The appointment gave him a seat in the Executive and Legislative Councils. It is to him that the Colony owes the Crown Lands Ordinance 1883, the Boundaries Ordinance 1884, the Crown Lands Ordinance 1886, the Conveyancing and Law of Property 1886, the Malacca Lands Ordinance 1886, and the Registration of Deeds Ordinance 1886. He was sent on a special visit to the Australian Colonies in 1883, in order that he might see the manner in which the “Torrens” system of land transfer by registration of title operated in the various land offices. His report upon the subject was a most valuable document, but his attempt to introduce the system into the Colony was opposed strenuously in some quarters, and eventually failed.

In 1884 he was employed by the Foreign Office on a mission to the west coast of Acheen, where the survivors of the shipwrecked crew of the *Nisero* were being held in captivity by the Achinese. After difficult and protracted negotiations he secured their release; for his services he received the thanks of His Majesty's Government, an award of £500, and the C.M.G. He acted as Resident Councillor of Penang from May 1887 to May 1889. In June 1889 he was appointed British Resident, Selangor. At the earliest opportunity he put into force the system upon which he had laboured for years in the Colony, passed the Land Enactment and the Registration of Titles Enactment (both of which he drafted himself), and by his untiring energy

and determination converted in a very short time the chaos of the land offices into a simple and effectual system of land tenure and land conveyancing. The system was so successful that it was soon adopted in Perak, Negri Sembilan, and Pahang.

Later, when the States were federated, federal enactments were passed. The same system has since been adopted, with modification, in the Unfederated States.

Upon the death of Sir Frederick Dickson, K.C.M.G., Sir William was appointed in March 1892 to succeed as Colonial Secretary, S.S. He administered the Government of the Colony in 1893.

In 1894 he was promoted to be Governor of the Gold Coast. There was little or no land system beyond that of customary native tenure, and the local chiefs claimed the right to grant to European concession-hunters wide areas of land both for agriculture and mining. He investigated the subject with characteristic energy, acumen, and thoroughness, and submitted to the Colonial Office his recommendations for a land system which would preserve the rights both of the peasantry and of the Colonial Government. The rebellion of King Prempah of Ashanti absorbed the greater part of his attention in 1895, and he proceeded to Ashanti with the expeditionary force under command of Sir Francis Scott, K.C.M.G. The account of Prempah's defeat and surrender, and his public obeisance to the Governor, as representative of Her Majesty the Queen, is well known. The effect of the action then taken was immediate and lasting, and its wisdom is now fully recognised. Ashanti thereupon became a British protectorate. He was given the K.C.M.G. in 1896. Later he had trouble with Samuri, a leader of a large marauding force in the hinterland of Ashanti, and proceeded thither to deal with him in July 1897. At Kumassi he had a severe attack of blackwater fever, and was insistently urged by his medical advisers to return to the coast. Feeling, however, that there

remained still to be done work which he alone would do, he refused to leave. He completed the task, and was carried down to Accra by hammock-bearers, in nearly a dying condition. At the first opportunity he was put on a homeward-bound steamer. He died on the voyage, and was buried at sea, off the Canary Islands, on the 14th December 1897.

The work by which he is best remembered is his *Manual of the Malay Language* (Trubner 1882), which is used by all students of Malaya. As a mere manual it is perhaps somewhat overweighted by the brilliant essay (which is not quite appropriately styled an "Introduction") upon the *Sanskrit Element in Malay*; but it is an essay which no student can afford to miss. In him the Straits Branch of the Royal Asiatic Society had the keenest supporter and best contributor that it has ever had. He conducted a "Notes and Queries" supplement for some time, and contributed a great number of articles. Many of these articles are classics. In some of them he saved from oblivion some legendary Malay stories, which professional story-tellers knew by rote and repeated, for an evening's entertainment, to the villagers.

He married, in 1870, Liliias Aberigh-Mackay, daughter of the Colonial Chaplain of Penang, and sister of "Ali Baba," whose *Twenty-one Days in India* is one of the classics of India. Mrs. (afterwards Lady) Maxwell was one of the most charming hostesses that Singapore has ever had. They had six sons, of whom a brief account is given below.

Sir William was a man of medium height, with a fair complexion and a light yellow moustache. He had eyes of a striking light blue, whose natural glitter was brightened by an eyeglass. In the course of conversation he would jerk this eyeglass into its position, and then abruptly concentrate a glare that was often disconcerting, and at times terrifying. Partly because of the colour of his eyes, and partly because of his restless energy, the Perak Malays, who have a nickname for

almost everyone, called him when he first went there "Anak Rimau," the "tiger-cub." He was a good snipe shot, and a good and very keen rider. The Selangor Gymkhana Club flourished in his time, and at all times and everywhere he strongly supported anything connected with amateur riding. Tent-pegging was his strong point; and one of the best cartoons that ever appeared in *Straits Produce* was one that came out at a time when he was Colonial Secretary, and it was generally expected that he would get the K.C.M.G. The cartoon was an adaptation of Lady Butler's well-known picture "Missed," in which an Indian cavalryman is pulling up his charger, after having failed to carry the peg. Mr. James Miller, the cartoonist, substituted a "K" for the peg, and hit off Sir William's expression and eyeglass with great skill and felicity. Sir William's fault was his tendency to be imperious. He always knew exactly what he wanted and exactly how he wanted to get there, and he was seldom prepared to concede that there was any other way. The result was that any committee on which he served tended either to become a "one-man" concern, or else to end in a deadlock.

He was a great administrator, with a complete grasp of his subject, and a sympathetic control over his subordinates. Men recognised him as keen and capable, and put out their best efforts to carry through any work for him. His ambition was to return to Singapore as Governor, and his untimely death was to this Colony an incalculable loss.

Robert Walter Maxwell, third son of Sir P. B. Maxwell, was educated at Repton School, and came to Singapore in 1867. As his two brothers had been, he was at first clerk to his father. He then acted as Private Secretary to the Lieutenant-Governor of Penang. In 1871 he joined the Straits Settlements Police Force as an Assistant Superintendent. He became a Superintendent of Police in 1873, Superintendent of Police, Penang, in 1880, and finally Inspector-General of Police. A smart

and fearless officer, he was very popular with all ranks of the force, and devoted to its service. He took keen personal interest in the young officers of the force, was a wise friend to them all, and gave them a helping hand when one was needed. When the Chinese riot broke out in Singapore, in connection with the municipal by-law relating to the five-foot ways, he was very badly injured by a blow on the head. From this injury he never completely recovered. He retired on pension in 1893. For some years he led a semi-invalid life in London, and had just taken and settled into a small country house at Rockbourne, in Wiltshire, when he died suddenly in July 1897. He was unmarried.

Of all the family he was the most popular. In all classes of the community he was a friend to all, and an enemy to none. With charm of manner, and a delightful disposition, his thought was always of others and never of himself; despite his ill-health in his late years, he was always cheerful and ready to amuse and be amused.

Frank R. Ord Maxwell was the youngest of Sir Benson's sons. Born in 1849, he was also educated at Repton School, and joined the Sarawak Civil Service in 1872. In 1876 he was promoted to be Resident of the Batang Lupas and Saribas districts. He commanded a punitive expedition against Lang Eudang in the Sekrang in 1879. From 1881 until his retirement on pension in 1895 he was Resident of the First Division (Sarawak Proper), and was the right-hand man of the Rajah of Sarawak. He did much to increase the prestige of the Rajah's rule and extend his rulership in the direction of the then decaying kingdom of Brunei. The treaty whereby the Trusan district was ceded by Brunei to Sarawak was negotiated and signed by him. After his retirement on pension, he was appointed in 1896 British Consul and Resident of Labuan. He died, whilst on leave, at Yokohama on the 17th August 1897. The Dyaks, amongst whom the greater part of his life was spent, had for him respect and affection second

only to that which they had for their Rajah. He thoroughly gauged their strength and their weakness, and could always look at any question from their point of view.

THE THIRD GENERATION.

William George Maxwell, eldest son of Sir W. E. Maxwell, was born in 1871, educated at Clifton College, and appointed a junior officer, Perak, 1891, but was transferred to the Straits Settlements Civil Service in 1904. He held a number of appointments in the Federated Malay States as Magistrate, District Officer, etc., and was appointed Solicitor-General, S.S., 1906, and Acting Attorney-General, S.S., 1908. Upon the transfer in 1909 of suzerainty of Kedah from Siam to Great Britain under the treaty of that year, Mr. Maxwell was selected for the appointment of British Adviser, Kedah. He acted as Colonial Secretary, S.S., in 1914, 1916, 1918, and 1919; as Secretary to the High Commissioner, Malay States, in 1915 and 1917; and as British Resident, Perak, in 1916. He was appointed General Adviser, Johore, in 1918, and received C.M.G. in 1915. He holds the Royal Humane Society's medal, and is a barrister-at-law of the Inner Temple. The multifarious positions found for Mr. Maxwell are shown by the following list of "commissions." He was President of the Singapore Housing Commission 1918; of the Rubber Industry Protection Committee 1918; of the Singapore Centenary Committee (1918); of the Raffles College Subscription Committee (1919); Vice-Chairman of the Food Control and Food Production Committees, S.S. and F.M.S., and of the Shipping Control Committee, S.S.; Passage Controller. In this year he is President of the Straits Branch Royal Asiatic Society, and Chairman of the Raffles Museum and Library Committee. A ready writer, the publications to his credit include: *The Land Laws of Perak (Past and Present)*; *The Laws of Perak*; a *Chronological Table of Perak Laws*; and a *Chronological Table of the*

Laws of the Straits Settlements. The last has reached its eleventh edition. He is the author of that charming book *In Malay Forests* (Blackwood), and has contributed numerous articles to the Journal of the Straits Branch of the Royal Asiatic Society. Mr. Maxwell married Evelyn, daughter of W. F. Stevenson, Esq., and has two sons, mentioned later.

Charleton Neville Maxwell, second son of Sir W. E. Maxwell, was born in 1872, and educated at Cheltenham College and Bedford Grammar School. He first entered the Sarawak Civil Service in 1891, but was appointed junior officer, Selangor, in 1894. He had a number of appointments in the Federated Malay States as Magistrate, District Officer, etc. He served in the South African War (Queen's medal with five clasps); in 1914, was appointed British Agent, Trengganu, and later was seconded for service with the Trengganu Government.

Eric Frank O'Hara Maxwell, third son, was born in 1873, and educated at Cheltenham College and Bedford Grammar School. He came to Singapore in 1894, and was articled to Messrs. Drew and Napier. Later he practised as an advocate and solicitor in Ipoh, and founded the legal firm of Maxwell and Kenion. He retired in 1909. He married Ethel, daughter of Colonel Hale, and has one son.

Dennis Wellesley Maxwell (Lieutenant-Colonel), fourth son, was born in 1875, and followed his two brothers at Cheltenham College and Bedford Grammar School. He then went to Sandhurst, and in 1894 received a commission in the 74th Highland Light Infantry. Transferred to the Indian Army, 4th Gurkhas, he served in the Tirah campaign and the Boxer rebellion. He was wounded in Mesopotamia, 1917, and is at the time of writing in command of the 4th Gurkhas. He married Constance, daughter of Sir Stair Agnew, and has a daughter and a son.

Gerald Verner Maxwell, fifth son, was born in 1877, and was also educated at Cheltenham College, Bedford Grammar School, and then Peterhouse, Cambridge

(Scholar). He entered the Fiji Civil Service in 1898, and has held a number of appointments in Fiji. In 1912 he was promoted to be Chairman of the Native Lands Commission. He married Jean, daughter of Dr. Blyth, and has two sons and two daughters.

Peter Benson Maxwell (Captain), sixth son, was born in 1881, educated at Bedford Grammar School, and also entered Sandhurst, gaining the sword of honour on leaving. He received his commission in 1899, and was transferred to the Indian Army, 35th Sikhs. He then passed the Staff College examinations, in the Indian Army, and later in the British Army, and was transferred back to the British Army (East Yorkshire Regiment), proceeded with his regiment to France at the outbreak of war, and was killed on the Aisne, in September 1914. Captain Maxwell married Eileen, daughter of General Sir Gordon Hamilton, and left one daughter.

THE FOURTH GENERATION

Vernon Stevenson Maxwell, elder son of W. G. Maxwell, was born at Taiping, F.M.S., in 1904, and is at Winchester College.

Clive Benson Maxwell, younger son of W. G. Maxwell, was born at Singapore in 1908. He is at Oxford Preparatory School.

THE CRANES

Thomas Owen Crane came to Singapore in 1824 or 1825, and started in business as Thomas O. Crane in the latter year. He married one of the many daughters of Dr. d'Almeida in 1826, and had fourteen children. When Buckley's history was published, only one of them, the eldest daughter, was dead. Of the family, William Crane went to Japan in 1861, and has adopted that country as his own. Thomas Crane married and went home. Charles E. Crane married a Miss Stapleton, and carried on business as an auctioneer for many years in Singapore. Thomas and Charles are noted as singing the "Larboard Watch" in 1865. Mary Ann Esther

Crane married Thomas Dunman in 1847. Sarah was the wife of Mr. H. W. Wood, one of the founders of Gilfillan, Wood and Co. Emily Crane married Mr. W. W. Shaw, of Boustead's. Adelaide is at home, unmarried. Arthur G. Crane married Miss Farrow, and has several times come back to Singapore to stay for a time, always rejoining the Cathedral choir. Frank Crane married and went to Natal. Two daughters, Delphina and Eva, were unmarried. Joseph Crane was a captain in the Mercantile Marine. Henry Crane was the last of the sons to reside permanently in Singapore.

Thomas O. Crane retired from business in 1864; he had lived for many years at his large house at Gaylang. After thirty-five years in Singapore, he made a short visit to London, and retired in 1866, dying the following year. His name constantly appears in the records as a J.P., a member of the Raffles School Committee, a warden of the first Freemasons' Lodge, and a persistent and enterprising planter. He tried cotton, and in 1836 had seventeen acres of cotton at Tanjong Katong, but the want of a regular dry season made cotton growing a failure. He then planted coconuts on the Gelang coconut estate, and his experiences are reported in *Logan's Journal* (page 103).

William Crane, his brother, came up from Australia to join him in business about 1842, and returned to England in 1857.

Some of Thomas's grandchildren have lived and worked in Singapore, among them Charles S. Crane, the Secretary of the Straits Trading Co.

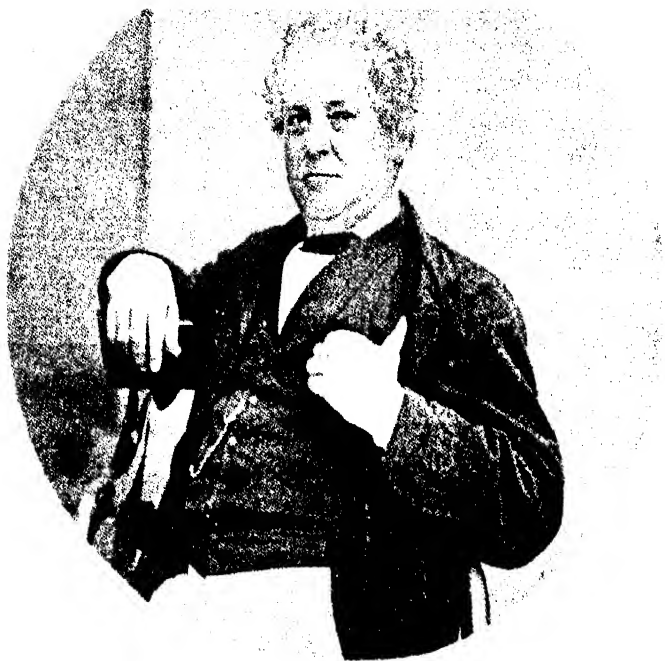
THE DUNMANS

Thomas Dunman was born in the year of Waterloo, and was certainly here in 1842, for his boat *Bellows to Mend* took part in the New Year's Day regatta. He entered the police force in September 1843 from Martin, Dyce and Co., and as he was not of the covenanted service, the appointment was criticised. But he made good. Thomson, in his book *Sequel to Life in the Far East*, in

speaking of the uncovenanted officers of the East India Company's service, writes : " It was Congalton who swept the Malay waters of pirates ; it was Dunman who first gave security to households in Singapore by raising and training an efficient police force ; and it was Coleman who laid out the city of Singapore in the expansive and well-arranged plan admired by strangers." Buckley writes warmly of T. Dunman's activity and intimate acquaintance with the manners and habits of the natives, and says : " His time was not spent in sitting in an office under a punkah, answering frivolous enquiries and minutes about petty police details, as in the present day (1900), but in going about town and country." He sat as a police magistrate in 1844 and onwards. In 1851 he was made Superintendent of Police for Singapore, and in 1856 Commissioner of Police, retiring in 1871, but remaining in the place for four years, and dying at Bournemouth in 1887, aged 73. He was evidently one of the strenuous kind of early Singaporean which Buckley so much admired, entering into all sides of life in the island, including a large coconut plantation of 400 acres at Tanjong Katong. The Grove Estate was west of the old Tanjong Katong road to the sea. At one time the founder of the family lived at the corner of Malacca Street ; most of his children were born at one of the few bungalows on the sea-front, Beach Road, where Clyde Terrace Market is now.

Thomas Dunman married Mary Ann Esther, the second daughter of Thomas O. Crane, on the 5th January 1847, who was then at the early age of sixteen, and the characteristic features of the d'Almeidas were continued. She had nine children, all alive on Centenary Day, when she was eighty-eight years old, and 120 children, grandchildren and great-grandchildren, some of the latter over twenty-one years of age, and (*vide* Buckley) some of the most popular young people of Singapore ; she is still living.

Robert Dunman, the eldest son, was twice married. By his first wife there were three children, Muriel, Leslie,



THOMAS DUNMAN.

and another son, a Tank officer, killed in the War. By the second wife—Tom, in the R.E., is now dead ; Amy ; and Norah, who married Colonel Sergeant, at one time connected with the Volunteers in Singapore, and killed in the War. In 1871 he signed *per pro.* for Shaw, Scholefield and Co., which had been established in 1860. In that year also he won the all-comers' all-rifles match of the S.V.C. (being then sergeant), with a score of thirty-three, Sergeant-Instructor Phillips making twenty-five. "The scoring was not so good as usual, owing to the deterioration of the powder caused by the climate."

The other children of Thomas Dunman were Ellen, unmarried ; Elizabeth, who married Mr. Woodroffe, of the I.C.S., and one of whose sons, Colonel Woodroffe, R.E., was through the War ; Louiza, married the A.D.C. to Governor Ord, and had six children, of whom E. N. T. Cummins and H. C. Cummins are out here, planters, their brother, Colonel Cummins, being taken prisoner at Kut ; Henry, a musical professor in America ; William, now in Singapore, and managing the Grove Estate ; Amy, married C. T. Lacey, three sons, one killed in the War and another a colonel in the K.R.R., M.C. ; May Ann, unmarried ; and Emilie, who has a son and a daughter.

How much does Singapore's life not owe to such families as the Cranes and the Dunmans ? They organise concerts and provide much of the music ; they produce plays and make life worth living. The Dunman boys played good cricket, and Robert was a good shot and keen volunteer. William also played good cricket, and gave an excellent Jack Point on the stage.

Of Tom Dunman his contemporaries in the 'Sixties speak with respect and love for his high qualities. They also tell stories showing that he was more than a bit of a wag, such as starting his new diary with "January 1st, left off Beer"—"January 2nd, took to it again." Again they speak of the famous dinner in his house at Kampong Glam, for which he forgot to make arrangements, and on

the morning sent his head boy round to the houses of the guests and collected their own dinners, which they greatly enjoyed, especially one man his own mutton. Apparently the guests were as equally forgetful of the dinner as was Tom. As the chronicler puts it :

“ To people who have not been in the East this may seem a strange story, but the head boys really do all the housekeeping, and are in the habit of helping one another; the fact of the guests taking their own servants to wait upon them at table tends to encourage co-operation among the boys. . . . Eastern housekeeping runs on entirely different lines to home, and is calculated to suit the young lady of the present day down to the ground.”

THE D'ALMEIDAS

Dr. José d'Almeida was a landowner in Singapore in 1824. He had been a surgeon on a passing Portuguese man-of-war, and being struck with the prospects and advantages of the place, decided to settle here, but before doing so made several voyages, leaving money here for Mr. F. J. Bernard to purchase land, one of the plots being on Beach Road. Dr. d'Almeida came here to live in 1825, and had a shop in the Square. Taking advantage of commercial opportunities, the firm of José d'Almeida was established, and carried on by his sons afterwards, Joaquim and José, and when the doctor died in 1850, it was one of the largest and most important in the place. The doctor's house at Beach Road was the rendezvous of all the musical talent of Singapore, and his kindness to newcomers was proverbial. He and Dr. Montgomerie (who had a nutmeg plantation, including Everton and Duxton, from Neil Road down to where the Rikisha Station now stands) were associated in the exploitation (Buckley says discovery) of gutta-percha. Dr. d'Almeida was an indefatigable agriculturist—sugar, coffee, coconuts, cotton—and introduced new varieties of fruit, such as the Pisang d'Almeida; he also tried cochineal, vanilla, cloves, and brought in teal and quail from India and China. On his visit to Europe in 1842,



DR. JOSÉ D'ALMEIDA.

he was knighted by the Queen of Portugal, and was appointed Consul-General in the Straits, and received several other titles. Sir José's family was a large one—nineteen or twenty children—and at his funeral at the Roman Catholic Cemetery in Fort Canning Road (1850) nearly every European in the community attended. Among the children, the eldest married Mr. T. O. Crane. José d'Almeida's story is told in Buckley. Eva married Crombie Glass, a partner of Guthrie and Co. in the Singapore Middle Ages (1870). Another daughter, Eva, married A. P. Talbot, of the Civil Service, who was Clerk of Council for many years, and acted on several occasions as Colonial Secretary.

The Dunmans and d'Almeidas went to Dusseldorf together—twenty of them in all,—took a large house in Bahn Strasse from 1864–7, at the time of the Schleswig-Holstein and the Seven Weeks' War, ending with the battle of Königgrätz.

THE SHELFORDS

The biographical records of Mr. Thomas Shelford, C.M.G., are by no means commensurate with the great part he played in the life of Singapore for twenty-five years. He came in with the Transfer, and was almost the leading man till his retirement in 1898. Mr. Shelford came to the Colony from the Cape in 1863 or 1864 to join the firm of Paterson, Simons and Co. He speedily assumed a good position, and signed the firm *per pro.* with Mr. Gulland in 1867, the year of the Transfer. In that year he joined the Board of Trustees of the Raffles Institution, Mr. Thomas Scott being a contemporary on the same body. He served on the Legislative Council with such high distinction that it became a byword in the Council that what he did not know of its proceedings and business was hardly worth knowing. His power of logical arrangement was great: no reference was too minute to be verified, no subject too trivial to be dealt with but in logical sequence and with well-chosen phrase. Whether discoursing on matters of trade and commerce,

checking a financial statement, reviewing the proceedings of a company, or criticising the Government, which he was apt to do with a caustic tongue, conceiving himself to be the representative of the "people outside," Mr. Shelford always had something to say worth listening to, and his speeches, even at this lapse of time, repay study. In his firm Mr. Shelford had the most minute knowledge of all that went on. The long connection of himself and his partners with the New Harbour Dock was a happy one, and it is a melancholy coincidence that he died the very day the "concern" was handed over to Government. He was not very strong in body, and suffered with his lungs, which debarred him from outdoor sports; but he fought against that disability with magnificent courage. Thomas Shelford was born on the 23rd November 1839. He was twice married, his first wife being buried in Singapore. The brass lectern in the Cathedral was given by Mr. Shelford in her memory in 1873, and the brass rails in front of the communion table were given by the family after his death. He had five children by her, Mr. William Heard Shelford, Mrs. R. N. Bland, Miss Flora Shelford, Mr. R. Shelford (who was formerly in the Sarawak Museum), and Mr. Laurie Shelford, in the navy. By his second wife he had two daughters.

When he retired in 1897 Sir Cecil Smith said that "For almost a quarter of a century Mr. Shelford has . . . borne a great part in the shaping of the legislation of this Colony, and in the general conduct of the business discussion of its public affairs. In Mr. Shelford the Colony has happily shown that public-spirited industry united to the high qualifications of an oratorical capacity to marshal his facts and figures, so laboriously and skillfully drawn together, and present them in addresses whose debating power only on occasion failed of its legitimate effect, because the Government were often tied down to the carrying out of a policy prescribed from the Colonial Office." The writer, who knew Mr. Shelford quite well in his public capacity, reading these

words after an interval of twenty-two years, heartily endorses them. In June 1901 Mr. Shelford's portrait was unveiled in the Town Hall. It brings out with great fidelity the habit Mr. Shelford had of cocking his head a little on one side, which caused the natives, who had a great admiration for him, to give him the name of "Tuan kepala singet"—the master with his head on one side.

Mr. William Heard Shelford, the son of Thomas Shelford, born on the 1st December 1868, came into prominence in Singapore soon after the death of his father in 1903, when Mr. C. Stringer, the head of Paterson, Simons and Co. in Singapore, was away. Like his father, he entered vigorously into the commercial and political life of Singapore. In the Chamber of Commerce he expressed the same clear and decided opinions that were expected from a Shelford on the harbour schemes, and with regard to currency and other matters. He was a keen supporter of commercial education and a staunch Churchman, holding office as Treasurer of the Cathedral, as his father did before him. In the Straits Settlements Association he was on the Committee in 1903. He took a prominent part in the Tanjong Pagar expropriation, and was a member of the Legislative Council, 1905-6. After he had left Singapore, he was President of the Straits Settlements Home Association. He was Chairman of the Chamber of Commerce in 1905.

THE KERS AND THE KERRS

William Wemyss Ker arrived in Singapore in July 1828, and according to the *Singapore Chronicle* was admitted a partner in the establishment of Holdsworth, Smithson and Co. on the 22nd January 1830. On the 31st March 1835 Holdsworth and Smithson both retired, and the firm changed its name to Ker, Rawson and Co. Mr. Ker left the East for good in 1857. He had one of the fashionable houses in Beach Road, with a separate billiard-room. His house caught fire in 1847 in a blaze

which threatened the whole row of houses. In 1848 he lived at Bukit Chermin, and great excitement was caused by a false alarm that Chinese pirates had landed and attacked it. Mr. Ker was a member of the Committee for furthering the objects of the Great Exhibition of 1857, on which were such well-known men as T. Church (Resident Councillor), G. W. Earl, G. G. Nicol, Tan Kim Seng, and Dr. Oxley.

James Campbell Ker and Thomas Rawson Ker, two of his sons, came out to Singapore in the 'Seventies, and joined Paterson, Simons and Co., but both left after a few years' service in the firm, and for many years were in the service of the Sultans of Johore, as also was another son, Harry Ker.

William Purdy Wellwood Ker, a grandson of W. W. Ker, came out to Paterson, Simons in 1900, and is now a director in the firm.

Other Kers and Kerrs who came into Singapore history are : Dr. T. S. Kerr, an assistant to Dr. Little (1883), later Colonial Surgeon, Penang ; and James Kerr and David Kerr, partners in Fraser and Co., the former marrying Miss Fraser.

Crawford D. Kerr, Secretary of the Straits Insurance Co. (1889).

Robert Ker, a Glasgow partner of Syme and Co. in 1846 ; William Ker, jun., who became a partner in 1851 ; Robert Ker, also a partner in 1858. John Paton Ker, son of William Ker, jun., an assistant in Syme and Co., a fine amateur jockey who rode as " Mr. Curpejee," left the firm to go to Ipoh, and died in 1918.

Thomas B. Ker, one of the original founders of the Singapore Library in 1844.

A. J. Kerr, Registrar of the Supreme Court, 1834-57.

William Graham Kerr, a partner in Martin, Dyce and Co. in 1857, who started a business in 1854, and died many years afterwards in Bangkok. He was associated with W. H. Read in agitating against the introduction of the copper coin of India (1855), part of the movement which ultimately led to the Transfer. W. G. Kerr also

protested in 1856 against the imposition of tonnage dues.

THE GEORGES

Mr. W. R. George came to Singapore in 1823, and appears in 1829 in connection with the Billiard Club. He was in the firm of d'Almeida and Co., and also in W. M. Spottiswoode and Co. Buckley (page 207) has much to say of his vigour in taking early morning walks, after forty years' residence in the place. Mr. W. R. George married a daughter of Colonel Farquhar, the first Resident of Singapore, who was superseded by Sir Stamford Raffles. His son, Mr. John Chadwick Farquhar George, was for many years in the old Oriental Bank, as Manager in Singapore and Ceylon. His grandson, Mr. J. George, is in the Chartered Bank, and was stationed at Singapore at the Centenary; thus the three lives extend, save for four years, over the hundred years.

THE SCRYMGEOURS

The staffs of the older banks in the Straits show several instances of father and son having been here. Mr. John Sturrock Scrymgeour was in the Oriental Bank from about 1856 to the 'Seventies, being Manager in 1867. Mr. J. Scrymgeour is accountant in the Hongkong and Shanghai Bank, and was here at the Centenary.

THE ORMISTONS

W. Ormiston was Manager of the Chartered Mercantile Bank in Singapore in 1860. Thirty years later his son, Evan Ormiston, was also in the Mercantile Bank in Singapore. He is now a broker in Hongkong.

SIR JOHN ANDERSON

Sir John Anderson (of Guthrie and Co., to distinguish him from Sir John Anderson, the Governor) was born at Rotherhithe in 1852. He came to Singapore in 1859, with his father and mother, the former being in the Shipping Office long years ago. Having received the

bulk of his education in Singapore, at the Raffles School, he may justly be claimed as a "Singapore boy," and few have taken a larger part in the history of the place during the last forty years. He spent some twelve years in the Government service, and commenced his mercantile career in 1871, when he joined Boustead and Co., going to Guthrie and Co. in 1876, and he has been the head of that firm since the death of Mr. Thomas Scott.

John Anderson was always a fighter and a hard hitter. When he was seventeen he tackled a burglar at his father's house in Beach Road, and after a struggle secured his man. Then in 1882 he backed his boat (of the Rowing Club, which he and Mr. F. G. Davidson, of the P. and O. Co., resuscitated) against a Johore crew, for which the Sultan had had a special sliding-seat outrigger built, and had trained his men for weeks; but the Club won, though the Malays beat the officers of the *Bacchante*, then in port with Prince Edward and Prince George on board. Mr. Anderson was a member of the Volunteer Fire Brigade in those days, could play a good game at tennis, and only gave up cricket in 1887, when he found the use of spectacles hampered him in the game. In the sterner commercial field John Anderson was also a hard hitter. He tackled the Municipal Commissioners in a rousing speech at the farewell dinner to Sir Frank Swettenham. He had a keen fight with the Tanjong Pagar (home) Board, and he was a doughty opponent of the Shipping Ring. With natives he had a wonderful power, knew their modes of thought and how best to deal with them. At a meeting of the early Raub shareholders, mostly natives, Mr. Anderson explained the position lucidly in English, and then proceeded to tell them what they ought to do in fluent Malay. Perhaps the most noteworthy piece of public work which Mr. Anderson carried out was the chairmanship of the Opium Commission, which finally decided the Government to take over the sale of chandu through the Monopolies Department. He was on the Legislative Council at various



SIR JOHN ANDERSON.

times since 1886. Sir John was knighted in 1912, and went to England finally in that year. Sir John Anderson was for many years Consul-General for Siam in Singapore, and is now Siamese Consul-General in London.

CHARLES BURTON BUCKLEY

No centenary history of Singapore could be complete without an account of Charles Burton Buckley, who for nearly fifty years was one of the best-known residents of the Settlement. He was born on the 30th of January 1844, one of the sons of the Rev. John Wall Buckley, the vicar for many years of St. Mary's, Paddington, the well-known church on Paddington Green, and one of the old "three-decker" churches. His father was one of the old school, and to the end of his time always preached in a black gown.

Charles Buckley was one of a family of ten, many of whom became well known. Of his brothers, Henry Burton Buckley was an authority on Company Law, and after a successful career at the Bar was made one of the Judges of the Chancery Division of the High Court in England, and subsequently a Lord Justice of Appeal. In 1915 he was made a peer under the title of Lord Wrenbury, and he still takes an active part in the legal business of the House of Lords and the Privy Council. Another brother was Robert Burton Buckley, C.I.E., for many years in India, and a great authority on irrigation. Of his sisters, Arabella Burton Buckley (Mrs. Fisher) became well known as the authoress of many scientific books for children, *The Fairyland of Science, Life and her Children*, etc. Another sister, Mrs. Clauson, was the mother of the late Sir John Clauson, K.C.M.G., Governor of Cyprus.

Charles Buckley was educated at Winchester College, and to the end of his life he regarded that school as the only school worth going to in England. His love for his old school was always being shown, and the fact that a man was a Wykehamist was a sure passport to his

favour. We do not suppose he ever revisited England without a hurried visit to Winchester, where he was sure to find someone with whom he was acquainted. After leaving school Charles Buckley was in a poor state of health. It so happened that the Read and Buckley families were friends and neighbours, and so it was that W. H. Read, hearing of young Buckley's ill-health, said at once, " You send him out to Singapore. It is a fine healthy place for a young man, and I will give him a billet in A. L. Johnston and Co." This was done, and in 1864 Charles Buckley came out to Singapore and settled down in a place that in later years was in many ways to owe so much to his example and character. He remained for some eleven years with Messrs. A. L. Johnston and Co., and then, after a short venture at Chendras Gold Mine, near Mount Ophir, on the borders of Johore and Malacca, he took up the study of law, and joined the legal firm of Rodyk and Davidson. Prior to this he had been reading law privately, and assisting the late Thomas Braddell, C.M.G., the then Attorney-General, in his work. He continued in partnership with Messrs. William and Edward Nanson until 1904, when he retired from Rodyk and Davidson. It was not, however, in Mr. Buckley's nature in retiring from professional work to live a life of idleness. For years past he had been the Confidential Adviser of the late Sultan Abubakar of Johore and his successor, the present Sultan Ibrahim; and as the planting industry was fast developing, and Johore becoming an important place, it was necessary that up-to-date control should be exercised, and with the full consent of the then Governor, Mr. Buckley became Honorary Adviser to the Johore Government. It is characteristic of the man that he would accept no payment for his services. The Malays understood him, and appreciated his character thoroughly. They knew that when he recommended any particular line of action he had no private interests to serve, and that he recommended a thing because he believed it was for the good of the State. He carried



CHARLES BURTON BUCKLEY.

on this work till 1910, when it became necessary to reorganise the public service of Johore by the introduction of European officers. The late Mr. Douglas Campbell was then appointed Adviser, and Mr. Buckley retired into private life.

In March 1912 Mr. Buckley paid one of his flying visits home, taking Tunku Ismail, the eldest son of the Sultan of Johore, to England for education. Unfortunately the weather that spring was unusually cold, and Mr. Buckley contracted a chill, from which he died in London on the 22nd May 1912. It was perhaps fitting that the first news of his death should come to Singapore in a telegram to the Sultan of Johore.

The most permanent evidence of Mr. Buckley's intimate knowledge of Singapore is to be found in his *Anecdotal History of Singapore*. In the year 1884, with Mr. John Fraser, Mr. David Neave, Mr. Thomas Shelford, and Mr. John Cuthbertson, all of them now dead, he resuscitated the *Singapore Free Press*, and from time to time he contributed to it an *Anecdotal History of Singapore*. In later years he was persuaded to collect these articles and to complete the history up to the period of transfer from the India Office to the Colonial Office. This history was indeed a labour of love, and, like other similar undertakings, was unremunerative. That it was a labour of love no one who knew the work Mr. Buckley put into the book could doubt. In his own opinion his work was more than rewarded, as during his researches he discovered the original treaty made between the Temenggong of Johore and Sir Stamford Raffles, dated the 6th February 1819, which authorised the original Settlement of Singapore as a British dependency. The book is a careful record of the earlier days of the Settlement, and is the more valuable as Mr. Buckley was personally acquainted with a great number of persons mentioned therein. No effort was spared by him to verify the references, and the work will always remain as a most valuable record of the earlier days of Singapore.

But the special field in which Mr. Buckley's energies

and sympathies were engaged was in fostering the kindest relations between himself and the children. When he arrived in Singapore in 1864 the place was small, but it at once struck him that while the children of the better classes had plenty of amusements and entertainments, there were many Eurasians and those of the poorer classes who could not afford to give their children what those other children received. He therefore conceived the idea of a Christmas treat, which for years was one of the features of Christmas-time in the Colony. For years this treat took the form of a play, usually written by Mr. Buckley, acted by children under the tuition of Mr. Buckley, with music and dancing arranged by Mr. Buckley. He was a great organiser, and for weeks before he was arranging for this and that, and devoted his whole time to the work. It was marvellous the way he managed the children. To the casual observer he raged and stormed at them, but the children, bless them, thoroughly understood him, and were not a bit afraid; and although it always seemed as if nothing would be ready, yet on the night itself (generally Boxing Night) everything went quite smoothly, although those in the audience nearer the stage could hear Mr. Buckley's voice urging the children to do this or not to do that. Everyone enjoyed it, and none more than the children who were taking part. His great idea was to have something original, and a man of great ideas, he always succeeded in producing something which had not been seen before, and always pointing some patriotic sentiment or illustrating some point in the history of Singapore or the Empire's best men. In later years the organisation of a play became rather too much for Mr. Buckley, and the children were entertained in the Victoria Hall with music, dancing, and games, perhaps as many as 1,000 children being entertained in the last few years. It was hoped when Mr. Buckley died that these entertainments would be continued, but it was not to be. It was not a question of the cost. Money would have easily been forthcoming, but the man could not be found who would

or could devote the whole of his time to the organisation of such a show. Although the younger generation no longer knows these shows, there will be many in Singapore, perhaps mothers, yes, and even grandmothers, who will remember the time when they took part, either as performers or spectators, in Mr. Buckley's Christmas treat. What his private charities were no one can tell, only those who experienced his acts of kindness knew of them. A most unselfish man, whose sole aim in life was to do his duty, he absolutely refused any public recognition. Eccentric perhaps he was, but although people smiled, no one ever heard an unkind word spoken of him.

What is Thackeray's definition of a gentleman ?

" Perhaps these are rarer personages than some of us think. For which of us can point out many such in his circle—men whose aims are generous, whose truth is constant, and not only constant in its kind but elevated in its degree ; whose want of meanness makes them simple ; who can look the world honestly in the face with an equal manly sympathy for the great and the small ? We all know a hundred whose coats are very well made and a score who have excellent manners, but of gentlemen how many ? Let us take a little scrap of paper and each make out his list."

Assuredly the name of Charles Buckley should appear in that list.

JOHN FRASER, " OUR JOLLY OLD OCTOPUS "

Mr. John Fraser was a native of Wigtown, and after his school days entered the National Bank at Newton Stewart, seven miles away from his home. He was soon transferred to a Manchester bank, but found his way out East in 1865 to the Chartered Mercantile Bank, as it was then. He left the bank and went on to Shanghai for a couple of years, but came back to Singapore and joined Mr. Alex. Gentle, like himself a C.M.B. man, in business as brokers and accountants. The partnership lasted a few years, and then for many years appeared

the name "John Fraser, bill broker," and he entered into most of the social and business life of Singapore. To the broking business, then established in the Exchange Building, he attracted Mr. James Kerr (who married Miss Fraser), H. Payne Gallwey, and later David Kerr. In partnership with David Neave, he had the Mission Press, which used to print the race-books, and the partners owned the soda-water factory which subsequently developed into Fraser and Neave, Ltd. Mr. James Cumming joined him in the business of Fraser and Cumming, brickmakers, house builders, and whatever else would make money. He carried out many important liquidations, notably that of Sayle and Co. and the Singapore Insurance Co. His houses in Tanglin, Cree Hall, White House, and others still stand as examples of that branch of his business. The Fraser and Neave Building in Robinson Road, afterwards disposed of to Loke Yew, was another of his property ventures. He was for years President of the Singapore Club, and was the auctioneer at the race lotteries, invariably dressed in full Highland costume. He was Secretary of Lodge Zetland, and one of the original members of the Cricket Club, and no one seeing his afterwards portly figure would have given him credit for winning the hundred yards in 1874. Municipal Commissioner, Justice of the Peace, Committee of the S.P.C.A., there was no end to his utilities, and the *Straits Produce* of 1893 put beneath a picture of him :

A man so various that he seems to be
Not one but all mankind's epitome ;

a poetical notice of him having :

Had I but time 'twere fitting to relate
How on the Civic Board he sits in state,
How the poor dumb animals protects,
And caged Celestials in the gaol inspects,
And how he's bitten with a building craze
Like poor old Balbus of our schoolboys' days.
Octopus-like, beneath the Club he waits,
Fishing the waters of our Sunny Straits.

Mr. John Fraser retired in 1897, and lived at Farnham



JOHN FRASER.

till February 1907, when he died. Mrs. Fraser died on the 1st July 1919.

CHARLES PHILLIPS

Mr. Charles Phillips (1835-1904) was born in Shalbourne, Wiltshire. Joining the army, and after various periods in Scotland and Ireland, he left England in the fall of 1863, arriving at Madras in February 1864, and at Singapore about six months later. He was instructor of the old Singapore Volunteer Rifles till their disbandment in 1887, and was founder and first President of the Singapore Rifle Association. About 1872 he was appointed Superintendent of the Sailors' Home, where he remained till his death. But it was his services in the cause of religion and temperance, for which he was an unwearied worker throughout his forty years' residence, that made him so well known and give him no mean place in the history of Christianity in Singapore. The extent of his religious activity included gospel work with the late Miss Cooke on behalf of the forces; establishment of Sunday Schools; bands of hope for the young and temperance meetings for old folk; meetings for soldiers and sailors; thirty years' work at the hospital and gaol; his *Malay Hymnal* (popular English hymns translated by him into Malay) for the Straits Chinese of Prinsep Street Church; his establishment of the Christian Institute in Middle Road for those whom the churches had not reached; his organisation of the meetings at Boustead Institute. Mr. Phillips recommended the establishment of a Methodist centre of work in Singapore, and the missionaries, when they came, took over the Christian Institute, which therefore became the first centre of local Methodist work. The success of the Methodist Mission was largely due to the great assistance afforded to it in its infancy by Mr. Phillips, and Bishop Oldham publicly spoke of him as "the father of Methodism in Singapore." Mr. Phillips won the respect of all who knew him by his catholic sympathies, his generous disposition, his manly faith, uprightness,

and zeal in all good works. A mural tablet to his memory, in Prinsep Street Church, was unveiled by Mr. C. B. Buckley as his oldest friend. And the tribute paid to him by Mr. Arthur Knight expresses the high qualities he possessed far better than the foregoing record :

“ I am so sorry to hear of Phillips's death. Sailors have lost a true friend. Never have I met a man with so kind a heart for the poor despised merchant seamen. That man used to go and read and pray with sick sailors in hospital, and if they died, he would write to their friends or parents. Many the blessing I have seen sent him from such relatives. I recollect in 1871, when first appointed by the Committee of the Home, there was strong opposition against him, but he soon proved his worth.”

Mrs. Phillips was a Miss McFarlane ; Mr. C. M. Phillips, M.A., Principal of Raffles School, is a son, Mrs. H. Adamson a daughter.

MISS SOPHIA COOKE

Singapore shares with Ceylon that reputation given by the Missionary, “ where every prospect pleases and only man is vile.” This has drawn many an unwilling penny for the missionary box from the small schoolboy and girl at home. Whether they ever believe the investment for converting the heathen sound or not is an open question, but the self-denying lives of some missionary workers are worthy of all praise. “ Missie Cooke,” as she was called by the natives for many decades, is justly entitled to a place of honour in the history of Singapore. The Society for the Promotion of Female Education in the East had been extended to Singapore in 1843, taking over the station from the Society for Sending Women Missionaries to the Women of the East, and itself being taken over on the 9th January 1900 by the Church of England Zenana Missionary Society. In Singapore the school is known as the Chinese Girls' School, but better as Miss Cooke's School. She arrived here in 1853,



MISS SOPHIA COOKE.

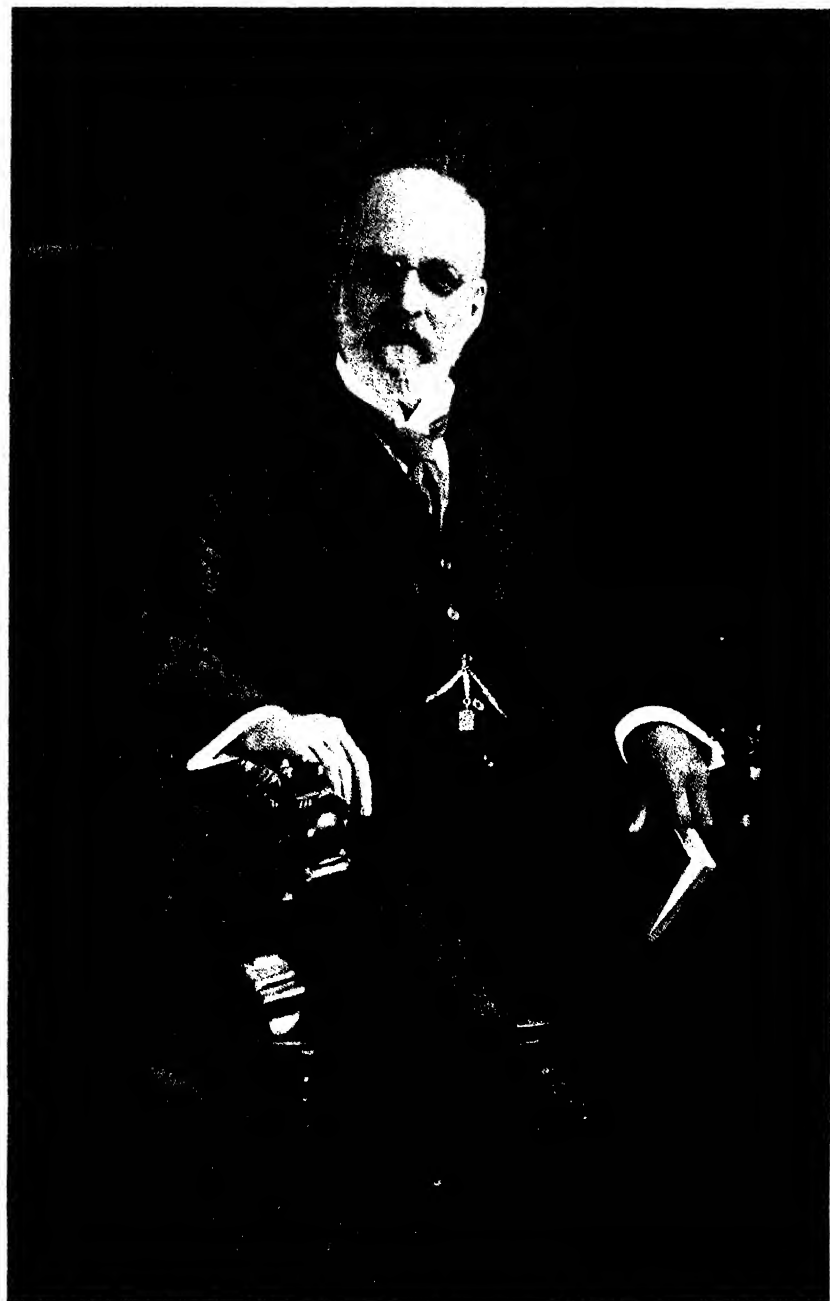
and the school-house was half-built by 1861. Miss Cooke worked in Singapore till 1895, and died here, doing a noble work among the police, soldiers, and sailors. She was a fine organiser, a ready writer, and indefatigable in interesting the good folk at home in the mission, and had no small influence with the ladies of the place through her gentle yet firm insistence on their "making a stand" against the enervating climate and tendency to materialism. Miss Cooke started and carried on the Sailors' Rest, which before the days of the Boustead Institute did useful work among the sailors. She devoted one day a week to visiting in the hospital, and her well-known palanquin in the streets was a sure sign of some errand of mercy. Those who knew Singapore in the 'Sixties remember her morning rides with a high official or leading merchant, and found her, like most other women with a kind heart, able to tell a good story and enjoy a good joke. The loving hands of past Chinese girls whom she helped and taught still place flowers on her grave, and her old pupils speak with tenderest affection of Sophia Cooke.

SIR HENRY McCALLUM

For a quarter of a century "the Major" ruled Singapore, in many respects, and he lives in the memory of all who knew him. Henry E. McCallum was born in 1852, the eldest son of Major H. McCallum, R.M.L.I. Entering the Royal Military Academy, Woolwich, at the early age of sixteen, he passed out in 1871, taking first place for the R.E., for which he was awarded the Pollock gold medal, with prizes for mathematics, fortification, artillery, surveying, and chemistry. He spent two years at Portsmouth, went to the Horse Guards as a designer of barracks, and in 1875 came out as private secretary to Sir William Jervois, thus beginning his Colonial career, which closed as Governor of Ceylon. He took part in the Perak field operations, and was awarded the medal and clasp. Major McCallum came back to the Straits, after some absences on regimental

duty, in 1880 as Deputy Colonial Engineer at Penang, Major McNair being the holder of the senior appointment. He was immediately put upon the fortification of Singapore, excelling in this work in the promptitude and energy he displayed. The forts were built and ready for use long before the guns for them arrived from home. He received the C.M.G. in 1887, the K.C.M.G. in 1898, and the G.C.M.G. in 1904.

But these details of the career of this distinguished officer do not in any sufficient way explain what he was to Singapore. He was at one time President of the Municipal Commissioners and of the Fire Commissioners, as well as an active volunteer fireman. When the Volunteer movement was revived and the Singapore Volunteer Artillery formed in 1888, Major McCallum became Commandant, and remained so till he left the Colony, his abundant energy and influence with the Government and the military authorities, combined with a bluff and hearty friendship with the Volunteers that in no way interfered with discipline, going far to make the corps a success. He persuaded the Chinese and others to subscribe for a battery of maxim guns for the corps. He planned and built the Drill Hall, and he joined heartily in the concerts and dances held there by the corps. Whenever there was work to be done he was a demon ; whenever play was on he was the cheeriest boy in the world, and for nine years he was the life and soul of the corps. In 1891 Major McCallum was Special Commissioner in Pahang, and took charge of the local forces in suppressing the rebellion in that State, this closing the long list of his services in the Straits, for in 1897 he was promoted to be Governor and Commander-in-Chief in Lagos, and made an excursion to the hinterland in connection with the French boundary. Later he accepted the important post of Governor of Newfoundland. Although rather a man of action than a writer, Major McCallum had a ready pen, and wrote in 1894 a series of articles, "A Trip across the Malay Peninsula with H.E. the Governor," an



MANASSEH MEYER, J.P.

account of the then adventurous journey of Sir Charles Mitchell, Major McCallum, Captain Herbert, A.D.C., and Mr. W. P. Burra, Private Secretary, the party being conducted through Pahang by Mr. Hugh Clifford. The account recalls the humour of the Major's camp addresses. It was the first attempt of a Governor to travel from the west to the east coast of the Peninsula.

Sir Henry McCallum has been twice married : to Lily, only daughter of Vice-Admiral Johnson, R.N., who died in Singapore in 1895 ; and then to Maud, third daughter of Lieutenant-Colonel Creighton, R.M.L.I.

MANASSEH MEYER

Mr. Manasseh Meyer's career in Singapore has been a remarkable one. He was born in 1846, and commenced his education at Calcutta. He first came to Singapore in 1861, and continued his education at St. Joseph's Institution, then quite a small school in a small building, having but one class of twenty-five pupils. At this time, of course, the principal residences were large compound houses in Beach Road, North Bridge Road, and Hill Street, there being no buildings at all in Orchard Road. In 1864 Mr. Meyer returned to Calcutta, and joined his maternal uncle in business for the purpose of learning Hebrew writing and book-keeping. Three years later he started business on a small capital in Rangoon, where he stayed for six years. In 1873 he came back to Singapore and established his present business, and soon became the largest local importer and exporter with India. Mr. Meyer commenced property buying in Singapore in 1885, but his largest years for purchasing were between 1890 and 1892. From 1893 to 1900 he served as a Municipal Commissioner, his great knowledge of property and local circumstances making him exceptionally useful as a City Father. He was also a member of the Straits Committee on Currency. The years became busier and busier for Mr. Meyer, with his increasing interests and growing family of four daughters and three sons. He has not been away from the Colony since 1907, but in

his earlier career he travelled with his family to Egypt, Mesopotamia, Palestine, Europe, India, China, and Japan.

Of his public beneficence to his own people and to every worthy cause in Singapore, of his private charities and kindness, this is no place to speak, but as to his character as a true citizen of Singapore it is difficult to write in adequate terms.

K. B. S. ROBERTSON

Mr. K. B. S. Robertson was an assistant superintendent in 1856, having joined the police under Mr. T. Dunman, and remained in that service till his death. He married a daughter of Governor Blundell, as did also A. E. Schmidt, of Rautenberg, Schmidt; Captain G. T. Wright, of the Master Attendant's Office; Mr. J. M. Moniot, of the Survey Department; and Mr. W. W. Willans (who afterwards became Colonial Treasurer, and survived for many years, dying at Brighton). Mrs. Robertson is still alive in Singapore, and her children and grandchildren have been closely associated with art, music, and sport. E. J. Robertson and J. B. Robertson, the latter a fine golfer, and C. H. Robertson are sons; Mrs. Howard Newton, Mrs. Raeburn (Guthrie and Co.), daughters; and Mrs. Mayson, Mrs. Griffiths Jones, and Miss L. Newton granddaughters.

CHAPTER XXI

THE MERRY PAST

THE GOOD OLD DAYS

By Roland St. J. Braddell

*"Le temps qui change tout, change aussi nos humeurs ;
Chaque age a ses plaisirs, son esprit et ses mœurs."*

THIS is an attempt to tell the little things which do not matter to the serious historian, but which are everything to the tittle-tattler ; and what town is more dependent than Singapore upon tittle-tattle for the sambal to its daily curry ?

For one hundred years men have sweltered and struggled, laboured and lived, dreamed and died in this island of ours, but the stranger can never understand the attraction. Kipling damned us ; Maxwell, of the *Standard*, who went round the world in the *Ophir* with our present King, admitted that Singapore had attractions, but hastened to add that they were of the kind that were seen at their best in blue-books, unless, indeed, one was a salamander, or had had the privilege of being brought up in an incubator ; and, sad though it is, the average stranger who enters our gates leaves them cursing the heat, the hotels, and the expense. We do not heave half a brick at his head ; we just let him stew in his own juice. No ! Singapore is for the Singaporean ; to him only it has its attraction. But none of us can put into words why he likes Singapore ; he knows in a vague way, he feels it most convincingly, but to tell it—who can ?

We of to-day are much the same as they were in the

past, though our ways are changed, our talk is different ; the sicca rupee has yielded to the two-and-fourpenny dollar, the crinoline to the crazy skirt, the polka to the fox-trot ; old John Brown's body lies mouldering on the slopes of Fort Canning, but young John Brown *tertius* goes up the godown stairs each morning. A broad road, a noisy tramway, and a length of godowns run now where the old man loaded his produce out of his back door into sampans ; but Brown and Co. still face the world honest and prosperous, and the great iron ships carry their goods over the seas where his slender barques used to belly their canvas out to the monsoon. Good old John Brown, good old Mrs. Brown ; plain, kind folk, hard at a bargain, not very cultured, perhaps, according to modern ideas, but British—oh, so British ! That is the keynote of Singapore ; never mind the swarming masses in the streets, yellow, black, and brown, or the chattering Babel of their many tongues—the place is British, stolid, prosperous, conservative, resentful of change, distrustful of enthusiasms, and commercial—above all, behind all, beyond all commercial.

To Scotland we have learned to look for a large part of our leaders in Singapore ; the porridge-trap still works, and bankers, merchants, and governors still come to remind us that in Scotland there is bred a race without which our British Empire would not have been and would not be now. It is fitting, then, that we must go to a Scottish mercantile assistant for the first picture of life in Singapore—Walter Duncan, of A. L. Johnston and Co. Young Duncan was the son of the Sheriff Substitute of Shetland, which place he left in 1823, arriving in Singapore after a voyage that lasted over five months. His passage-money cost him eighty guineas and his outfit another fifty-six pounds odd. He remained in Singapore for about a year, then left to take over the firm's branch in Rhio, returning later to Singapore and setting up a ship-chandler's business of his own. In 1857 he died at his plantation at Siglap. His diary for 1824 has happily been preserved for us,

and most interesting reading it makes. The number of Europeans in Singapore then was about seventy-five, of whom fifty sat down to dinner at Government House, including Duncan, on the anniversary of the foundation of the Settlement, the Resident, Mr. Crawford, being their host. Duncan did not think much of it, and expressed himself freely on the subject in his diary; the speeches were long and dull, Mr. Crawford's meagre store of wine gave out, for, as Abdullah remarked of him, "his hand was not an open one," though he was "much bent down by a love for the goods of this world." The hour of dinner was the unusual one of half-past seven, for at that time the usual hour was four or half-past four, and though there was plenty to eat, few felt inclined to eat it. "It was a stupid affair altogether, what I expected it would turn out to be." Amongst the toasts was that of Sir Stamford Raffles, described as "a distinguished individual."

If the Resident's entertainments were dull, not so those of Mr. Bonham. Thus:

"*February* 28th.—Dined at Mr. Bonham's, the Assistant Resident, where sixteen of us sat down to table. It was his first party in his new house, and was kept up with great glee. He sported his champagne plentifully, and the consequence was that several of the party were left sleeping in their chairs when we broke up at 10 p.m."

Mr. Bonham was famous for his entertainments, and very popular amongst the Europeans: Mr. J. T. Thomson tells us that "his plum puddings were good, so was his champagne, and as these found their way to the stomach, so were the hearts of his friends taken captive," and that "he had a great deal of *bonhomie* about him," an excruciating pun; but the unkind said that he received the Governorship because he gave good dinners.

Duncan was rather a square-toed young man, and on the 13th March has this entry: "Dined at the Mess.

There, as at Mr. Bonham's, the practice of sitting after dinner beyond the usual time seems to be gaining ground, a practice which I could much wish were knocked on the head, as I take it that guzzling first wine, then tea and grog, from half-past four to nine or ten o'clock without respite is carrying things to a greater extent than they ought in this climate." After this pious entry it is somewhat sad to find that ten days later he went out to a big party at Captain Pearl's plantation (Pearl's Hill), where the dinner was excellent, "not an over-foolish display, but at the same time sufficiently plentiful and well arranged, champagne circulating freely, both during and after dinner." Dancing followed to two fiddlers, "whose music, indifferent as it was, had an irresistible effect upon me." At half-past nine the company sat down to "a devil, as a supper here is often called"; then, alas, for good intentions, "took a pill, retired quickly to bed, and passed a restless night"!

The few Europeans on the island at this time appear to have all lived on friendly terms of social intercourse. Duncan, then a junior clerk in a merchant's office, seems to have been on familiar terms with "all the best people," and to have dined repeatedly with the Resident and Mr. Bonham. There was no pretence on the part of the officials to superiority in social position over the mercantile community, as there seems to have been in the 'Thirties, and, indeed, for some years after that time; an absurd assumption, for were they not all servants of a society of merchants, the Honourable East India Company? But John Company's covenanted officials seem to have been a stiff-necked lot, bowing only to a superior cocked hat. The manners of the Europeans at that time were simple, frank, and hospitable. They seem to have visited each other in the evening after dinner a great deal; they breakfasted at half-past nine and dined at half-past four or thereabouts. Tiffin was not such an institution as it is now, for the early dinner rendered it unnecessary. The universal night-cap was a glass of gin and water,

a practice that seems to have been still alive, though rapidly dying out in the 'Eighties. Ten o'clock saw the town asleep. A voyage to or from England took from three to five months, according to wind and weather ; if an answer to a letter was received within nine months, it was considered very punctual. Under these circumstances it is not surprising to learn that the arrival of a vessel from home created great excitement, an instance of which is shown in the following entry from the diary : " The signal for a ship to the eastward is at last made, and seems to infuse new life and anxiousness in all."

The streets were lighted for the first time on the evening of the 1st April 1824, but there were very few lamps, and they had only a single glass in front, so the light was of little use. Some humorous burglar celebrated the date by entering the godown of Mr. Purvis that same night and decamping with five hundred dollars' worth of goods.

Singapore in the 'Twenties contained few houses ; the swamps near where the present commercial part of the town round Raffles Place lies had not been cleared or filled in, the river ran a clear stream between mangroves save for a few hundred yards up from its mouth. The present Esplanade, or plain as it was long called, was the principal part of the town. Round it and along Beach Road were the dwellings of the merchants, the public offices, and the military cantonments, which were at first near Stamford Road, at the foot of Government Hill, as it was then called, now Fort Canning, and were later removed to Rochore ; but that being found to be too low, a final change was made to Sepoy Lines. Further east was the Malay quarter, or Kampong Glam, where the Sultan of Johore and his followers lived, and where the pirates used to foregather. The river was spanned by a wooden bridge, and the Chinese had their kampong where Chinatown lies to-day. The remains of the ancient Malay town of Singapura were still to be seen, and are described by Mr. Crawford in his book concerning his embassy to Siam. The great

wall remained, sixteen feet broad at its base and eight or nine feet high ; it ran for nearly a mile from what is now Fort Canning to the present Stamford Canal. This old town was bounded to the east by the sea, to the north by this great wall, and to the west by the river, thus forming a kind of triangle, of which the sea formed a base of about a mile in length. There were no loopholes in the wall, nor were there traces of any artificial defences, from which Mr. Crawford concluded that the works of Singapore were not intended against firearms or an attack by sea ; or that, if the latter, the inhabitants considered themselves strong in their naval force, and therefore thought other defences superfluous.

The original Malay name for Fort Canning was Bukit Larangan, or the Forbidden Hill, and Colonel Farquhar found in 1819 that not one of the people of the Settlement dared ascend it, for they thought it haunted by the ghosts of long-forgotten kings and queens, whose tombs were on its side. Later it was called Bukit Tuan Bonham, and the present name is Bukit Bandera, or Flag Hill. The Chinese still call it Governor's Hill, the present Government House being second Governor's Hill. Thus Hill Street is Ong Ke Swa Kha, the foot of Governor's Hill ; Tank Road is Ong Ke Swa Au, the back of Governor's Hill ; while Niven Road is Ji Ong Swa Kha, the foot of second Governor's Hill. Chinese names for localities contain a great deal of topographical and a little historical information.

In October 1829 a meeting was held at Mr. E. Boustead's house, when the Singapore Billiard Club was formed, with Mr. W. R. George as the Secretary. Mr. Buckley says that this was the beginning of Singapore Clubs ; but in 1825 the Raffles Club had been formed, which lasted until 1835. Its functions were to get up social entertainments on the occasion of the anniversary of the Settlement and other celebrations. The Billiard Club did not last very long.

The 'Thirties were progressive. Singapore expanded

rapidly in trade and importance ; the town was pushed out further, and much swamp land was reclaimed. Its life is presented to us in four very readable books by Captain Sherard Osborn, R.N., Mr. Bennett, a naturalist, Mr. Windsor Earl, and Mr. J. T. Thomson.

The harbour was already full of shipping, behind which, says Mr. Thomson, " stretched a sandy beach, glistening in the sun, and overhung by the graceful palm trees, the glory of Singapore planters. In the centre of the landscape was Government Hill, with its verdant lawns and snug bungalow ; and at its base were the warehouses and mansions of the merchant princes. Behind these was to be seen the comely undulating background, alternately covered with the mighty forest trees and gambier and pepper gardens. The tallness of the forest trees, standing alone or in clumps on the half-cleared hills and islands, gave a majesty to the scenery that I have observed nowhere else."

No wonder that travellers came very early to call Singapore the Queen of the East. The scene to-day is very different, for although the entrance to Keppel Harbour is still beautiful in the extreme, the view of Singapore from the Roads (Mr. Thomson's harbour) is far from prepossessing.

If you come into port to-day, you could write an easy description of it: how you went to your cabin and unpacked every bag you had already packed because of the things you had forgotten ; how a rosy-cheeked old gentleman cursed his way up the pilot's ladder ; how you tipped about two-thirds of the total population of the ship ; and finally, how you slithered and staggered down a precipitous gangway in a tropical rainstorm. There's nothing to it—a child could do it. Not so in the 'Thirties ; to describe a ship coming into port then you had to know something about the sea. Hear J. T. Thomson on the arrival of an Indiaman : " She headed for the harbour, upon which she bore down with all sails set, from ringtail to jib-a-jib and

from mainsails to sky-scrapers. As she nears the port the smaller sails are taken in and furled ; still she approaches, and the courses are hauled up, top-gallant sails are furled, she is now near her anchorage. The main topsail is backed, her way is lost, the yards are lowered to the caps, and down goes her anchor " : and that's that !

Having got to anchor thus happily, let us join Mr. Sherard Osborn, then a young midshipman in H.M.S. *Hyacinth*, an eighteen-gun ship-rigged corvette : he tells us how even that most thoughtless of human beings, a British midshipman, could not but mark the signs of vitality and active commercial enterprise of the place.

Here is the scene in the roads as we stand with him :

" Before the town and at a distance of a mile from it lay numerous huge junks, all glittering with white and red and green and black, their strange eyes staring with all the vacuity of a Chinaman, and apparently wondering how they would ever find their way to China. Unearthly cries, resembling swine in distress, issued from these ponderous arks, evidently meant for songs by their sailors, as they hoisted in the long-boats preparatory to going to sea. Within these junks, in comparison with which we looked uncommonly small, were thousands of prahus of every size and form, stretching away into a narrow and shoal harbour which lies to the right of the town. A merchant assured us that as many as 4,000 of these vessels had arrived during the past monsoon ; and but for the Dutch interference and jealousy, many more would visit Singapore yearly."

Threading their way in and out amongst the large craft were hundreds of small boats, amongst which " the Singapore sampan decidedly carried off the palm for beauty and fleetness, approaching, in sharpness of outline and the chance of drowning the sitters, to one of our above-bridge racing wherries on the Thames ; two Malay rowers, each pulling a single-bladed oar, could in these sampans beat our fleetest gig. There

were also some Arab vessels, called grabs, rigged somewhat like brigs, but having a length of bow which was perfectly astounding; indeed, in some of them the long taper of the bow was one-third the length of the whole vessel, and the bowsprit was entirely inboard."

Another type of vessel which attracted special notice was the sampan-pukat, 120 feet long and 20-foot beam, and pulling fifty to eighty oars: "She resembled nothing so much in colour and appearance as some huge centipede scrambling over the sea. These were owned by the merchants of Singapore and manned by stalwart Chinese crews; they could outstrip the fleetest prahus, and were able to sail or pull with equal facility. By them an immense smuggling trade is done with the Dutch monopolists, and many a rich cargo of spices and gold-dust, antimony and pepper, repays the merchant of Singapore for his speculation in Sheffield and Birmingham goods."

Boatmen cluster round the *Hyacinth* touting for fares, and presently load after load of officers and bluejackets go ashore into the Babel of Singapore, where they are fleeced right and left. Young Osborn's coxswain, a Gosport boy, on his return after making his purchases, delivered himself thus: "Well, I thought they were a smart set on Common Hard, sir; but blest if they don't draw one's eye-teeth in Sincumpo!" The place then and for long afterwards was known in the Navy as Sincapore.

Let us go on with Osborn into the European quarter:

"It was pleasing to turn from all these loud noises and strong smells of the commercial part of Singapore to the opposite side of the river, where, nestling among the green trees, lay the residences of the wealthy European merchants; all was as dreamy, sleepy, quiet, and picturesque as anyone could desire, and I am bound to say as hot, for there the bright equatorial sun was pouring down without shadow or breeze to take off its effects. The sepoy sentry seemed to be frizzling in his leathern shako and hideous regimentals, and

the sensation I felt on regarding his scarlet coat was that he might at any moment burst into flames. He was a military martyr lashed to a British musket instead of a stake.

"From that painful sight the eye instinctively sought repose upon a mass of cold dark-green foliage, against which the Court House rose—a long building, possibly commodious, but decidedly of the composite order of architecture."

A pretty esplanade and bungalows, standing in pleasant detached patches of ground, stretched away until lost in the jungle and half-cleared country beyond; these, with a very commodious church, constituted "the west-end" of Singapore, or its Mayfair, as another writer described it!

Cricket and boating were Osborn's principal amusements ashore, and to them let us leave him, link arms with Mr. Bennett, and stroll up the winding road leading to Government Hill, now Fort Canning, at the foot of which lay the remains of Raffles's Botanical Gardens, even by then run to weed and abandoned:

"On attaining the gentle and gradual rise of the hill, the view that expands itself is both extensive and grand: embracing a wide portion of this splendid island, and causing feelings of regret in the mind of the spectator that so much fertile land should be permitted to lie waste." This was due to the heavy quit-rents demanded by Government. "Turning our eyes in another direction from the gloomy mass of forest scenery and undulating land, extending to the horizon, a more animated and pleasing scene is spread before us. Neat white houses and elegant mansions are seen in the open plain, or peeping above the dense vegetation when constructed upon a gentle rising hill. As far as the eye can reach out over the tranquil waters, some wooded islands stud the ocean, and, more distant, land indistinctly appears."

On the top of the hill stood Government House, which had been built by Raffles and added to by Crawford. It was one hundred feet long and fifty feet deep, a

neat wooden bungalow with venetians and attap roof, consisting of two parallel halls with front and back verandah, terminated by two square wings which comprised the sleeping apartments. Mr. Earl says that the building was so unsubstantial that after a Sumatra squall inquiring glances were cast up to discover whether the house was still there or in the valley behind it ! It remained, however, until 1859, when Fort Canning was made. The Governor then moved his residence to Leonie Hill, in Grange Road, where he remained until 1869, when the present Government House was completed. A story is told of the making of Fort Canning which illustrates the marvellous engineering feats performed in Singapore in the good old days. When the fort was completed it was discovered that Pearl's Hill was higher, and stood in the way of the guns, so the Government military engineer had to cut off the top of that hill ! This was nothing to Captain Faber's famous suggestion in the 'Forties ; he had built a bridge across the river under which sampans were unable to pass at high tide. When this was pointed out to him, he proposed dredging the bed of the river and so lowering it ! On another occasion the same gallant officer tried to make water run up a hill of its own motion.

But to return to Mr. Bennett. Having descended from Government Hill, he is minded to cross the river, and finds the wooden bridge in a ruinous condition. Now you and I would have railed at the Government or been sarcastic or humorous ; not so the gallant Mr. Bennett—*place aux dames* was his motto, and this is what he wrote of the bridge : " Ladies visiting their friends on the opposite side of the creek are obliged to stop the carriage on one side of the bridge and walk across, at the risk of deranging their curls by the breezes or injuring the fairness of their complexions by the fervent rays of the tropical sun." He then recommended very strongly the erection of a new bridge. In the earliest books about the place the Singapore River is

always referred to as a creek ; nowadays, if one needed to refer to it, one would more rightly term it a sewer. But any reference to the river is quite unnecessary ; it refers to itself so frequently and so loudly that you cannot help noticing it. In fact, recently it was said that it made the Town Hall clock strike thirteen ; but you cannot believe all you hear in Singapore.

With the bridge in this bad condition the cleaning of dainty little shoes must have formed a trying part of the domestic's morning work. Mr. Bennett says that the Malay servants used the *hibiscus* " for cleansing shoes by rubbing them with the petals of the flower, which contain a quantity of purplish black astringent juice. After rubbing them over the shoes, they polish the latter by aid of a brush ; it certainly prevents the white dresses, usually worn in Eastern climates, from being sullied by the shoes, which often happens when blacking has been used." The Europeans accordingly called the *hibiscus* " the shoe-flower."

Mr. Windsor Earl, who was a sailor in the 'Thirties, but later became a lawyer and then a police magistrate in Singapore, tells us that " Singapore is considered to be more agreeable as a residence than any other town in India, for the daily arrival of ships from various parts of the world creates constant excitement, while in point of climate it is certainly not inferior to any intertropical seaport in the world." Until as late as 1859 Singapore remained a health resort for Bengal civilians.

Dining out has always been a favourite pastime in this part of the world, though nowadays the old-fashioned long and heavy dinner party is a thing of the past. Let us go out to dinner with Mr. J. T. Thomson. His trousers and waistcoat are snow-white, his coat is black, a forage cap with white cover on his head, and his shoes are of canvas, pipeclayed, excepting at the extreme points of the toes, where they are of japanned leather. He gets into his buggy, drawn by a smart piebald Acheen pony, with the syce running along at

the side of it, as was the custom then and for long afterwards. Arrived at his host's, compliments are passed, and he is asked if he has brought his white jacket. Knowing the ways of the place, he has, so retires and dons "the easy, cool, upper dress of India."

White was the regulation dress here until about 1870, except at Government House, and curiously enough at Whampoa's, of whom more anon. Governor Butterworth introduced black for Government House, and tried to make it universal, but failed, for the ladies preferred "clean white to dubious black," as someone wrote at the time. It is interesting to note that white has come back to its own nowadays for informal dinners and dances; it was always used in the old days for the balls at the old Assembly Rooms.

Sherry and bitters stand on a side-table for the gentlemen to partake of, and whet their torpid appetites, after which the party proceeds formally into the dining-room, where different soups in silver tureens occupy the end and middle of the table, mock-turtle and mulligatawny being the favourites; the servants stand behind their masters and mistresses, for guests were always expected to bring their own servants without being asked, a custom which went out only the other day.

Soup over, "mine host" asks his leading lady guest to take wine, an example which is followed with alacrity by all the other gentlemen. Fish, then joints of sweet Bengal mutton, Chinese capons, Kedah fowls and Sangora ducks, Yorkshire hams, Java potatoes, and Malay ubis follow. The conversation waxes, and "the ladies unbend from their dignity." This course comes to an end, and a general round of drinking healths takes place. Meanwhile the table is cleared and the next course succeeds, a short one of curry and rice, accompanied with sambals of pungent taste, Bombay ducks and Campar roses, salted turtle eggs and omelettes. To wash the curry down pale ale is served, and partaken of by all, including the ladies.

The table is once more cleared, and the dessert

succeeds : macaroni puddings, shapes, and custards. Now champagne is more freely poured forth, and a huge cheese is placed on the table, which is discussed with more pale ale. A rosy pink, says Mr. Thomson, for the first time blushes in the cheeks of the climate-worn, wan and pale ladies, a brilliant moment of their former selves. What happens to the gentlemen he does not say, but if a guess might be hazarded, for "rosy pink" substitute "apoplectic purple."

At last the table is cleared of its cloth, and numerous fruits with wine are placed on the polished redwood. The "inimitable durian" (Mr. Thomson's words) is excluded, as also "the coarser jack and chumpada : but mangosteen, mango, pomaloe, langsat, rose-apple, popya, and plantain find a place."

It is now 9 p.m., and the ladies retire to the drawing-room on the upper floor ; the gentlemen sit on for another half-hour. Coffee and tea are presently served, and "form an antidote to the stronger beverages previously indulged in." The ladies "now receive that expected attention from the more gallant portion of the gentlemen visitors. The piano is opened, and a duet is played. The card-players retire to a snug, cool end of the verandah, where also brandy and water may be had *ad libitum*. The young ladies take their turn at the piano, and it may be the room is cleared for dancing. The China scarf over that young officer's shoulder shows where his heart has gone to. A swarm of butterflies flicker round that young English rose just arrived—she is enraptured, and pities her pale sisters—poor things ! "

At 11 p.m. the party breaks up : "some feed," as our latest community would say. If they did not die in the old times, they most certainly lived ; and, mind you, Mr. Thomson's description was not a joke, it was quite a serious piece of writing.

The importance of dinner-giving in the good old days is amusingly illustrated by Mr. Thomson. We have already referred to Mr. Bonham's dinner-parties,



GOVERNOR BUTTERWORTH.

and the rumour that he received the Governorship in consequence of them. The same thing is said by Mr. Thomson of Colonel Butterworth, who succeeded Mr. Bonham, being appointed over the heads of Messrs. Blundell and Church. Mr. Blundell gave good dinners, but had not been sufficiently subservient to the Indian Government; Mr. Church had a disastrous reputation for giving bad dinners, and so was out of the running. The social side of Mr. and Mrs. Church's life was a source of never-failing amusement while they were here; many are the anecdotes about them, but one shall be sufficient to explain why Mr. Church did not get the Governorship.

While Mr. Bonham was Governor a friend of his found him in his office with a large bottle of magnesia on the table in front of him. "Not sick, I hope," said the friend. "Oh, dear, no," said the Governor, "but I am going to dine with Tom Church to-night."

Colonel Butterworth gave excellent dinners. "The members of Council one and all declared that the best road to men's hearts was through the stomach—a sentiment most profound"; so, Mr. Thomson says, Butterworth was appointed.

This Governor was called Butterpot the Great, and Mr. Thomson says he divided all mankind into colonels, captains, ensigns, etc. No private gentleman in his estimation had any rank in society. The wealthy merchant's wife ranked only as the wife of a sergeant-major, a clerk's as a corporal's, and a tradesman's as a private's. The Lord Mayor of London himself, if he were a shop-keeper, could not have obtained admission to the little Singapore Government House.

Mr. Thomson says that the Europeans did not number many. Those on shore might be 200 in number, those in the shipping world not more than 400 to 500. The Europeans were principally following mercantile pursuits, and as a body they were upright, honourable, and stable. "Their word in those days was as good as their bond, and the consequence was confidence"; one does not

know that things have changed much in this regard at this date. No banks had yet appeared (the first one opened in 1840), so each firm kept its own iron safe.

Mr. Earl tells us that the amusements of an active nature in which Europeans engaged then consisted chiefly of boat-sailing and shooting, and that boat races and sailing matches occurred almost daily. The shooting took place in the lowlands at the back of the town, and snipe, plover, and pigeon were the birds chiefly obtainable. The land where the Ladies' Lawn Tennis Club is to-day was a great place for snipe in the early days of Singapore. The interior of the island was almost unknown to the Europeans in the 'Thirties, but there was a small independent Chinese settlement a few miles distant up the river, which no Europeans had visited at that time.

The other amusement mentioned by Mr. Earl seems to be at its highest vogue to-day ; it was writing letters to the papers, of which there were two at that time, one ministerial and one opposition. It is a relief to remember that our forerunners suffered as badly as we do from such perspiring reformers as "Ironside" and "Pro bono publico" and the rest.

It will have been observed by the perspicacious reader that a great deal of drinking went on in "the good old days." The Malays observed the fact also, and used to sing this illuminating little *pantun*, short, pithy, and expressive :

The Malayan eats rice,
The Chinaman eats pig,
But the white man drinks grog only.

It was thought that alcohol was necessary at that time ; Mr. Earl remarked in his book that there seemed "to be some fatality attaching to clergymen at Singapore, as three following incumbents, the Revs. Burns, Darrah, and White, all died young, and of the same complaint. My own opinion is they were all too strict adherents to teetotalism."

However, in 1837 there blossomed forth the first Singapore Temperance Society, which began very suc-

cessfully. Three months later Mr. John Gemmill, then a store-keeper and later Singapore's first auctioneer, made use of the Society for advertising purposes. He issued a circular which announced that "the Temperance Society is making such rapid strides in this Settlement that it is useless to advertise brandy for sale, although I have got some very good of an old stock which I wish to get rid of and leave off selling the article"! After a sarcastic suggestion that since the Society commenced operations the spirit trade had become very unprofitable, he concluded his circular thus: "I have, however, just received a superior lot of very old Malmsey Madeira, that I can confidently recommend, also a fresh batch of genuine old port wine for sale." Mr. Gemmill, however, made amends many years later (in 1864) by presenting a clear water fountain, which stands in the Square.

Mr. Cameron, writing in the 'Sixties, says: "The good folks of Singapore are by no means inclined to place too narrow restrictions on their libations, and it has been found in the experience of the older residents that a liberality in this respect conduces to good health and long life."

Heavy drinking went on for years. Mr. Hornaday, the American naturalist, writing of Singapore in the 'Seventies, said: "The hotels of Singapore are all bad, and life in them is exceedingly dull. The liquor consumed in them, and the drunken men one sees almost daily, keep the abstemious traveller in a state of perpetual disgust. The extent to which intoxicating liquors of all kinds are drunk in the East Indies is simply appalling." This is all now a thing of the past, and though most Europeans take alcohol, moderation is the rule, whatever excitable females may say to the contrary.

A good many "firsts" were achieved in the 'Thirties: thus the first boarding-house was opened in High Street by a Mr. Hallpike in 1831, and in 1832 the first so-called hotel was opened by a Mr. John Francis at the north end of the Square, with a billiard-room and a refreshment-

hall attached ; the first public entertainment was given in 1831 by Signor Masoni, a violinist ; in 1833 the first " London tailor " opened a shop and the first European hairdresser started business, both of them in Malacca Street, and neither successful.

On New Year's Day 1834 the first regatta was started, in the third race of which the Singapore Yacht Club sailed, and in 1839 the first complete New Year's Day Sports were held on land and sea, since when this has been an annual event. The shore sports commenced with a pony race with native riders, and there was Kling wrestling and foot-racing ; these sports took place on the Esplanade, the Tamil name for which is to this day " January Thidal," or January Place.

The methods of missionaries are sometimes apt to cause a smile amongst their unregenerate fellow-men, but a proposition by an American missionary in 1835 probably was as wild a dream as was ever conceived. He proposed that colonies of young men and women should come from America to the Straits to spread science and civilisation ! Each colony of these philanthropists was to comprise five to fifteen families, or thirty to ninety individuals, and to include agriculturists, carpenters, goldsmiths, shoemakers, and a religious pastor. They were to rely on their own resources (they certainly could not have relied on anything else), and have a sort of common stock. This remarkable scheme to found families who were to remain here, and their descendants after them, most fortunately did not come to a practical trial. Captain Newbold has preserved it for our amusement in his book.

In such a place as Singapore the Feast of St. Andrew has naturally always played a considerable part in its gaities. Tamil printers produce menus with strange dishes and stranger quotations ; little Mr. Binks (whose grandmother was alleged to have been Scotch) gets out his kilt, and the noise of pipes sometimes comes faintly to the ear in the night. Well, the first celebration took place in 1835, when the Scotsmen gave a large

dinner, Dr. Montgomerie and Mr. Napier, the lawyer, presiding. It was given in the upper rooms of the Court House, and the hour was 6.30 p.m. The Malacca band had been learning some appropriate airs for the respective toasts, which the *Straits Chronicle* said were an ineffable treat to all lovers of music ! On the following evening a ball was given, when the ladies wore tartan scarves and several gentlemen the garb of Old Gaul ; this party did not break up until daylight. At the dinner the following year the company broke up at sunrise, after having partaken of a third supper ! It is hard to imagine a ball being given in the Singapore Club, but in 1879 the St. Andrew's Ball was held there, the building having been completed and opened only a few weeks before.

During the 'Forties the Settlement made even more rapid strides than during the 'Thirties, despite the setback which occurred at first, after Hongkong was ceded to the British at the conclusion of the " Opium War," or China War. Singapore had been made the base for this war, which commenced in 1840. Ship after ship assembled in the roads, and tents sprang up all over the Esplanade and other available places. During the months while the expedition was assembling Singapore lived in a blaze of excitement, and Governor Bonham kept open house. The war concluded in 1842, and Hongkong seems at first to have taken the junk trade away from Singapore, as well as a good deal of capital ; however, matters soon righted themselves.

Captain Sir Edward Belcher, R.N., C.B., was in command of H.M.S. *Samarang* in the 'Forties ; he anchored in the Singapore roads in May 1846 :

" Singapore," he writes, " has undergone considerable improvement since I first became acquainted with it, under the government of Mr. Bonham in 1840. The lines of streets, then only marked out by slight poles with rags or causeways or embankments, inclosing certain portions of barely cleared marsh, were now finished, solid ground filled in in many spots, and blocks of houses had been erected. The river-lines had been completed

in stone, good roads formed, and several substantial and well-designed bridges spanned the stream at various points." He then refers to the diminished prosperity due to Hongkong, which he says "had now materially diminished the society, as well as, by the transfer of much of the capital to Hongkong, the means of supporting the marked hospitality which we experienced at the former period."

We can get a good notion of what the place was like from a number of books, by means of which we can take a tour through the town and note the points of interest. Starting on the western or business side of the town, in the centre was Commercial Square, now called Raffles Place; the road ran round it, as it does now, but the centre was a flower garden, and among the trees which stood there were some rare ones, including a date and an aloe, the whole garden being enclosed with a wooden railing. One of the Chinese names for Raffles Place to this day is "Hua Hooi Kak," or "flower garden corner," a variant being "flower garden by the godowns." The Square had been made by cutting down a small hill and filling in; Kling Street is still called by the Chinese "small hill top," and anyone driving into Raffles Place through Battery Road cannot fail to notice the rise up to the new Chartered Bank and ensuing dip. Near the Square there was a market (the old Teluk Ayer Market on the sea). The Chinese name for Malacca Street is "Lau pa-sat khau," or "old market mouth." They call the Ellenborough Market, completed in 1846, the "new market" to this day.

At the entrance to the river stood Fort Fullerton, and access to it from the Square was obtained through a narrow road, both sides of which were lined with godowns; this, of course, is the present Battery Road, but it was much narrower then. There was no Collyer Quay; the backs of the godowns facing Battery Road and the Square came almost to the water's edge, and most of the merchants had piers out into the sea for loading and unloading goods. The condition of this part of the town

is still preserved in the Chinese names for it. Thus Collyer Quay is still known as "Tho Kho Au," "at the back of the godowns," and Flint Street as "Tho Kho Bue," "the end of the godowns." Boat Quay ran right up to Fort Fullerton at the river mouth.

In the 'Forties many residents were still living in the Square and in Battery Road over their godowns, the most celebrated of the houses being the premises of Messrs. A. L. Johnston and Co. in Battery Road, where Mr. A. L. Johnston lived and kept up great state. It was the first house as you entered the river on the western bank, and was nicknamed Tanjong Tangkap, because the other merchants said Mr. Johnston built it there so as to be the first to catch (tangkap) the captains of vessels as they came up the river!

The southern limit of the town was Teluk Ayer, where the beach was covered with junk spars, tongkangs and boats in the course of construction, and at the extreme end was a European shipbuilding yard. Beyond it were nutmeg plantations and fruit gardens.

As he entered the river the first building that greeted the eye of the stranger on his right was the Police Office, which stood on the site of the present Government Offices; behind it was the Ordnance Store fronting the river, and next to that the original Fives Court founded by Dr. Montgomerie. Fives was for years a most popular game in Singapore, and an additional court had to be built later in Tanglin.

In the corner of one block of buildings stood the Medical Stores, in the grounds of which were piled cannon-balls; as these were pills for a possible enemy one supposes that that was the connection. Higher up and next to the Supreme Court were two shipbuilding yards, the noise from which made the Supreme Court an almost impossible place in which to conduct litigation. One of these yards belonged to Messrs. Wilkinson, Tivendale and Co., and from it the little paddle-steamer *Ranee* was launched in 1848 by Miss Church, the daughter of the Resident. She was the first steamer built in Singa-

pore, 60 feet long with a beam of $8\frac{1}{2}$ feet, designed by Mr. Bulbeck, carpenter of H.M.S. *Meander*.

One of the sights of the river was the large population of *Orang Laut*, the original inhabitants of Singapore, who dwelt, men, women, and children, in their sampans.

The old Assembly Rooms stood at the corner, at the foot of Fort Canning and River Valley Road ; they were completed in 1844, and were used as ball-room and theatre, and for public purposes generally. In 1848 Rajah Brooke, as he became later, was invested there with the K.C.B., one of those present being Mr. Charles Johnston, the second Rajah, who died in 1917.

High Street had eight compound houses on its left side going up towards Government Hill, and on the right side five, one lot not being built upon.

The beach side of the Esplanade was retained by piles of wood, and the margin for the whole length was fringed with wild trees ; it was about seventy yards deep, much narrower than the present Esplanade, which has been extended by reclamation. About midway, but nearer the Bras Basah Canal (now Stamford Canal), there was a turn in the road, where had been erected a small battery near the site of the convict jetty which was made later, and which has now, of course, disappeared. This battery was used for saluting till the guns were removed to Fort Fullerton in 1844. Disused by the military, its low wall supplied sitting accommodation to those who came to the Esplanade for gossip or fresh air, and from this cause the place came to be called "Scandal Point." In the 'Forties the ordinary dinner-hour was still from four to five, and the fashionable hour for exercise was from five till dusk. The ride or drive was invariably finished off by a few turns on the Esplanade. Two select bodies of local politicians used to foregather every evening at Scandal Point, and "heard much argument." Their inquisitive eyes used to turn towards Tanjong Tangkap to see who was going to or coming from that centre of hospitality. Singapore has always dearly loved its gossip.

Opposite the Esplanade stood three dwelling-houses. The first, at the corner of High Street, was that of Mr. Edward Boustead, which later on became the main building of the old Hôtel de l'Europe, and was pulled down to make way for the present hotel building. The next was the residence of Dr. Montgomerie, which is now the block of the Municipal Offices where the Commissioners and the Rent Board hold their meetings, and the President has his office. The third was the house of Mr. Thomas Church, the Resident Councillor, and is now the block of the Municipal Offices where the Engineering Department has its office. After Mr. Church left it became the Freemasons' Lodge, and the building where the ladies used to go and tiffin was laid at the time of the New Year's Sports. Later on the ground-floor was the first place used by the Cricket Club as a store for their stumps, bats, etc.

Then came the old St. Andrew's Church, which had no architectural beauty to recommend it, being a plain, low edifice with a spiral steeple surmounted by a cross. The interior was fitted up more with regard to neatness than elegance; a gallery ran round three of its sides. In the church façade which looked to the sea was the Town Clock. The bell belonging to the church was the gift of Mrs. Balestier, wife of the American Consul. It used to sound the curfew immediately after the eight o'clock gun had gone. The old clock was removed to the Supreme Court later, and is now in the tower of the Police Offices, so it has certainly earned its keep.

The part of the town lying between the Esplanade and Government Hill was divided by roads intersecting each other at right angles into square plots of ground, in which were detached dwelling-houses in their own compounds, with nicely laid-out gardens where merchants and other Europeans lived. The houses were all white with red roofs and green venetians, and strangers coming to Singapore generally wrote of them as being very handsome.

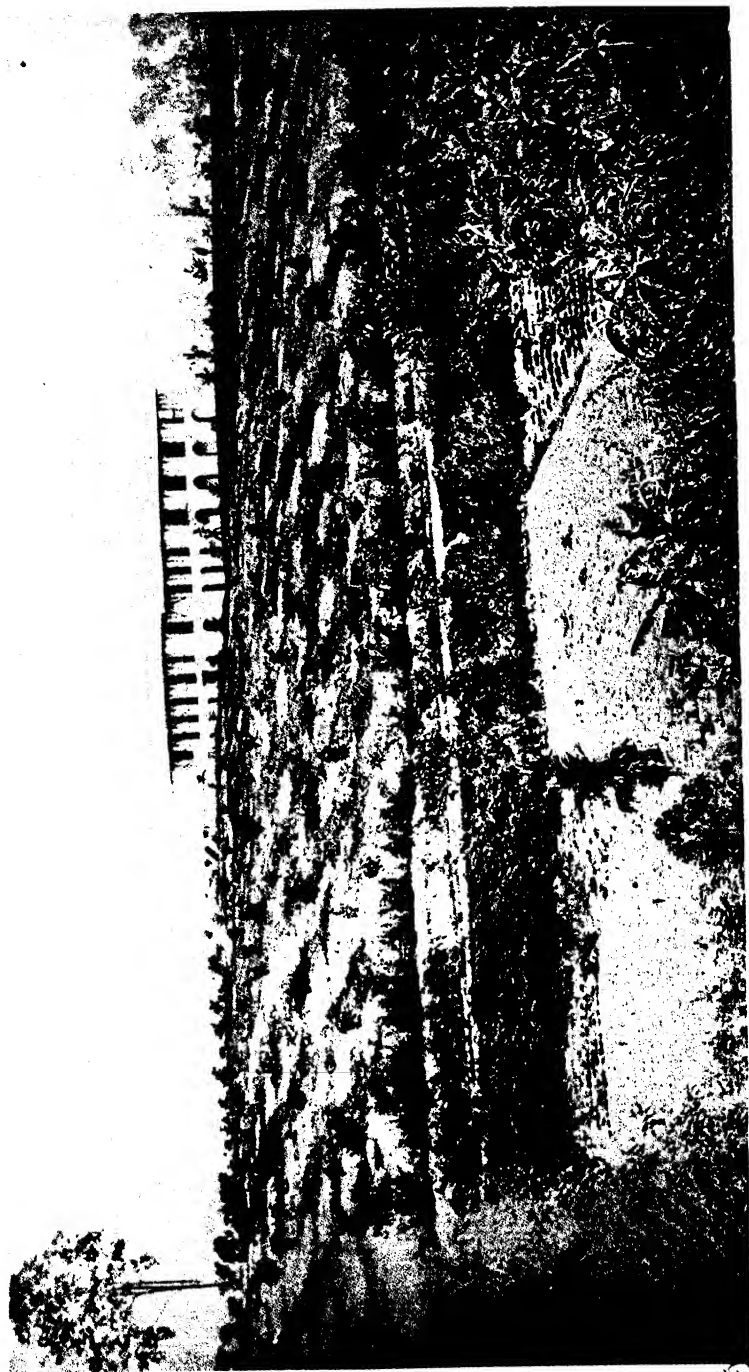
A bridge led across the canal to the Raffles Institution

THE MERRY PAST

(now Raffles School), and near it stood a gigantic banyan tree, which had the appearance of a cock from town. The natives regarded it with superstitious awe, and when it was eventually destroyed by fire looked on the event as a public calamity, so Mr. Norris says, writing in 1878.

Eastward of the Raffles Institution, along Beach Road, ran a row of twenty elegant dwellings with convenient compounds, which had been the residences of the earliest Singapore merchants. One of the Chinese names for Beach Road is still "Twenty Houses Street." Where Raffles Hotel is now Mr. and Mrs. W. R. George had their house; the last compound house of all belonged to Dr. José d'Almeida, and was for twenty-five years one of the centres of social gaiety in Singapore; in another close by lived Mr. John Henry Velge and his family, and this house, too, was celebrated for its hospitality, dances being the great feature of the Velge entertainments. Years after Mr. Velge's house became Emmerson's Hotel. Most of these old Beach Road residences had a separate building with a billiard-table in it, and in one of them the Singapore Club found its first dwelling-place. They began disappearing about 1880, and are all gone by now. Beach Road at this time ran for about a mile, and a quarter of a mile beyond the last European residence was the Sultan of Johore's residence.

Eastward beyond Beach Road lay the Kampongs of the Malays, named after the races inhabiting them, Kampong Bencoolen, Kampong Java, Kampong Sumbawa, and so forth. Kampong Bencoolen, where the present Bencoolen Street is, was once a vegetable garden, and was occupied principally by natives of Bencoolen who had come to Singapore when we gave up that station, with other rights, to the Dutch in exchange for Malacca. In Kampong Java were native coffee-shops, eating-houses and flower-shops, the last kept by Javanese women, and the scenes of frequent murders committed by jealous husbands. Sir Edward Belcher tells us that in Kampong Glam the eye was naturally



WHITE HOUSE, DALVEY ROAD.
Showing plantation of young nutmeg trees.

attracted to the general fabrication of arms, and to those conversant in the examination of the pirate boats of the seas round Singapore, the question naturally suggested itself, "Were those swords, parangs, knives, muskets, bull-mouthed blunderbusses, etc., intended for pirates?" He had no hesitation in saying that they were, and recommended legislation to put down the trade—a wise suggestion, and therefore unheeded.

The town went back but a little way, and the first house erected in Tanglin was on Cairn Hill, constructed at Mr. Carnie's order in 1840; it was pulled down to make way for the present Chartered Bank house. In the country, as it then was, Dr. Martin had a house at Annanbank in River Valley Road and Dr. Little one at Bonnygrass; Dr. Oxley lived on his hill where the Pavilion is now; and Mr. Thomas Hewetson lived at Mount Elizabeth, the furthest house in Tanglin, and notorious for tigers. During the riots in 1846 a most daring and successful gang robbery was perpetrated in this house. It was situated on an eminence in Mr. Hewetson's plantation which was completely surrounded by a large hedge. A gang of 200 Chinese attacked it, after posting sentinels at the main road. Mr. Hewetson gallantly defended himself, and fired repeatedly upon the robbers, but was finally forced to retire with his family to a loft in the top of the house through a trap door. The Chinese ransacked the house and escaped; the police, of course, arrived too late, but a Mr. Angus, who had endeavoured to come to the rescue, was severely handled by the Chinese. It reads like life in modern Perak.

The plantations of nutmegs and betel-nuts which surrounded the country residences were very luxuriant, and when the fruit was on the former the odour was quite delightful. One male tree was planted for every ten females, and the trees at full bearing were valued at a guinea a tree. Beyond Tank Road there were no houses on the left-hand side of Orchard Road going out of town; the whole length of the right-hand side was

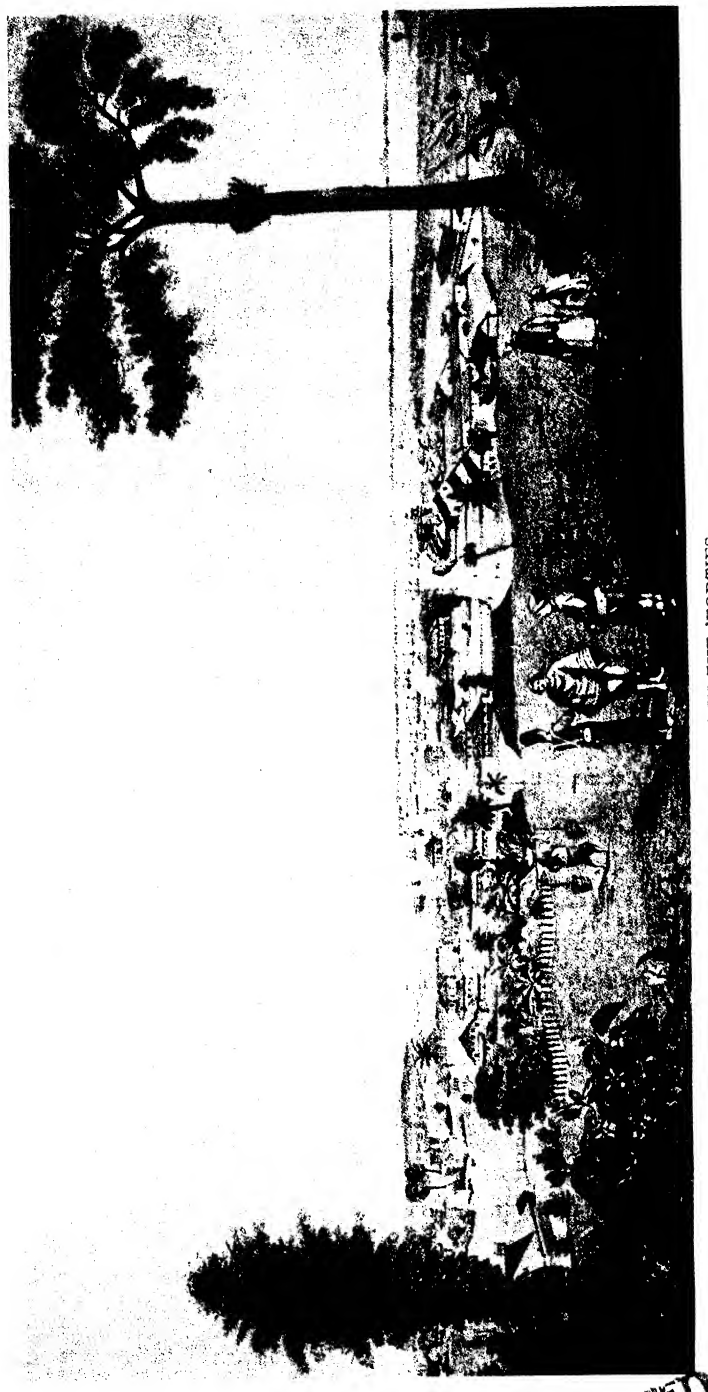
covered with nutmegs, and amongst them stood three or four houses.

In 1848 the principal nutmeg plantations in Tanglin were Mr. Prinsep's, where Government House and Mount Sophia are now (6,700 trees); Mr. Scott's Claymore Estate at Scott's Road (5,200 trees); Mr. Nicoll's estate at Sri Menanti, round Chatsworth House, which he built (8,000 trees); Mr. Carnie's estate round Cairn Hill (4,370 trees); Dr. Oxley's estate, which was bounded by River Valley Road, Tank Road, Orchard Road, and Orange Road (4,050 trees); Mr. T. Hewetson's estate at Mount Elizabeth (1,515 trees); and Mr. W. W. Willans's estate at Mount Harriet, part being where Tanglin Barracks are now (1,600 trees). As one plays up to the sixth green on the Garrison Golf Links one notices various round mounds; these are where Mr. Willans's nutmegs once stood. Mr. S. F. Davidson says in his book that Dr. Oxley's plantation was by far the finest one on the island, and that nothing could be finer than their beautiful position, tasteful outlay, and luxuriant foliage. Tanglin must have been a very beautiful place at this time, a veritable spice garden.

Sugar was also planted in large quantities. Beyond Balestier Road lay the sugar plantation of Mr. Balestier, the American Consul; it ran up to the Kallang River, and beyond it, on the other side of the river, lay the Kallangdale Sugar Estate, with a big water-mill near the river. This originally was planted by Dr. Montgomerie, but he lost over it. In the town itself there were some very fine sugar-mills.

On the Serangoon Road side of the Racecourse there were nutmeg and fruit gardens, while on the opposite side (where the stands and paddocks are now) there were large vegetable gardens. Further out, on the right-hand side of Serangoon Road leaving town, there were more large vegetable gardens.

Where the old Gaol site is now there stood the convict lines, ranges of low attap sheds enclosed within a high wall, comfortable and clean, but very unhealthy,



SINGAPORE IN THE 'FORTIES.

as they stood in marshy ground which had not then been reclaimed. The convicts were a great feature in Singapore in those times ; they made the roads and did the work for the Public Works Department. The best-behaved of them were released and employed as domestic servants by the Europeans. Mr. E. J. Robertson, in his *Straits Memories*, tells us how he was wheeled out in his perambulator as a child by a convict ; and Admiral Keppel recounts how, on going up to Government House, he saw a gardener quietly working in the grounds with MURDER on his forehead, for branding was the practice then.

On the ground between the convict lines and where the Ladies' Lawn Tennis Club is now stood the hospital, and Stamford Road at that time was called Hospital Street.

Tanjong Pagar was a fishing village inhabited by Malays and Chinese. The Temenggong lived at the Istana Lama in Teluk Blanga, and gave frequent entertainments to the Europeans. Tigers did continual destruction on the outskirts of the town, and many were the deaths caused by them, while those tigers of the sea, the pirates, committed almost daily acts of depredation.

The two chief roads leading out of town were those leading to Bukit Timah and Serangoon or Sa-ranggong. The ranggong was a bird about the size of an adjutant bird, black on back and white on breast, neck long, bill long and sharp, crest grey ; its feet were not webbed. Each of these roads was almost seven miles long at that time. The Chinese name at this date for Bukit Timah was " Be Chia Lo Boi " or " end of the horse carriage street " ; the road was roughly opened beyond Bukit Timah as far as Kranji in 1845.

Rents in the 'Forties, according to Major Law, stood at from thirty-five to sixty dollars for a comfortable two-storied house with dining-room, drawing-room, and from four to six bedrooms : " happy days " ! The following list of servants and their wages may be of interest.

Major Low writes : " For a moderate family there is a butler at from seven to eight dollars a month, two under-servants at five dollars each, a maid (or ayah) or nurse five to six dollars, tailor seven to eight dollars, cook seven to eight, with an assistant, perhaps, at five dollars, washerman five to six dollars, two grooms at five dollars each, grass-cutter two dollars, lamplighter and sweeper four dollars, scavenger one dollar, and waterman four dollars." All were Indians ; it was not until long afterwards that the Hailam descended on the land.

The conveyances used for pleasure or convenience were mostly palanquin carriages drawn by one pony, and led, not driven, by a groom, with an occasional out-rider behind. The syces of private carriages and hacks always ran along with the pony, and never sat on the carriage. Colonel Butterworth imported a large carriage and four horses, and when attending the evening service at St. Andrew's on dark nights the syces ran at the sides of the horses with lanterns. Besides palanquins, four-wheeled open carriages and gigs were also common. With the exception of a few Arabs, most of the residents contented themselves with Java ponies, and a good one could be got from sixty to one hundred dollars.

One of the great events of the year was the arrival of the Bugis boats in October and November. They held a sort of fair on the beach, where sarongs and native cloths were displayed for sale, as well as many kinds of beautiful birds. The whole fair formed a pretty and interesting sight, and was particularly welcome to the European ladies, who had not much to interest them.

The place was dependent for up-to-date news upon the opium clippers. These beautiful vessels were kept like yachts, and carried large crews ; they were built after the finest models, many of them having belonged in their day to the Royal Yacht Squadron, and they were masted and sparred to the very last verge of safety. The centre of gossip was at John Little's (at that time Little, Cursetjee & Co.), in the Square, and the unexpected

arrival of an opium clipper caused the whole Square to buzz with excitement.

By 1845 a new importance had been attached to Singapore from its having become the focus where steamers from different places periodically congregated with news from Europe and various quarters of the Far East. As a result an evident change took place in the general tone of society, a change which the old stagers deplored and exclaimed against. The regular and rapid intercourse with the mother country by tending to keep alive home feelings and affections, and the constant supply of new intellectual food which every mail brought, contributed materially to this change.

Mr. F. Marryat, R.N., of H.M.S. *Samarang*, gives us a social picture of Singapore in the 'Forties. He writes :

"Singapore, like all new Settlements, is composed of so mixed a community that there is but little hospitality and less gaiety. Everyone is waiting to ascertain what is to be his position in society, and till then is afraid of committing himself by friendly intercourse ; moreover, everybody is too busy making money."

There would be more than a grain of truth in that if it had been written of the present time.

"The consequence is, but few parties are given, and a ball is so rare that it becomes the subject of conversation for months. There are some good-looking girls at Singapore, but it is only at church or on parade that a stranger obtains a glimpse of them. Prudery is at present the order of the day, and this is carried to such an extent from non-intercourse that at a farewell ball given to the Cambrians the women would only polka and waltz with each other."

The result of this want of hospitality was that the stranger passed his evenings at the hotels playing billiards, smoking, and drinking. Mr. Marryat says that the hotels were very good in consequence of the steamer traffic from Bombay to Hongkong, and that they were fitted up with an unusual degree of comfort, but their charges were not very moderate.

He says that there were two hotels, one kept by an Englishman and one by a Frenchman ; both were equally attentive, but the Frenchman's house had the preference in consequence of its superior locality, facing the Esplanade and looking upon the sea. This was Dutronquoy's Hotel, as it was generally called, though its official title was the London Hotel. Dutronquoy arrived in March 1839, and advertised himself as a painter of miniatures and portraits. In May that year he opened an hotel in High Street, from which he removed later to Coleman Street, where the Adelphi is now. He was also the first professional photographer in Singapore ; in December 1843 he advertised from the London Hotel that he was " complete master of the newly invented and late imported Daguerreotype." He also announced that " ladies and gentlemen could have their likeness taken in the astonishing short space of two minutes " !

At the London Hotel he converted part of the house into a small theatre, where the amateurs played *Charles the Second* and *The Spectre Bridegroom* in 1844.

In 1845 Dutronquoy left Coleman Street, and opened where the Europe is now, at the corner of the Esplanade and High Street, and this was where he was when Mr. Marryat visited his hotel. After Dutronquoy left it became the Hôtel de l'Espérance, and was kept by a Frenchwoman ; in 1865 a Frenchman named Casteleyns, who kept an hotel in Beach Road called the Hôtel de l'Europe, removed from there to the site of the Hôtel de l'Espérance, and took the old name with him. The hotel has been known as the Europe ever since, and is to-day one of the principal centres of social life in Singapore. Dutronquoy disappeared mysteriously, murdered, it was whispered, whilst gold digging up the Muar, and the hotel was carried on by his wife and son for several years.

In September 1847 Miss Pfeiffer paid a visit to Singapore : she went to see Madame Behn, wife of the principal partner in Behn, Meyer and Co. This was the first German lady she had met since she had left

Hamburg. She observes in her book: "I was once more able to give free vent to my feelings in my own native tongue." It looks as though it will be a very long time before that tongue is heard here again.

Miss Pfeiffer tells us that "twice a week a very fine military band used to play on the Esplanade, close to the sea, and the whole world of fashionables would either walk or drive to the place to hear the music. The carriages were ranged several rows deep, and surrounded by young beaux on foot or horseback; anyone might have been excused for imagining himself in a European city."

In June 1831 the officers of the 29th Madras N. I., which was the first sepoy regiment to come, allowed their band to play once a week on the Esplanade. As long as the native regiments were stationed here, says Mr. Buckley, the bands used to play, latterly twice a week; the chains were taken down opposite Coleman Street and the carriages were driven in and stood in a circle round the bandstand. After the Transfer the native regiments were withdrawn, and it was not until long after that they came here again.

Jack ashore in Singapore was always a source of interest and often of amusement in the old days; here is a picture of him in the 'Forties drawn by the Captain of H.M.S. *Samarang* :

"Being duly toggged out for the shore, in his best white trousers and neatly worked shirt, set off by a flowing Barcelona, and natty straw hat, with a length of black streaming ribbon, or pendant, which designates him a *bona fide* man-of-war's man, he steps upon the gangway, eyeing the boatmen pressing around for fares.

"The lightest and fastest are the tambangs, which are very elegant little canoes, generally impelled by two or four lank but clean-built and powerful Malays. These urge their claims for preference, exclaiming "Two man boat, sar?" "Four man boat, sar?" or "Pull like debbel, sar!"

Ashore Jack had his shopping to do and curios to

buy for the folk at home ; but, alas ! the punch house and the grog shop, to say nothing worse, were the only places of amusements open to him. The number of these was very large ; there were also low coffee-houses and spirit-shops in the outskirts of the town, where many unwary sailors were stupefied by spirits and unscrupulously robbed. The Sailors' Home was started in the 'Fifties as a consequence, and did much good.

That popular sport, horse-racing, began in 1843, when there were two days' racing, the first race commencing at 11 a.m. and being won by Mr. W. H. Read. The Racecourse then was where it is now, but the stand was on the opposite side, and everything was, of course, much more primitive. As a result, doubtless, of having started racing, the first sale of horses from Sydney took place in 1844. These sales became quite a feature of Singapore life ; they took place in the Square until 1886, when the traffic had become too large, and the venue was changed to Abrams's Repository. The sales used to start after tiffin. Here is a description of one of them in the 'Seventies by Mr. J. Thomson :

“ But now the tinkle of a bell summons us across the Square, and we there find that a horse sale is about to commence. The merchants and their assistants, freed for the day, are seated about in groups, and assume, some of them, as horsey airs as any votary of Tattersall's famous mart. An Australian ship has just brought a full consignment of horses. There they are, tethered beneath the trees, some of them likely looking beasts, but somewhat stale after the voyage. One by one they are trotted out by Malay or Kling grooms and sold for from twenty to two hundred dollars apiece.”

There seems to be no book giving us a picture of life in Singapore in the 'Fifties, so one must turn to Mr. Buckley and the Press. The town grew apace, and rents rose very heavily ; the value of real property increased, and there was one of those periodical land booms to which growing towns are susceptible. Though the price of labour and material was heavy, there was so much



SINGAPORE IN THE 'FIFTIES.

building that in 1858 several public works had to be stopped temporarily. For the rest, the 'Fifties were a decade of great world events ; the Crimean War was succeeded by the Indian Mutiny, which led to the abolition of the old Honourable Company and all its monopolies.

In 1850 the Marquis and Marchioness of Dalhousie descended upon the place with a numerous suite, a visit which that masterpiece of ugliness, the Dalhousie Obelisk, commemorates. The object of the noble marquis was retrenchment, but beyond depriving the local newspaper of a much-needed subsidy, he does not seem to have done very much.

In these days it is hard to imagine the solemn fighting of a duel in Singapore, but in March 1850 the paper gave an account of one, but, like Betsy Prig, it named no names :

“ On Thursday morning last an ‘ affair of honour ’ came off in the neighbourhood of the Racecourse, between two European gentlemen, Messieurs S. and P. Mr. S. fired, and the shot whizzed close past his antagonist’s ear ; Mr. P. discharged the contents of his pistol into the air. The police had received information, but were not on the spot until too late to save—powder and shot ! ”

Mr. Buckley says that it used to be said in Singapore that some of the stories in Captain Marryat’s novels, particularly O’Brien’s famous duel in *Peter Simple*, were founded on occurrences which had taken place here, as a very similar duel had been carried through in North Bridge Road, where a billiard-room and public-house stood. Captain Marryat does not appear to have been in Singapore, but he commanded the *Larne* during the Burma War, and his daughter, Florence, the novelist, married a son of Mr. Church, the Resident Councillor in 1854.

By 1855 the Assembly Rooms had fallen into disrepair, and the foundation-stone of the old Town Hall

was laid on the 17th March. Here theatricals and dances were held and the Municipality had its offices until the Victoria Memorial was projected. A committee of local *tuans besar* was appointed to see to the latter; their qualification for approving plans for a theatre was that none of them knew the first thing about the technical side of a theatre, with the result that as a practical proposition the part of the building behind the foot-lights leaves so much to be desired that one wonders how it ever came to be built, until one is told that the Committee obtained the plans of a number of London theatres and that the architect picked out of each such features as he thought useful! A typical Singapore effort—but the Committee had all been here many years, and were *tuans besar*, so obviously they must know! As for the Memorial Hall, it can be used for no purpose: you cannot speak in it, because the echo is like a mass meeting of Bolsheviks; you cannot dance in it, because it is too big, and they forgot at first to put stairs up to the band gallery, so that a big drum has to be pulled up by a rope. Some day Singapore will insist that its committees are chosen for knowledge and not on the old age pension scheme; so many people will then die of shock that we shall probably regret the innovation.

There is so little to say of the 'Fifties and so much of the 'Sixties that the opportunity may be taken of writing about Whampoa, who was the centre of social life and hospitality here for so long, and who made Singapore a blessed spot for the Royal Navy, the mercantile marine, and many travellers. His real name was Hoh Ah Kay, but having been born at Whampoa, near Canton, about 1816, he got the nick-name of Whampoa, which became so settled that he actually appears under that name as a member of Legislative Council in the *Government Gazette*, with his real name in brackets! Mr. Whampoa died in 1880, the most respected and best-liked Chinaman who has ever been in Singapore. His connection with the Royal Navy came about through his firm being naval contractors. Every book written about

Singapore in his hey-day has something to say about him and his lovely residence on the Serangoon Road, which was bought by Mr. Seah Liang Seah after his death and renamed Bendemeer, but which to Singapore history must always remain "Whampoa's." His chop was Nam Seng, and to this day his conservative fellow-countrymen call Tan Tock Seng's Hospital "Nam Seng Hue-hng pin," "beside Nam Seng's flower garden."

Mr. J. T. Thomson gives us a description of both the man and his house in the early days: "He had bought a neglected garden in Toah Pyoh, which he soon converted into a tasteful bel-retiro, with avenues, fruit orchard, hanging gardens, Dutch walks, dwarf bamboos, and orange trees. In the garden were shrubs, stags, peacocks, all displayed in the aviary or menagerie to great advantage." Mr. Thomson says that Whampoa's mind was that of a country gentleman of the old school, with the result that a night or two in his house was a treat to purser or admiral. Thus Admiral Keppel, in his diary for 1848, wrote:

"Our worthy old purser, Simons, died while staying at Whampoa's country house. He was a fine specimen of his countrymen; his generosity and honesty had long made him a favourite. Whampoa gave generous entertainments to naval officers. At midnight, by the light of a full moon, we would visit the beautiful *Victoria Regia*, a magnificent lotus in a circular pond, a present from the Regent of Siam, who sent it through Mr. W. H. Read."

And nine years afterwards the Admiral wrote: "Put up at Whampoa's, and how comfortable the old fellow made me."

Mr. Hornaday, writing in the 'Seventies, gives us this description:

"On one side of a quiet street in the suburbs there is a wall enclosing a spacious garden. Passing through an open gate, the posts of which are very high and ornamented with carved figures of Chinese dragons, we drove through a well-kept garden, sighted a spacious

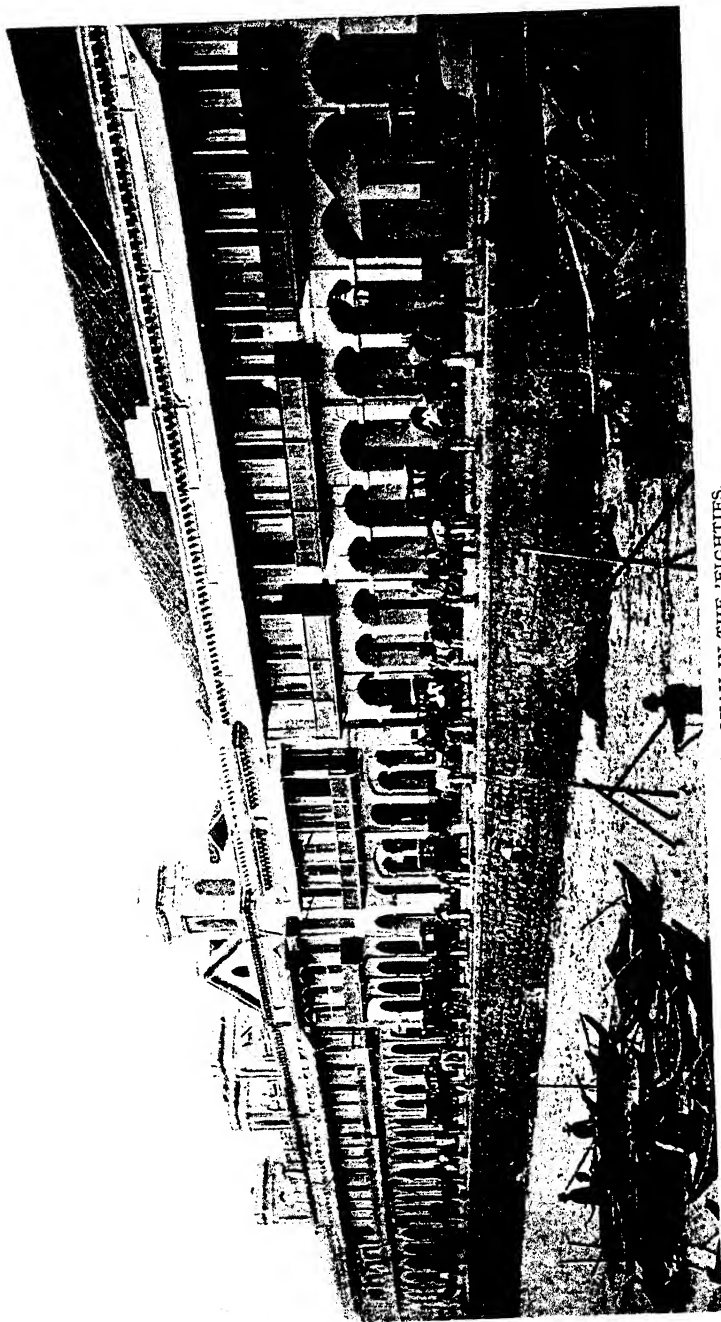
but unpretentious white house, and drew up before the massive and finely carved front doors. A gardener who was trimming a shrub close by took my card and thrust it through the open carving. Presently the doors opened wide, and I saw Mr. Whampoa coming slowly from the farther end of the wide hall to meet me. He was an old man with a low stoop in his shoulders, a large head, a very thin queue of white hair, small twinkling eyes with a very pleasant expression, perfect manners, and a very kind, unassuming smile."

This was, of course, towards the end of Mr. Whampoa's life. His son is living in Singapore to-day, and was for long a head clerk in Messrs. Allen and Gledhill's office.

It is pleasant that one should be able to record the name of a Chinese gentleman as one of the principal hosts of Singapore for about forty years; but Mr. Whampoa was not the first of such. In the 'Thirties Mr. Chong Long, a son of the Capitan China of Malacca while the Dutch still possessed that place, was well known for his entertainments to the Europeans. He was the wealthiest and most intelligent of his class at the time, and very popular with all communities.

In the 'Fifties one of the great meeting-places was the News Room in Commercial Square at the offices of the *Straits Times*. It was a large room, sixty feet by forty, and contained more than one hundred files of papers from all parts of the globe, most of them exchanges, for the room was really the newspaper file-room of the Editor of the *Straits Times*. It was also well supplied with prices current, maps, etc., and was the centre of the commercial part of the town. Officers of ships of war, commanders of merchant vessels and passengers, who arrived by the many vessels constantly passing through the harbour, were admitted free of charge, and from them the local inhabitants got much news, with the result that it was the most popular resort of the place.

In 1858 the day of adventure had not ceased, and "Sarawacking," as Kipling calls it, was still feasible. Mr. Adam Wilson claimed the island of Bencalis, and



COLLYER QUAY IN THE 'EIGHTIES.

started out with a considerable armed party to take possession of it, being aided by one chief and opposed by another. A battle royal took place, in which a Dutch gunboat, under some provision of the 1824 treaty, joined in the affray; but Wilson came off victorious, and took many guns. The claim to the island, however, seems to have come to nothing, for Adam Wilson ended as a broker and auctioneer in the Square and not as Rajah of Bencalis. He was Secretary to the Singapore Exchange until 1866.

For a view of life in the 'Sixties we are fortunate in possessing Mr. Cameron's most readable book, which is supplemented by Mr. E. J. Robertson's reminiscences. Mr. Cameron was Editor of the *Straits Times*, and his book, written in 1864, was of great assistance during the agitation for the Transfer.

The harbour and the shipping of the port had undergone a considerable change; for the box-shaped, heavy-rigged East Indiamen had been exchanged for the beautifully modelled clipper or frigate-built ships of the finest building yards in Great Britain and America. Their tall, slim, raking spars reached in the view from seaward high above the hilly background of the island. The late Mr. C. Phillips (father of Mr. C. M. Phillips, the present head of Raffles School), writing in the *Straits Chinese Magazine*, says:

"When I came to Singapore in the early sixties, or about five years before the Suez Canal was opened, the harbour was full of sailing vessels of every description, manned by Europeans. So numerous were they that standing on the Esplanade it was difficult to find an opening between them sufficiently large to see through to the islands beyond."

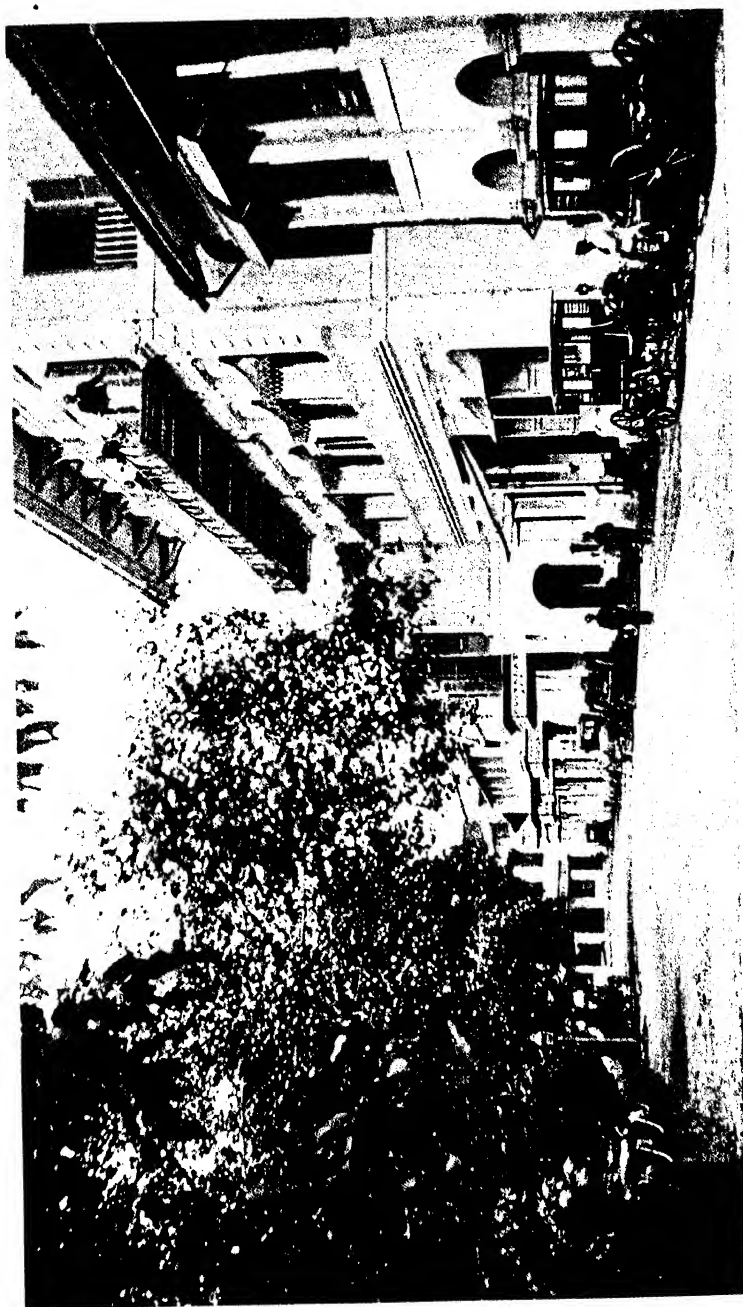
The large European seafaring population, however, had no shore accommodation but the gin-shop and the tavern, so that liquor wrought havoc amongst the sailors, and a temperance campaign was begun in real earnest, with beneficial results. Bethel services also were conducted in the harbour by the Rev. Mr. Venn, the Seamen's

Chaplain. Mr. Phillips, describing these services, tells us that the masters wore tall hats and long black cloth coats "like real old English gentlemen"! The officers and petty officers wore uniforms with their company's badge on their caps, while the sailors wore white shirts and collars, silk neckties fastened in a sailor's knot, reefing jackets, waistcoats with brass buttons, and black caps with peaks.

In addition to the sailing ships, Mr. Cameron says that there was scarcely any time in the year when there were less than half a dozen steam vessels in the port, and not infrequently twice that number. The steamers of the Messageries Impériales were the largest, swiftest, and finest fitted of any steamers then placed on the route between China and Europe for passenger traffic.

Turning to the town, Mr. Cameron tells us that from Fort Fullerton, at the western side of the river's mouth, the black muzzles of nine 68-pounder guns peeped through the grassy embrasures, and behind it stood a pretty little bungalow surrounded by shrubbery. Collyer Quay was constructed during the years 1861 to 1864; by 1866 practically all the buildings facing it were constructed, and remained for a long time one of the sights of the Far East. They are now giving way to more modern and larger buildings, and one imagines that it will not be long before none of them remains. "Blue Funnel Corner," as the Chinese call the part where Messrs. Mansfield and Co. have their offices, is already about to be entirely rebuilt, and one hears of other projects in the air. The land on which Collyer Quay was built was all reclaimed from the sea, and since the original construction there has, of course, been further reclamation.

In the centre of Commercial Square in 1864 there stood the telegraph office, and round it four Banks, each with an English proprietary, the principal of which was the Oriental in the building now occupied by the Nippon Yusen Kaisha, and Mr. Cameron wrote that "the everlasting chink of dollars to be heard on passing these



RAFFLES SQUARE.
Showing the Old Oriental Bank (the big building on the right).

establishments is almost deafening." The cashiers were all Chinese, and they tested the coins by ringing them on the counters. The Oriental Bank was always called by the natives "the Bank Besar," and when it stopped payment in 1884 there was a very big sensation in Singapore. Mr. John S. Scrymgeour was its Manager in 1864; his son is at present in Singapore, in the Hongkong and Shanghai Bank.

There was no bridge across the river below Elgin Bridge until 1869, when Cavenagh Bridge was opened. Governor Ord suggested that the latter should be called "Edinburgh Bridge," because it was first used about the time the Duke of Edinburgh visited Singapore; but quite properly it was called after Governor Cavenagh, the last of the Indian Governors, and it bears his armorial achievement on the main arches at each end. Until its construction a ferry plied backwards and forwards.

On the eastern side of the river in the 'Sixties the old houses of the principal merchants still stood, but very few of them were used as residences, some of the best being taken up for hotels and one (the present Municipal Engineer's office) being used as a Masonic Lodge. In one on Beach Road the Singapore Club started in 1862.

The site of the present north wing of Raffles Hotel had a house on it, occupied later by the American Consul, Major Studer, father of Mrs. Mugliston and Mrs. J. P. Joaquim, from which house they were married, says Mr. Robertson. Mrs. Mugliston is the wife of Dr. T. C. Mugliston, and the mother of Mr. Gerald Mugliston, of Messrs. Sandilands, Buttery and Co. Her father, Major Studer, was for long a well-known and popular character in Singapore. Mr. Hornaday, the American naturalist, wrote of him that :

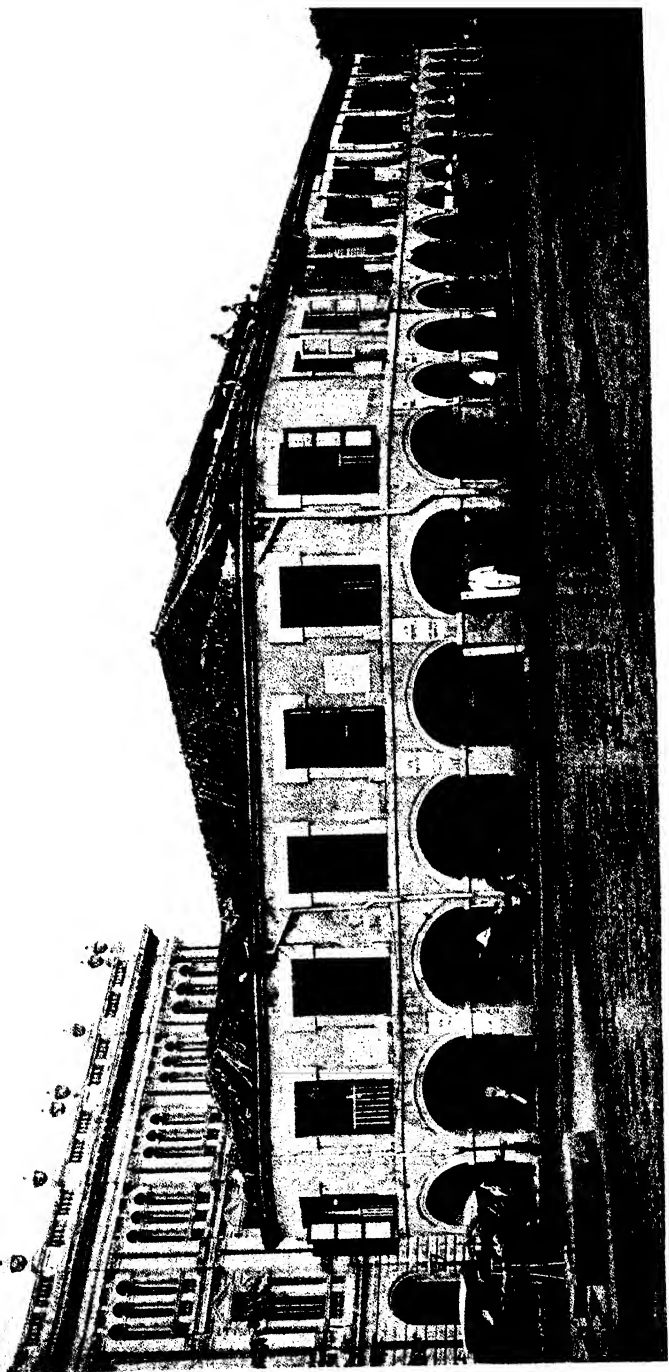
"I think Major Studer is one of the most efficient consuls with whom I have yet become acquainted. First, last, and all the time he is uncompromisingly American, loyal to the backbone, and devoted heart and soul to the interests of the Government he represents.

In addition to this, he has the stamina which such a position requires, and does his duty without the slightest fear of what those around him may say or do. I was not surprised to learn that his official acts have not always met the approbation of those most affected by them, for to my mind no consul can do his duty unflinchingly without making some enemies."

Mr. Andrew Carnegie stayed with Major Studer in January 1879, and in his book *Round the World* mentions the Major "and his accomplished daughter." When Mr. Carnegie was in Singapore the "Dutch wife" had not yet passed into being merely a bolster. The following paragraph from his book may be not uninteresting:

"I have had many experiences in beds, from the generous feather cover of the Germans to the canopy of state couch of England, but to-night my couch was minus covering of any kind. Calling to Vandy (Mr. Vandevorst), I found he was in the same predicament. Each had, instead, a long stiff bolster lying lengthwise in the middle of the mattress, the use of which neither of us could make out. We soon discovered that there was no need of covering at the Equator; but this bolster must have some use, if we could only find it. Upon inquiring next day we ascertained that it is composed of a kind of pith which has the property of keeping cool in the hottest weather, and that it is the greatest relief at night to cultivate the closest possible acquaintance with this strange bedfellow; in fact, in Singapore 'no family should be without it.'"

The first American Consul at Singapore appears to have been Mr. Balestier, after whom Balestier Road is named. He was at first styled Consul for the port of Rhio, where nominally he had his office, though he lived at Singapore. In November 1836 he was recognised by the Court of Directors in London, and became Consul at Singapore in June 1837, when American ships were allowed by the East India Company to trade on the same footing as those of other nations.



FLINT'S BUILDINGS.
Where Emmerson's Tiffin Rooms were, and where Messrs. Whiteaway, Laidlaw's premises are now.

One of the features of life recently in Singapore has been the arrival of a large American community which seems to be increasing almost daily. They will, perhaps, be interested to know that one of the sensations of the 'Sixties in Singapore was the arrival of the Confederate cruiser *Alabama*, one of the world's most famous vessels, and one which the British taxpayer had good cause to remember when we had to foot the bill of damages awarded against us for aiding her.

At the right-hand corner of Middle Road and Beach Road stood the Clarendon Hotel, run by Mr. Charles Emmerson, better known as "the Colonel." The hotel consisted of a large compound house, with a pavilion for bachelors and a bar and billiard-room. He also had Emmerson's Tiffin Rooms, next to Cavenagh Bridge, which were a very popular resort for many years, especially on Saturday afternoons. Emmerson kept a large wooden box containing unpaid chits amounting to several hundreds of dollars, and bearing the words "For Sale" in large letters on the lid! He was a typical barman, always greeted every customer as he came in, and was full of stories and jokes suitable to all tastes, from a parson to a skipper. He came to Singapore in 1860, starting as a veterinary surgeon and being the first to practise that profession in Singapore. Then he started a small tiffin-room in Battery Road, which grew later into the hotel already mentioned, and the tiffin-room near Cavenagh Bridge. He was a very popular amateur actor for many years in low comedy parts. He died in Singapore in 1883, after having added much to its gaiety during the twenty-three years of his residence.

High Street in the 'Sixties and 'Seventies was composed of compound houses. On the left was the studio of Schlacter, the photographer, and at the corner of North Bridge Road stood the famous Kugelman's bar, hotel, and restaurant, where later the first Australian barmaids were employed. They all struck, and had to be sent back to Australia. Kugelman's was always well pat-

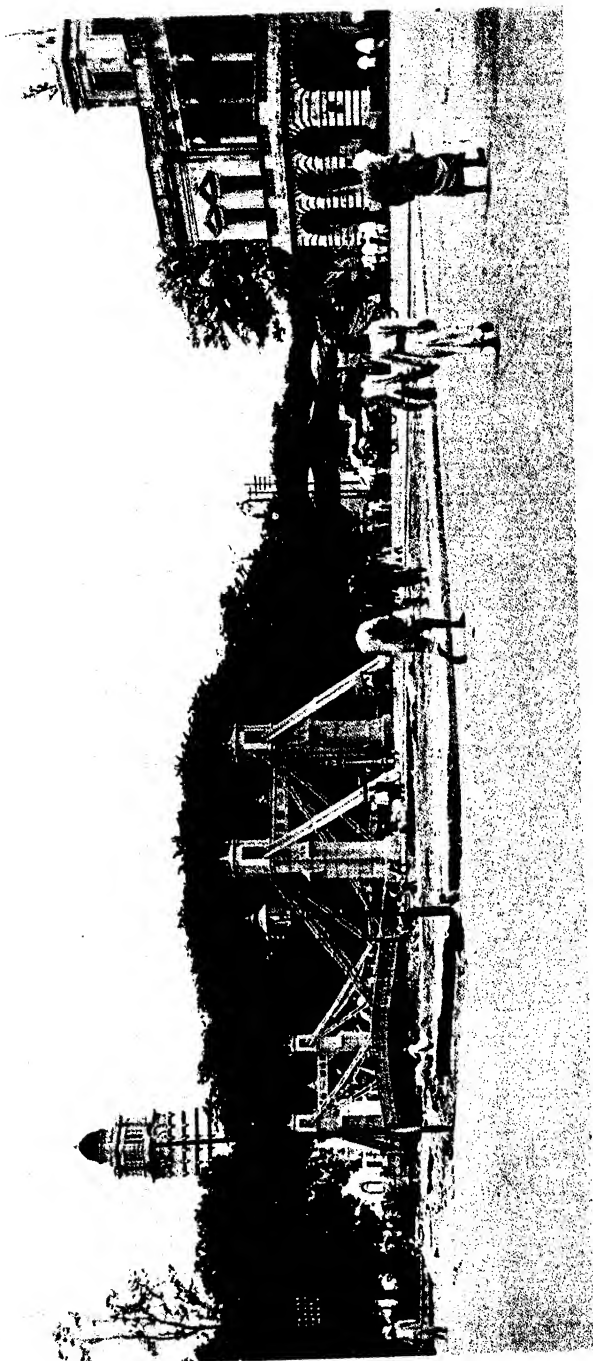
ronised, especially at night, as it was the only place where a late supper—cold meats and grill—could be got. Later on, much later, came the Egg Club; but nowadays there is no place where one can get a late supper. The Tanglin Club commenced in 1865, and until its bowling alleys were opened and became an evening resort, the roysterer used to hie him to the Moses Pavilion, where Hock Lam Street is now. Here bowls were played till all hours, losers paying for the game, and then three balls each for the winners to settle who should pay for the last drink, after which an adjournment was had to Kugelman's for supper. Bowls is a dead game now since the Tanglin Club alleys were pulled down.

Kugelman was a horse-breaker as well as a barman. He was a very muscular man, and it was his boast that he had never been thrown from a horse in his life. Mr. J. Thomson, in his book on the Straits of Malacca, wrote that he had seen Kugelman lift a horse by the forelegs and back it into a carriage; from which one may infer that there were no disturbances in his supper rooms!

The Moses Pavilion changed hands once or twice until it passed into the hands of the late Mr. (Daddy) Abrams, and he started his business there. It was there, also, that the first race lotteries were held. Mr. Abrams came out to Singapore in the 'Seventies in a Glen boat, bringing some horses for Sir Andrew Clarke, then Governor. He lived for a long time in Bras Basah Road, in a house which had been tenanted by Mrs. Church, wife of the Resident Councillor, after her husband's death.

At the far end of High Street was another hotel, the Union, with bar, billiards, and bowling. It was kept by the late Mr. John Lowell, and brought him a fortune, being the chief place for seafaring people, who made long stays in the old days of sailing ships.

It was a dull dog, indeed, in the 'Sixties who could not find something to amuse him in the evening, for



CAVENAGH BRIDGE.

Showing the site of Messrs. Whiteaway, Laidlaw's premises after Flint's Buildings had been pulled down.

there were eight hotels, six billiard-rooms, and three bowling alleys.

In 1861 the fortification and barracks on Fort Canning were completed, and the European artillerymen were removed there from their previous quarters at Pearl's Hill. The gunner officers' mess remained at Fort Canning as late as 1907, and after they left it was converted into headquarters offices. The attap barracks at Tanglin were also ready in the 'Sixties, but a regiment did not come for some years after their completion.

In the 'Sixties the European community was still a small one; society, Mr. Cameron wrote, might be said "to consist of the chief Government officials, the merchants and bankers with their assistants and clerks, the lawyers, doctors, and military—at least, any of these positions *prima facie* give the necessary social status."

"While a nearly complete disregard is paid to wealth, a too great watchfulness of position is evinced. I do not say that the line drawn at Government House is too circumscribed, but all the distinctions which are necessarily made there need not be made outside of it; nor need fresh ones be drawn, as is often the case."

Mr. Cameron goes on to remark that there were not over forty families who aimed at forming a part of society; and apparently there was a good deal of snobbery amongst them.

It is curious to read in his book that "whatever it may be under the new *régime*, the official world here certainly has not hitherto taken a prominent lead in social affairs, due to the expensive nature of hospitality." That is even more true to-day, and there is now sitting a Commission to enquire into public salaries, one result of which it is fervently hoped will be such an increase of salary as will put matters right at last.

Mr. Cameron had a quaint way of putting things, and his book, long since out of print and very difficult to procure, is one of the most readable about Singapore.

The old heavy dinner still was the leading form of entertainment, and Mr. Cameron deals with it :

“ It is to the merchants chiefly that Singapore is indebted for the introduction of its very expensive though very pleasant style of hospitality. Their dinners are affairs of every week ; they possess the charm of being at once magnificent and unrestrained, and they do much to maintain a spirit of emulation in household luxuriance. It is wonderful how perfect, too, is the knowledge possessed of the means of hospitality of each house and how soon new arrivals and visitors became acquainted with the comparative degrees of excellence in this respect.

“ The military have the credit, and with every appearance of justice, of being the most accurate and rapid in their discovery of this desirable information. They scent the quarry from afar off, and come down upon it with singularly good success.”

Mr. Cameron gives a picture of a day in a Singaporean's life in the 'Sixties. At five o'clock a 68-pounder at Fort Canning ushered in the day. This was the accepted signal for all the old residents to start from bed. By six o'clock all were generally dressed and out of doors for a walk or a ride. This early morning walk for long remained an institution, friends were met, and gossip and news exchanged. During the training season for the races the horses did their practice in the early morning, as they do now, and the Stewards provided tea on the course, which made it the rendezvous for most of the residents, whether racing enthusiasts or not.

Breakfast was at nine, “ fish, curry, and rice, and perhaps a couple of eggs washed down with a tumbler or so of good claret.” Arrived in town, a quarter of an hour or so was spent in going the rounds of the Square to learn the news of the morning. These Commercial Square gatherings were quite a characteristic of the place and of the community, and whatever channels they opened to the flow of local gossip, or even scandal, they were useful as serving the purpose of an open-air and

non-commercial exchange. By half-past ten business proper commenced, and lasted without a break till the tiffin hour, one o'clock, when half an hour's relaxation and a very light meal were indulged in. About that time the daily newspaper came out, and there was a goodly flocking either to the Exchange or the godowns in the Square for a perusal of it.

Two o'clock was the Exchange hour, and though it was not much used as a place of inter-communication on commercial subjects, yet as a rendezvous and a place where the leading men of the mercantile community could have an interchange of ideas, even on irrelevant matters, it had the good effect of promoting and maintaining a more general intimacy than might otherwise prevail. Unlike the Chamber of Commerce, from which it was distinct, the Exchange as a body assumed no political influence; it was rather distinguished for its hearty and mixed co-operation in all that tended to ameliorate or enliven the conditions of life in the Settlement. Its place came to be taken by the Singapore Club.

Business hours were not severe; by half-past four or five most offices closed, and the greater number then resorted to the fives court or cricket ground. The band nights twice a week on the Esplanade still remained a great institution. Except on such nights most people retired home before six o'clock, and dinner was at half-past six or seven, the former being the more usual hour. The dinner was as substantial as in the 'Thirties, and the dishes remained of the same nature.

Mr. Robertson tells us that the cooks were generally Christian Indians, and "amongst other Christian accomplishments had that of 'drink all same master.' " Syces still followed the Indian custom of leading the horses down to office and running along beside them when their masters were driving. "There was none of the jumping up behind which has come in with the employment of the incurably lazy Malay syce."

In one of Singapore's many ephemeral journals, *The*

Motor Car and Athletic Journal, which ran during the year 1908, there is an article on locomotion in the 'Sixties by Mr. C. B. Buckley, which contains the following interesting matter, well worthy of preservation in a more permanent form :

" About 1866 or 1867 it was related in town one morning that Mr. T. S. Thomson had gone on a sort of velocipede to the bungalow at Seletar, nine miles, and back again before breakfast. It sounded prodigious and incredible, but was found to be true ! He had seen in the London streets, in 1851, at the time of the Great Exhibition in Hyde Park, a thing, something like a spider, with four wheels and treadles, which excited his admiration, and hearing in Singapore of a machine called a Rantoon, he and Mr. Robert Jamie, the very popular chemist in the dispensary of Drs. Little and Robertson, next to John Little and Company, sent home to get two of them. Mr. Thomson appeared on his, to the great surprise of everyone ; but his co-adventurer was a heavy man with a long beard that caught the wind, and he did not struggle long. Mr. and Mrs. Jamie left Singapore many years ago, and are now living at his own house near Edinburgh, which he calls Serangoon, as he used to live on his coconut plantation at Serangoon in Singapore. Mr. Thomson, then, was the first introducer of vehicles propelled without horses in the Straits, and his Rantoon was a fearful-looking thing. It had three wheels, and no multiplication power of any sort, the wheels simply turning round as the feet were moved on the treadles, while he tugged away vigorously at two hand-levers at the same time. It naturally went slow, and could not get up any pace, except downhill, when it answered first-rate. But the roads in Singapore, unfortunately, were up as well as down.

" No one else thought of exerting themselves in this sort of perspiring fashion, until a very popular individual, Mr. Carmichael, the Manager of the Chartered Bank, got a bicycle out. He tried to ride it, but only succeeded in falling off, so Mr. Thomson had a try. He got on it under the portico at Glass Mount in Chancery Lane, but

he had just started when his foot caught in the treadle and the frame, which stopped it dead, and he landed flat on the road on his face.

“ That bicycle was somewhat after the fashion of the Rantoon. It had no gearing, and was the beginning of the present bicycles. A few years after that the bicycles with one very large wheel in front and another very small wheel behind to hold the fork came to Singapore, and several Chinese blacksmiths used them to go to their work at Tanjong Pagar Docks from the town. I think they were being used in this practical way in Singapore while they were still little used in London, except for a run on Saturday afternoons down Edgware Road to Kilburn and Edgware.”

Incidentally, the first motor scooter which the writer ever saw was being ridden past the gates of Government House some short time ago by a Chinese motor-mechanic.

Matches were a novelty and almost unknown, and it was one of the duties of the *tukang ayer* or the *chokra* (the general small boy of all work, who was usually a son of one of the other servants, all Indians) to stand by the carriage when his master was going out with a fire-brand at which the master could light his cigar. At dinner parties, when the ladies left, a bundle of thick Chinese joss-sticks in a curious Chinese trough was lighted, and the boat passed round for the men to light up at ; there were no cigarettes smoked then. A few persons were accustomed to carry flint and steel, but not many, as facilities were so generally provided for getting lights. Thus at the only bridge which existed, connecting from Bonham Street to near the Treasury, which bridge was of wood and cost a toll of one cent to cross, little Malay boys used to hang around, like the London link-boys, and offer the use of a smouldering coil of coir, in return for which they would receive a copper or two. These boys also used to dive from the bridge for coins at that time.

Coconut oil was all the lighting power known, the form of lamps being a bowl or tumbler partly filled with

water and the balance with oil, with a cloth or pith wick fixed in a star-shaped piece of tin with cork supports. More elaborate types were used for drawing and dining-room lamps. Gas came in 1864, but for long was used only in the town, the streets of which were lighted with it for the first time on Queen Victoria's birthday, the 24th May 1864. When the lamps were lighted natives were seen going up to the lamp-posts and touching them gingerly with their finger-tips ; they could not understand how a fire came out at the top without the post getting hot !

The following account of the Queen's birthday, 1864, is taken from a letter written to England dated the 30th May that year :

“ I'll tell you about the Queen's birthday and how they managed it in Singapore. At a little after five in the morning there was a review on the Esplanade of all the troops and volunteers in Singapore : the Sepoys mustered 800 men, all had red turbans, red coats, black trousers and sandals ; the Artillery (English) numbered over 120, white pith helmets, blue trousers and jackets ; Volunteers, about 80, white trousers and light-coloured hollands. It was a fine sight to me and the natives, any amount of firing from small arms and twenty-one rounds from the guns of the fort ; the review was over about six o'clock. In the evening the streets were lit with gas for the first time, and a small illumination took place at the gas works, the engineer threw his house open to all the Europeans, and no end of champagne was drunk. One thing that greatly pleased me was to look down on the natives from the balcony : there were several thousand immovable upturned faces, staring with wonder at the illumination. All that night, and in fact for several nights after, each lamp-post had a crowd around it of enquiring Celestials and natives of other countries explaining it to each other : none of them will believe it is air—they won't believe it. ' We don't see the oil.' ' Where is the wick ? ' These are their remarks. They have at last given it up in despair. Last night I met the lamplighter going his rounds (a Madras

man), followed by an excited crowd of natives: the lamplighter is in their eyes a sort of demi-god."

Our Asiatics nowadays are much less unsophisticated!

There was no convenient supply of ice. An Ice Company was started in 1861, but it was a failure and closed down. Mr. Tudor, an American, made a gallant attempt to revive it, but he lost \$20,000 over it, and gave it up. After that Singapore depended for long upon occasional American sailing ships, which would come in with a cargo of ice that was snapped up as a great novelty and luxury, as also were the American apples and other fruit which they sometimes brought.

The drink of the 'Sixties was brandy and schweppes; and the latter was imported in casks! It was the only soda water to be had then. Brandy and soda continued to be the most popular drink until the 'Eighties at least; but when exactly whisky and soda first came to be the Singapore drink *par excellence* the writer has sought in vain to discover; that grand epic "The Birth of the Stengah" must, therefore, remain to be written!

Calling in the 'Sixties must have been a fiendish performance. The crime appears to have been committed between the hours of eleven and one o'clock, the criminal being attired in "frock coat, tweeds, etc.," so Mr. Robertson says. The etcetera sounds the coolest, anyway.

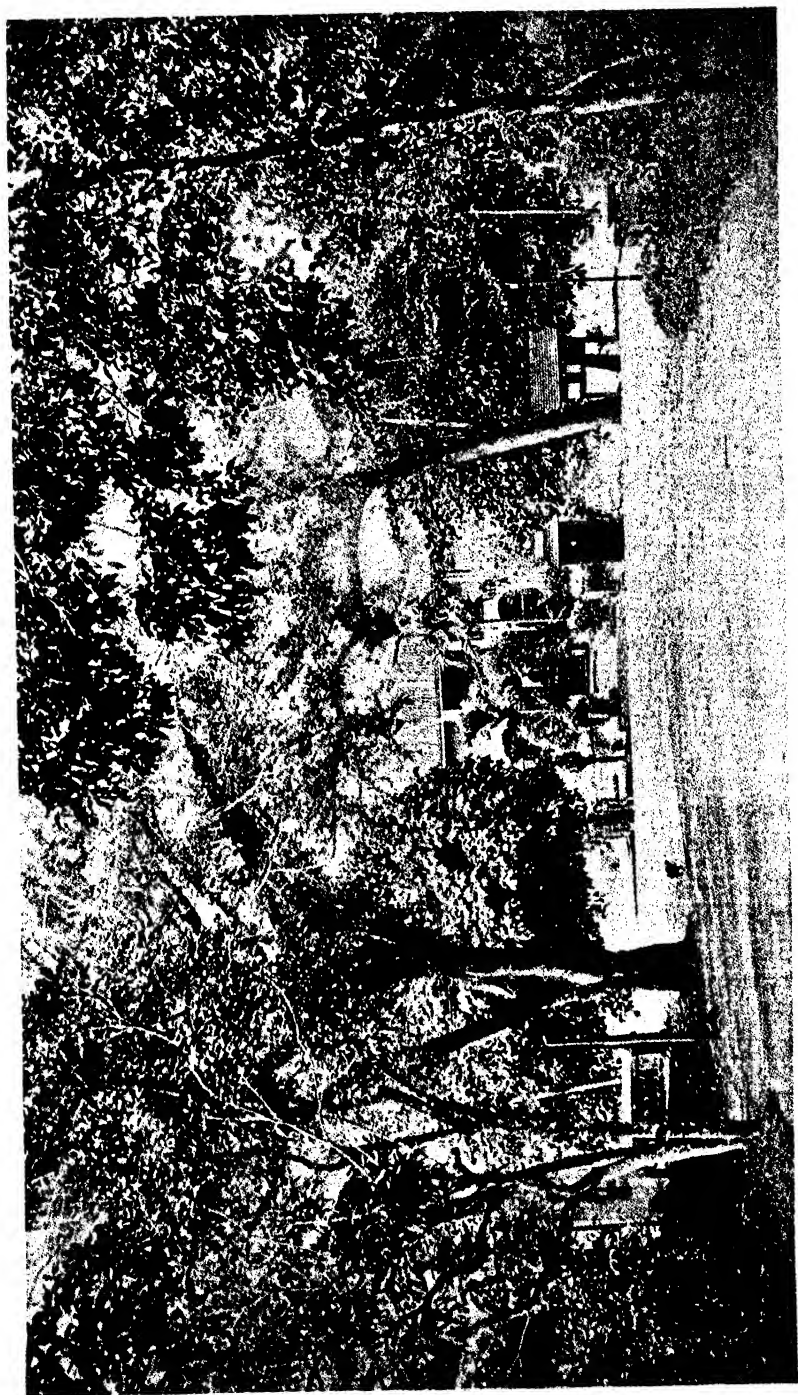
When lovely woman sets out to adorn herself and invites the shopman to provide her with the wherewithal, the names by which she indicates her wants are apt to astonish the unfortunate male who accompanies her. For many years recently Mrs. Beal was the presiding goddess of fashion in Singapore, her temple being situate within the portals of Robinson and Co. Here is the first advertisement of that eminent firm appearing in March 1861, in the *Singapore Review and Monthly Magazine*. The firm announces itself as "late Spicer and Robinson," which was no more than the truth. It informed the public that its millinery department was

“ under the superintendence of Miss Foweraker from London ” ; and if that name had only caught the eye of Charles Dickens another portrait would surely have been placed in his marvellous gallery. “ Miss Foweraker from London ” ! Does it not conjure up pictures of Cockneydom, and by its very sound put one back in the days of crinolines, and John Leech, Thackeray, and Dickens ?

Having got the curtain up with this priceless overture, the firm then announce that their “ show rooms will be found replete with a carefully selected stock of mantles, ribbons, bonnets, Lyons’ and Spitalfields’ silks, Organdie and Chantilly muslins, barege robes, balzerine ditto, opera cloaks, burnous ditto, ladies’ and children’s hats, lace jackets, collars and sleeves, sewed and tambourined muslins, ball dresses, wreaths, gloves, perfumery, etc. etc.”

Heaven must have helped the husband of the ‘Sixties ; fancy following your wife into Government House in the usual furtive and hang-dog manner, what time she was attired in a balzerine ditto or a tambourined muslin ! Only the late and much-lamented Mr. “ Pony ” Moore, or his fellow-conspirator Burgess, could have acted properly up to the latter costume ; but women will miscall their clothing. Even Mother Eve probably startled the serpent and frightened Adam out of the garden by demanding a *robe des feuilles d’automne* or some other similar nonsense.

Changhi Bungalow has got a lot to answer for, and if the old trees round it could only speak while they are shivering in the night wind, they could tell some stories that would make a woman’s tiffin party green with envy. By 1845 it had become the fashionable place for picnic parties, and by the ‘Sixties it was *in excelsis*. In 1868 the Directory contains no less than fourteen “ sanitarium,” of which six were cottages at Dunman Ville (Tanjong Katong) and one was Mr. Gottlieb’s Faery Point beyond Changhi, rent thirty dollars a month furnished. The finest Government bungalow, according to Mr. Cameron,



ORCHARD ROAD POLICE STATION, 1880.

was at Seletar. The road leading to it passed for some distance through the thickest of the old forest. At one point, about a mile from the bungalow, where the road wound through an elevated valley, even in the glare of noonday there was little more than a subdued twilight that reached the traveller as he passed along. The tall forest trees started up from the very edge of the road, as straight and regular as the pillars of a colonnade, their branches often meeting at a height of 130 feet overhead. The bungalow was a simple wooden structure with an attap roof. Fifty yards behind it stood the dark impenetrable jungle, from out of which there gushed a clear, sparkling brook of icy cold water that ran past the back of the bungalow. This was a very favourite place for bathing and picnics. The Singapore Hot Springs Company have their factory at Seletar now.

These Government bungalows were built for the East India Company officials, and were, of course, necessary at a time when travel through the island was slow and difficult. It is impossible nowadays to realise the grandeur of the old Singapore scenery, and the above description has therefore been preserved to give the modern reader some idea of what the interior of the island was like in the old days. To-day most of the roads are flanked by very tired-looking rubber trees, and the scenery is monotonous and often ugly. In the 'Sixties wild hogs crowded all the swampy parts of the jungle. There were two kinds of deer to be seen, the ordinary elk and the moose; both were found in considerable numbers, and supplied the natives with food. Crocodiles and pythons were frequently to be met with, while otters were often captured in the creeks and rivers. Tigers were an absolute curse in the country, and caused many deaths.

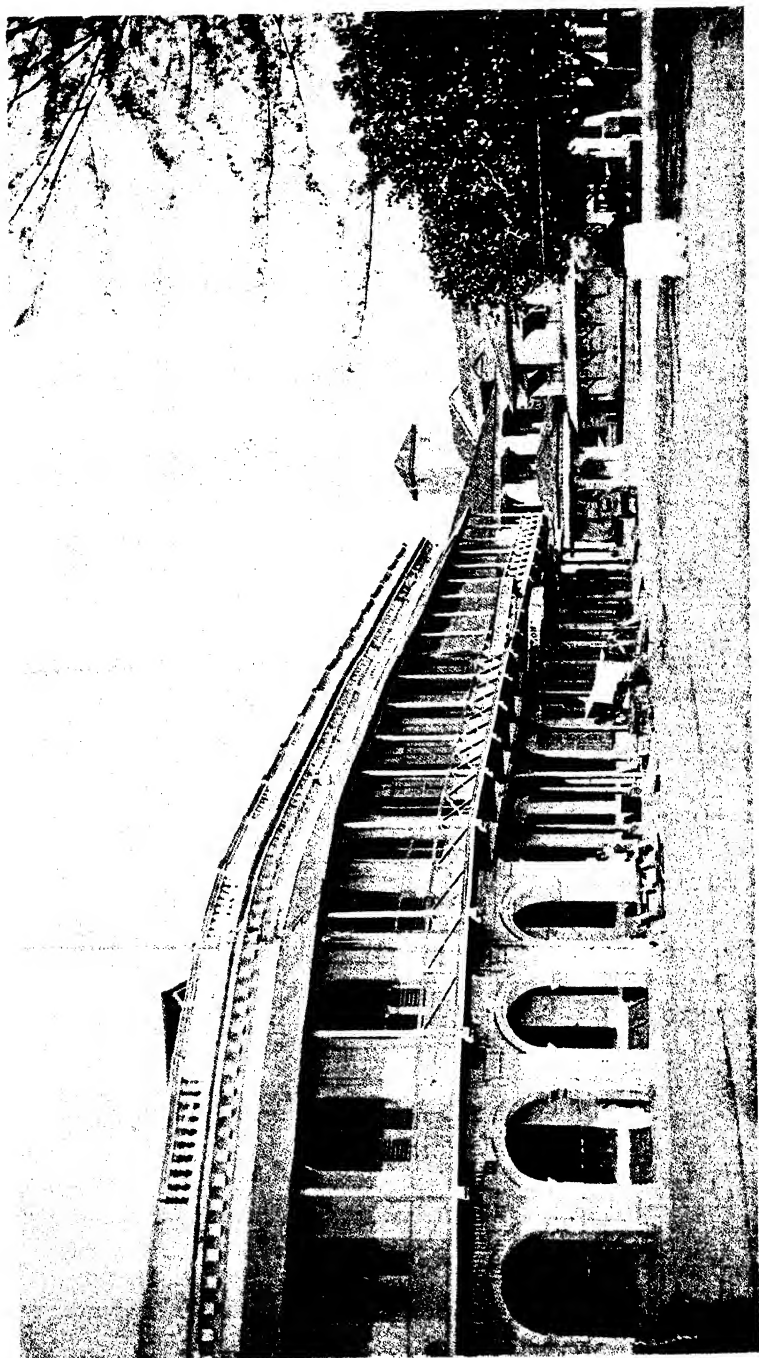
Of the present well-known places of residence the 1868 Directory gives the following: Abbotsford, Broadfields, Dalvey, Blanche House, Ardmore, Eskbank Cottage, Erin Lodge, Mount Pleasant, Mount Echo, Bushey Park, Neidpath and Cairnhill.

We have seen how in the 'Forties the Tanglin side of the town was stopped practically at Tank Road and Tanglin itself was nearly all nutmeg estates. In the 'Fifties there was one of those periodical land booms that Singapore knows so well, so that by 1864 Mr. Cameron was able to write that the greatest number of European residences were about two miles out, though a few were twice that distance. River Valley Road and Cavenagh Road were then the fashionable places. About three miles out the houses got very thin, and only one or two were to be found beyond the four-mile radius ; nowadays a big colony of them is springing up beyond the Botanical Gardens.

In October 1869 the present Government House was completed ; the provision of a palatial place of residence naturally had a considerable social effect in that the Governor was able to extend more hospitality than previously. But a far more important event occurred on the 17th December 1869 : the Suez Canal was opened to traffic, with the result that the 'Seventies saw a complete revolution in Singapore trade and social life.

The introduction of steam and telegraphy and the completion of the Canal entirely altered the social life of the place by bringing it nearer home. When Singapore was far from England it had its own ways and customs ; it was a family where all knew each other, took an interest in each other, and stood by each other. In the 'Seventies there began a complete change ; coteries and cliques became the order of the day, new social barriers were raised, and life here began to approximate more and more to English life, until to-day Singapore resembles nothing so much as an English provincial town where commerce is the principal interest. Indeed, we actually have *thés dansant* twice a week at the Europe Hotel !

The opening of the Canal and the establishment of new steam navigation companies engaged in the China trade did away with the great fleet of clippers. The Chinese of Singapore took to steam tonnage with sur-



MESSRS. A. I. JOHNSTON'S PREMISES IN THE 'SEVENTIES WHERE THE HONGKONG AND SHANGHAI BANK IS NOW.

prising readiness and great success, just as they will take to commercial aviation when it arrives, for they are a most up-to-date and enterprising community.

The Tanjong Pagar Dock Company, which had been a struggling concern, and upon which the Banks looked askance at the end of the 'Sixties, came to the front once the Canal was opened. The shares, which had been down to \$80, commenced to rise steadily, until they became a staple investment locally. Previously the harbour and roads had been crowded with square-rigged ships, Chinese junks, and Malay prahus, while Tanjong Pagar had been comparatively deserted ; but now its wharves became the scene of daily activity. The passing of the clipper made a great difference, too, in the ship-chandler's business, which had been a very profitable one. The clippers were built for peace, and carried as much canvas as was possible ; indeed, it was astonishing, says Mr. W. H. Read, to count the sails they spread to the wind. Sky-sails and moon-sails and endless stay-sails were theirs ; royal studding-sails and ringtail rovers, anything and everything that would catch a breath of air in light winds. At the same time they had to face heavy gales and to brave cyclones and typhoons, so that the consumption of spars and canvas rejoiced the hearts of the chandlers. The agents in Singapore always had spare masts and yards ready, so frequently were they in demand.

Gone, too, for ever were the days of the venturesome trading captains of the older times who had done so much to open up the trade of the port. Vast profits they often made, but they had to be bold men, and too many of them lost their lives in uncharted seas, were murdered by pirates, and stricken down by fever. Their profits, too, were frequently lost by improvidence and extravagance and by misplaced trust ; but they were a fine set of men, who should never be forgotten for the work they did. Of them, perhaps the best known and most worthy of remembrance were Captains Ross and Lingard. Captain Ross was the father of Mr. John Dill

Ross, the author of the most entertaining book ever written about this part of the world, *Sixty Years' Life and Travel in the Far East*.

Captain Ross arrived here early in the 'Fifties in his ship the *Wild Irish Girl*, and was the father of the Bornean trade, in which he rapidly made a large fortune, which enabled him to live in great state and extend open hospitality at his house Woodneuk, where Tyersall is now. On one occasion he fought his ship the *Lizzie Webber* for eight hours against pirates, and an account of this and many other things of interest will be found in his son's book. Captain Ross died in 1888.

Captain Lingard, known as the "Rajah Laut," was also a great character. It is related of him that finding it impossible to obtain payment of a very large sum of money from a certain Bornean Sultan, he landed his crew, stormed the Sultan's palace, and captured His Highness, who promptly paid up!

In the town itself rows of new buildings sprang up in Raffles Place and Collyer Quay, and the merchant could no longer take things easily. Mr. Thomson, writing in 1874, remarks on the change from the "good old days," as he calls them, when the residents might hear once in six months from home, and when two or three successful shipments of produce from the "spice islands" might bring a princely fortune to their proprietor. He proceeds :

" 'Those were good times indeed,' said a worthy but unfortunate old merchant to me. 'We lived then above our offices, a small but a very happy community. Now we might almost as well live in London as here; steam and telegraph brings us daily into communication with the old world. Our Sundays are not our own. By night and by day we are at work writing for the mail.' "

The vast works undertaken at Tanjong Pagar by the Government after the expropriation of the Dock Company have completely changed the appearance of the whole approach to town from the wharves. Mr. Horna-

day, already mentioned, writes of it as it was in 1877, and his description is interesting. He landed, as one nearly always does, in a tropical downpour :

“ Entering Singapore by way of New Harbour is like getting into a house through the scullery window. One’s first impressions of the town are associated with coal-dust, mud, stagnant water, and mean buildings, and I found it required quite an effort to shake them off. This back-door entrance is by no means fair to Singapore, for under its baleful influence the traveller is apt to go away (by the next steamer usually) with a low estimate of the city, every way considered.

“ For the first stage out from New Harbour the road is built through a muddy and dismal mangrove swamp. Here and there we pass a group of dingy and weather-beaten Malay houses standing on posts over the soft and slimy mud, or perhaps over a thin sheet of murky water.

“ Further on we emerge from the swamp and pass a Chinese joss-house and cemetery on a hill-side, beyond which we have, for a mile on our right hand, a solid row of Chinese shops and dwellings, and on the other side of the road a creek flowing mud and slime instead of water.”

Later Mr. Hornaday reaches the sailors’ quarters :

“ Aha ! the sailors’ quarter, it would seem, if we may judge by the tavern signs. One announces, quite regardless of space,

THEMANONTHELOOKOUT,

and displays the portly figure of Jack Tar holding a small Krupp cannon up to his eye, while he squints horribly into the muzzle. Another sign, in base imitation of the former, proclaims,

THEMANATTHEWHEEL ;

and another, the best painted of them all, sets forth, in beautiful letters, but homicidal orthography,

THE SILVER ANKER.

Still another proclaims,

THE ORIGINAL MADRAS BOB,

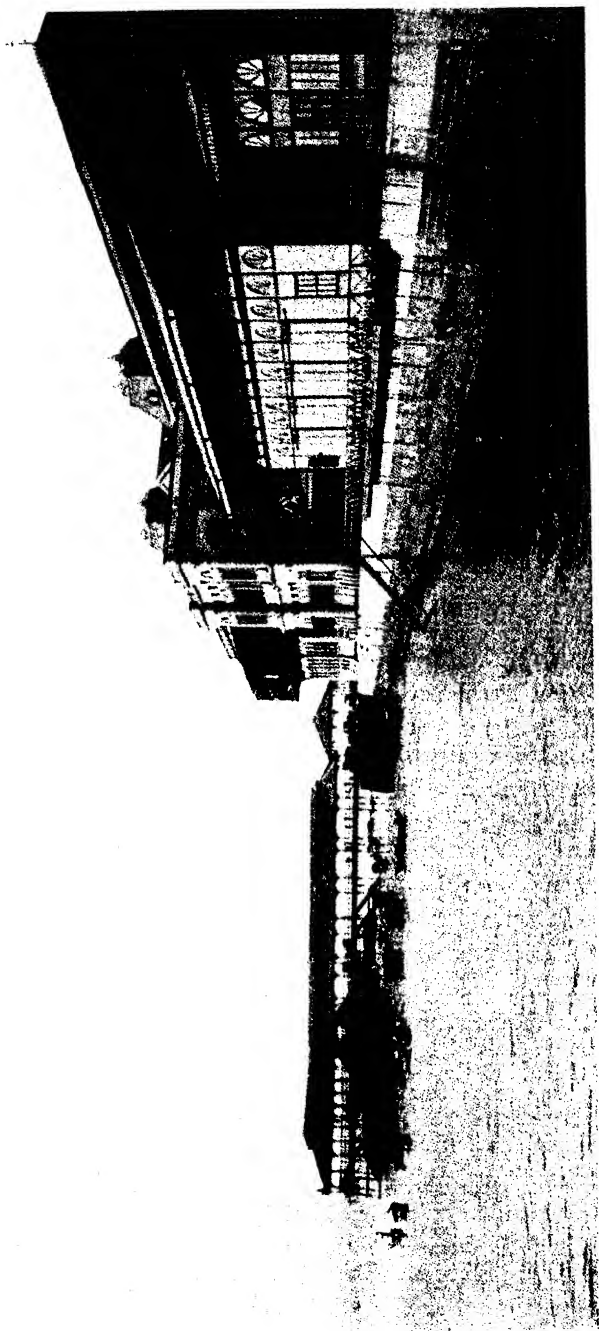
which is equivalent to the assertion that there are

spurious Madras Bobs about, and 'all others are base imitations, unless stamped by our trade mark, and liable to be prosecuted according to law.' Verily, human nature seems to be very much the same in Singapore as in Rochester."

In the 'Seventies the Ladies' Lawn Tennis Club had not been founded; the land where it now stands was then the dhobies' green, whence the name, Dhoby Ghaut, which belongs to the cross street at the western end. Mr. Hornaday says "all the washerwomen congregate on a five-acre lawn called Dhobi Green, at one end of which runs a stream of water, and there you will see the white shirts, trousers, and pyjamas of His Excellency, perhaps, hanging in ignominious proximity to and on a level with yours"! When the Ladies' Lawn was started, Sir Ernest (then Mr.) Birch laid out its grounds, and a very different appearance the place had to what it has now; it looked more like a bit of the Botanical Gardens. The Chinese dhoby did not come till the 'Eighties, until when Kling women did the washing.

The second of Singapore's public monuments appeared in 1872, when the unfortunate little elephant, that Wandering Jew of memorials, first gazed pathetically on an unheeding world. The little animal reminds us (or should do) that H.M. the King of Siam visited Singapore in 1871. He now turns his back on the Supreme Court, and eyes suspiciously the clattering trams as they rattle by. Poor little fellow! He once appeared in all the glory of pink and green, but that was one of his nights out, and an indignant Municipality speedily restored him to a proper sense of decency. After all, cricketers will be cricketers, and in those halcyon days paint was as cheap as whisky!

In 1874 the Botanical Gardens were opened to the public, and became, as they are now, one of Singapore's very few show places. In 1879 General Grant, the famous American soldier, was entertained at Government House. Otherwise the 'Seventies do not present much of interest. The usual periodic land boom



THE S.V.A. DRILL HALL, BACKS OF THE POST OFFICE, SINGAPORE CLUB, AND JOHNSTON'S PIER, BEFORE THE
PRESENT RECLAMATION AND ROAD WERE MADE.

descended on the place in 1878, as much as thirty-six cents a square foot being paid for " mostly swamp land " between the Singapore River and River Valley Road ; and, possibly as a result, at least one may hope so, a policeman who had been drawing the munificent salary of \$40 a month was alleged to have sold property worth \$20,000 and retired. His lot, at all events, was a happy one ! That trial and necessity of modern life, the telephone, was first tried in 1878, and a sample was placed in the Museum, which was then housed in Raffles Institution, now Raffles School.

Sport seems to have had a slump ; the New Year Sports held on the Esplanade were characterised by gloom, and after them someone committed the outrage of plastering the steps of the cricketers' bungalow with tar and writing " To Let " in large letters on the building. The races proved a frost, and a critic wrote in the paper that " there was only one gentleman jockey. Apparently young Singapore prefers to shine at niminy-piminy lawn tennis rather than to witch the world with noble horsemanship." The Editor had sent to him the revised laws of lawn tennis, and unblushingly admitted that he could not understand the jargon of the game ! As a matter of fact, the late Mr. Charles Stringer, of Paterson, Simons and Co., was responsible for its introduction. Football, both Rugby and Association, came in the 'Eighties, and late in that decade golf arrived, its foster-fathers being Mr. Justice Goldney and Mr. R. N. Bland. The Club, started in 1891, used the lower rooms of the second-class stand of the Sporting Club until the present pavilion was built.

The books about Singapore in the 'Eighties are written by travellers, and are not nearly so interesting as those written in previous decades. Most of them contain descriptions of the Maharaja of Johore and his entertainments, just as those in the 'Sixties and 'Seventies always had something about Whampoa. The Temenggong who was a party to the Treaty whereby we obtained Singapore was Temenggong Abdul Rahman, who died

in Singapore in 1825, and was succeeded by his second son Ibrahim, then fifteen years of age. Temenggong Ibrahim died in 1862, and was succeeded by his eldest son, who became Sultan Abubakar. Temenggongs Abdul Rahman and Ibrahim lie buried in the Rajah's burying-ground at the mosque at Teluk Blanga.

Temenggong Abubakar received the title of Maharaja in 1868, and in 1885 was recognised as Sultan. During the course of his reign he received the K.C.S.I. and the G.C.M.G., besides foreign orders. Sultan Abubakar was very courtly and hospitable, and was very loyal to Queen Victoria. Very generous, very progressive, and very much liked by all, he played a great part in Singapore social life. All distinguished visitors were royally entertained, and amongst them were the sailor Princes from the *Bacchante* and the Duke of Sutherland in 1888.

The Sultan kept a splendid stud of horses, drove a four-in-hand (as did also Governor Weld), played cricket and billiards, and was generally a good sportsman. There is a lot about him in Mrs. Caddy's book about the Duke of Sutherland's trip in his yacht the *Sans Peur*. She tells a good story against a local pressman. When the yacht arrived in Singapore a local reporter came on board, wanting to interview the Duke, though it was very early in the morning.

"You can't see him now; his Grace is in bed," he was told.

"Oh! I don't mind that in the least," was the eager reply.

"We do!" said the steward emphatically.

It was while the *Sans Peur* lay in the roads that there was a great sham naval attack on Singapore Harbour, in which H.M. ships *Orion*, *Audacious*, *Constance*, *Heroine*, and *Alacrity* took part, besides the forts and the 2nd South Lancashires. It was a night attack, and afforded Singapore a sight such as it had never seen before and has never seen since.

Sultan Abubakar died in London in 1895, and was succeeded by the present Sultan Ibrahim, G.C.M.G.,



H.H. SULTAN ABUBAKAR OF JOHORE, G.C.M.G., K.C.S.I.
Vanity Fair Cartoon by R. W. Braddell.

K.B.E., who also is a very enlightened and popular ruler, and a splendid sportsman.

The event of the 'Eighties was, of course, the arrival of the sailor Princes in January 1882. This was His Majesty King George V's first visit to Singapore, his next one being in 1901, when Her Majesty Queen Mary accompanied him. The town was *en fête* for the two Princes in 1882, and the big fancy dress ball at Government House is still remembered; the belles of it were the two Misses Niven, now Mrs. Hooper and Lady Birch.

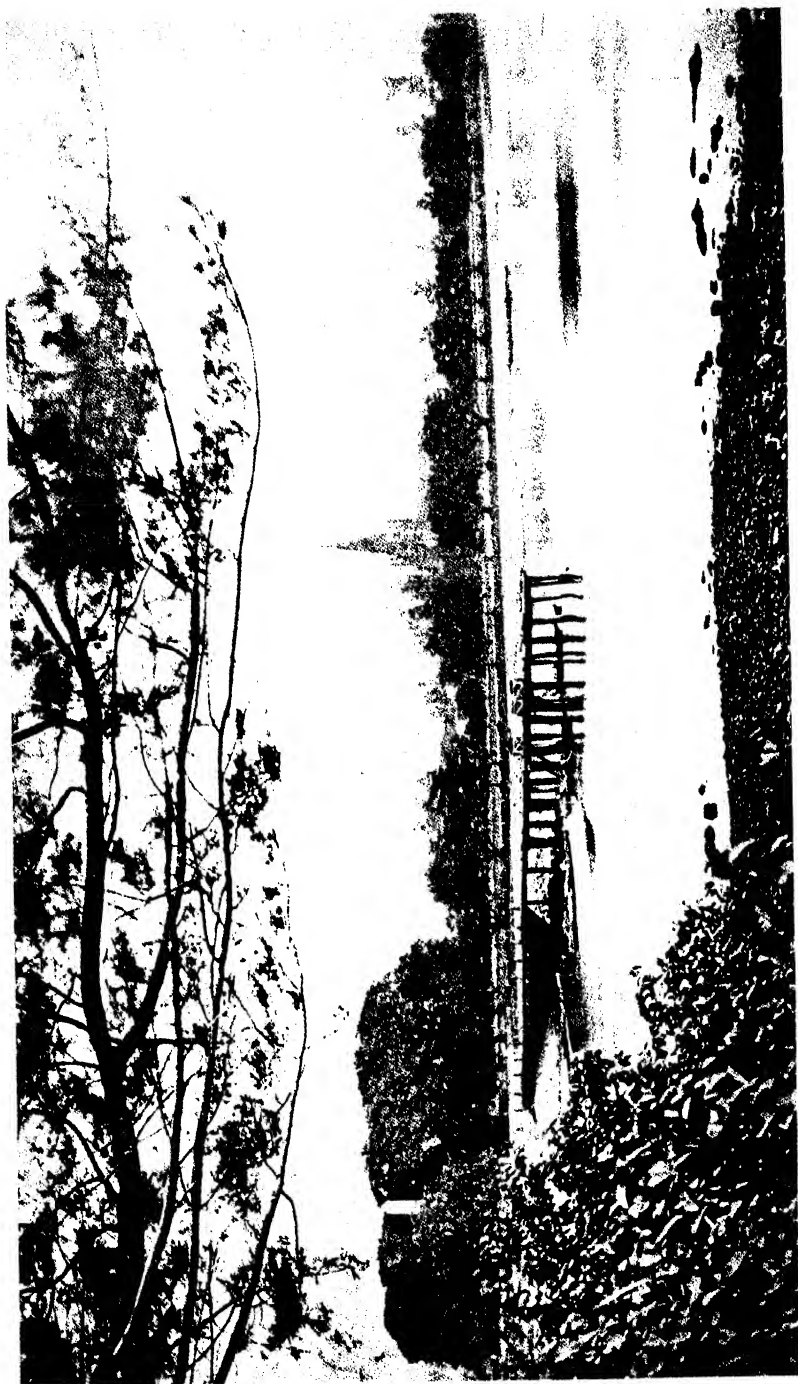
Rikishas came to Singapore in 1880, but it was long before it was considered the proper thing for Europeans to ride in them. A telephone exchange was opened in 1881, and Johore was linked with it in 1883. In 1887 Raffles Statue was unveiled on the Esplanade, and caused much astonishment to the populace, who were heard to observe, *Hai-yah! Dia orang hitam macham kita!* (Great Scott! He's a black man like ourselves!) In 1889 the widening of the Esplanade was begun, and the road round it received the name of Connaught Drive, owing to the visit of the Duke and Duchess of Connaught in 1890. As late as 1896 tigers were still in Singapore, a tigress being shot in that year at Mount Pleasant, and three weeks afterwards two on the Bukit Timah Road.

The 'Eighties and 'Nineties are so comparatively recent that they hardly merit the title of "the good old days" concerning which this article is intended to tell, so with them we may let our curtain fall.

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THE ESPLANADE BEFORE THE RIVER RECLAMATION.

PERSONAL RECOLLECTIONS

By Henry Barnaby Leicester

Fifty years ago, on the north side of the Singapore River, the white shingly beach extended from the mouth of the river to the mouth of the Kallang River, after which a patch of beach appeared here and there, with stretches of muddy mangrove swamps, until one got to the Tanjong Rhu beach, whence a broad belt of sand continued for miles to Bedok, affording ample room for pedestrians to trudge along. Encroachments by the sea have reduced the beach since to what it is at Tanjong Rhu and elsewhere, while the beach from the Singapore River has given place to the sea-wall, which covers all that space as far as Clyde Terrace Market and beyond. In 1870 the beach opposite the Raffles Boys' School was resorted to by the boys and others for sea-bathing, and at high tide the water rose almost to the spot where the footpath is now, for the reclamation came much later, of course. Cattle were also landed and shipped at this spot.

Before Cavenagh Bridge was built, those who did not cross the river by going across the old Elgin Bridge used to take a koleh, for two pice, at the steps near the Government Offices, and cross over to Butterworth Ghaut, at the entrance to Bonham Street.

One interesting feature of domestic life in my childhood days was the presence of manumitted female slaves in the homes of many of the old residents. I well remember several such in my own home, who bore very singular names, such as Madar, Mellore, Tanjong, and Bunga. These were originally young slave debtors who had been emancipated some years before, even before the Abolition Act was made applicable to the British Colonies. These women had bartered their freedom for a consideration, and were looked upon as slave debtors. They were employed in household duties and very kindly treated, being, in fact, privileged re-

tainers of the families employing them. Their employers placed implicit confidence in them owing to their unswerving fidelity to their masters when they were mere slaves. Most of these emancipated slaves elected to continue to serve their old masters until they were well advanced in years, and were both loved and respected for their sterling qualities, so rarely found in domestic servants of the present day.

Half a century ago the Raffles Institution was divided into four schools or classes, each with two or more divisions, viz. the upper school, presided over by Mr. J. B. Bayley; the middle school, under the direction of Mr. (afterwards the Rev.) George Brown; the infant school, under the leadership of Mr. E. T. Yzelman; and the lower infant school, with Mr. Marshall at its head; assisted by pupil-teachers and scholarship holders still at school. The above-named gentlemen have all long since gone to join the great silent majority. The school awarded several scholarships annually, of the value of \$7, \$6, \$5, \$4, \$3, and \$2 a month respectively, the holders being decorated with a beautiful silver medal attached by a blue ribbon, which they had to wear in class on pain of a fine. It goes without saying that boys and girls are, as a rule, better educated than they were fifty years ago; but Mr. Bayley turned out some brilliant scholars in his time. One of them, Mr. Tan Teck Soon, who is well known for his scholarly attainments, is still among us to-day.

When Mr. Bayley was headmaster education could be had for nothing. There were no fixed or compulsory school fees, at least in so far as Raffles Institution was concerned. A lad on admission was always asked what amount his parents or guardian could or would pay for his tuition, and those who declared their inability to pay anything were educated free of charge.

In 1871 or so, after the Abyssinian War, Prince Allamayo, the Crown Prince of Abyssinia, who was the ward of Captain T. C. S. Speedy, Commissioner of Police, was a classmate of mine at Raffles. He used to attend

the school accompanied by the Captain's police orderly, and often had his wool twitched by some of the mischievous lads in the class. Shortly afterwards he was sent to prosecute his studies in England, where he died later.

The hill north of Selegie Road (Mount Sophia) was bare of buildings in the 'Sixties, and was known to us school-boys as the Rockies, to which we usually resorted on holidays, for it was an ideal camping-ground for picnics. The scholars of the various schools in Singapore did not fraternise then as they do now. They were constantly at war with each other, at times to such a serious extent as to necessitate the intervention of the police; for the masters were seldom heeded when a big fight took place. There was a sort of permanent vendetta between Raffles and the Brothers' School.

The boys and girls of Raffles School nowadays have more licence than was the case in my boyhood. The boarders then were practically prisoners, whether in class or at play. They were not allowed to step beyond a certain boundary in the school grounds except once a week for a few hours to visit their parents or guardians. When marching to church, headed by the master, they had to halt if they happened to meet the girls from the Raffles Girls' School, and were not permitted to resume their march until a safe distance intervened between them and the girls! Even in Sunday school the boys sat entirely apart from the girls. Conversation or association between the sexes was strictly forbidden, except in the case of brothers and sisters. With the advent of Mr. Hullett in 1871 matters began to take a different turn in the boys' school.

The late Mr. J. W. W. Birch, who was Colonial Secretary then, and the late Sir Peter Benson Maxwell, the Chief Justice, took a keen interest in the welfare of the school, which they frequently visited to inspect the work and encourage the lads to persevere. On one occasion, just before I left the school, Mr. Birch made a visit, and, after testing the highest class in the school, singled me

out and offered me a clerkship in the Colonial Secretary's office after the completion of my studies. Loth to remain in school after this, I only awaited the result of the annual examination. When I found I was awarded a scholarship, I called at once at the Colonial Secretary's office, where I was conducted to Mr. Birch's room. He, of course, had forgotten all about me, until reminded of his promise some months previously. I was advised to remain in school for another term; but later I joined the Government Service, and have Mr. Birch's kindly interest to thank for that.

On one occasion, when the ladies present at the annual examination awarded me the first prize for reading, Sir Peter Benson Maxwell held out a ten-dollar note to me as an extra reward. I was so elated at the prospect of owning what seemed to me then quite a fortune that I made a grab for it, when Sir Peter, amid much laughter and to my own confusion, drew it back, saying, "Not so fast, not so fast, my lad; I want to give you a few words of advice before I part with this note." But I got my note in the end, to the envy of my classmates, and was as proud as a king; ten dollars in those good old days was a very large sum for a boy to possess.

I have a pretty vivid recollection in the 'Sixties of Colonel (afterwards Major-General) Orfeur Cavenagh, the last of our Governors under the Indian *régime*. He had lost a leg during the Indian Mutiny, but although encumbered with a wooden substitute was always on horseback, from which he used to review the Indian troops on the old Esplanade. The infantry, composed of Madras sepoys, were clad in scarlet tunics and white trousers. Their head-gear consisted of a red, round, close-fitting cap without a peak, with a broad band falling behind and overlapping the nape of the neck. The artillery, also Indian, wore white tunics and black trousers, with tall, black, shiny hats, something after the style of the Parsee hat. Colonel Cavenagh was a great favourite with us schoolboys. It was his custom

to make occasional visits to the schools, armed on every occasion with a bagful of bright new copper coins. His advent was always hailed with delight, for it was the invariable prelude to a largess all round, after putting the lads through a course in mental arithmetic, geography, and kindred subjects. Money was scarce among schoolboys in those days, and the possessor of a few coins glistening in the sunlight like gold was greatly envied. The Colonel was a plain and unassuming old gentleman, small in stature and with a merry twinkle in his eye—in appearance more like a skipper of the old school than a military officer.

The first Colonial Governor, Sir Harry St. George Ord, one of the most unpopular among the Colonial Governors, was quite unlike his predecessor in office. Fond of military pomp, he rarely, if ever, embarked or disembarked without a European guard of honour in full dress in attendance, while Council was never opened without the naval guard of honour, the Governor and his suite appearing in full dress.

I remember quite well the visit of H.R.H. Prince Alfred, Duke of Edinburgh, brother of the late King Edward VII, in 1870. If I mistake not, the Volunteers formed the guard of honour on this occasion. The principal streets were lavishly decorated with arches, evergreens, and bunting, and a stand was erected in High Street immediately behind the Hôtel de l'Europe, where the Raffles boys and girls were congregated, and where they were afterwards regaled with cakes, buns, and ginger beer, all at the expense of Mr. R. C. Woods, senior, the lawyer. High Street in those days had a number of compound houses in it, and was quite unlike what it is to-day. Kugelman's Hotel, a compound house, stood at the corner of North Bridge Road where it joined High Street, and there were always some wild animals on exhibition there.

Soon after the Duke of Edinburgh's visit the King of Siam (the first Siamese King to visit Singapore) came in 1871, escorted by a body-guard clad in green

tunics and the national lower garment (instead of trousers), stockings, and buckled shoes, while their head-gear consisted of a sort of helmet surmounted by feathers. Many of the women-folk among the King's retinue wore their national costume, but otherwise were comically dressed with ladies' hats and bonnets. The crush on Cavenagh Bridge was so great on this occasion that many narrowly escaped being trampled upon.

During the Indian *régime* the band of the Madras sepoy used to play every Saturday afternoon on the Esplanade on a mound where the statue of Raffles stood from 1887 till it was moved for the Centenary. All Singapore used to be there, but the ground was taboo to the native element.

The Volunteers, with the late Mr. W. H. Read as Commandant, were a mixed corps of all European nationalities (Germans being amongst them) and Eurasians. The uniform was a scarlet tunic with green facings, white trousers and a shako. There was a brass band attached to the Corps. During the riots in 1871 the Volunteers were called out, and while on patrol at Kampong Glam some of the men got so excited at seeing the Chinese breaking into and looting shops that they broke the ranks, and started belabouring the rioters until the Commanding Officer managed to get them to fall in again. The Volunteer dépôt used to be next door to the Sailors' Home, and the men used to have target practice on the Racecourse, where, in season, snipe abounded and afforded sport to the residents.

The riots already mentioned caused great excitement, and one amusing incident occurred during them. One morning, very early in October 1871, residents of Waterloo Street, Bencoolen Street, Middle Road, and the adjacent streets, which formed the residential quarter of a great many respectable Eurasian families then, were startled out of their peaceful slumbers by loud bugle blasts. On people hastening out of their cosy beds to ascertain the cause of

the unusual commotion, they were greeted by the sight of a bugler of the Volunteer Corps blowing the assembly with all his might. It appeared that serious riots had broken out, and the Corps was under orders to mobilise immediately. Many answered the call with alacrity, but some, on some pretext or other, failed to do so at once. Anyhow the gallant little band in scarlet tunics and shakos was finally got together and marched to Kampong Glam, where they were eventually posted. One of the riflemen, who suffered from that curious disease called "latah," while pacing to and fro, came across a flock of geese, when a gander, with distended wings and cackling with all his might, flew at the sentry, who, startled at the sudden and unexpected onslaught, dropped his rifle and bolted for some distance, amidst the laughter of his comrades !

That Malays are not entirely lacking in a sense of humour is borne out by the following incident, which is akin to what is said to have occurred in France during the Great War at the appearance in a village of a Highland regiment, when it was a puzzle to the peasants as to whether it was not a regiment of women until some knowing wag suggested that it must be the famous middle-sex (Middlesex) regiment. Soon after Singapore became a Crown Colony rumours were current among the Malays that the Madras sepoy would give place to what they termed Sepoy orang puteh, or white men sepoy, and there was much surmise as to what the latter would be like, for beyond a few British artillerymen stationed at Fort Canning, they had never seen British troops, and no regiment of the line had yet appeared. Finally, when a kilted regiment disembarked amid a gaping and curious crowd, the Malays in particular wondered why soldiers should wear what they thought were women's skirts. They wandered about asking one another what sort of men these were who were dressed as perempuan (women), until someone suggested that it must be a body of beings who were neither men nor women, but something betwixt and between ! The

wondering crowd must have dispersed to their homes with some weird tales to unfold to their women-folk, who in those days were not so prone to appear in public as they are to-day.

In 1871, and prior to that, the General Post Office was located in an annexe to the Supreme Court on the side nearest the present Government Printing Office. The chief clerk in those days was in receipt of \$85 a month, and it was during the time of the late Mr. Henry Trotter that I joined this office.

By a strange coincidence the salary attached to the post of chief clerk, Treasury, soon after the founding of Singapore was Rs.200, while to-day it is \$200. The salary of Rs.200 was subsequently reduced to Rs.150, because the finances of the young Settlement did not warrant the payment of so large a sum; but Rs.150 was a magnificent salary in those halcyon days. The late Mr. William Willans Willans, who retired from the Colonial Treasurership in 1882, was at one time, when my father was in the service, a clerk in the Treasury at Rs.80 a month. It may be not uninteresting to record the fact that Mr. (now Sir) Frank Swettenham was in 1871 in receipt of a salary of \$118 a month as Collector of Land Revenue in Penang. To what heights has he not risen since then?

When I joined the Post Office Mr. Trotter used to attend office punctually at 11 a.m., leaving quite as punctually at 2 p.m., except when it happened to be a mail day, a much rarer occurrence then than now. On these occasions the clerks had to be in attendance either before or after the usual office hours. Whenever it was necessary on such occasions to have the office opened at night, Mr. Trotter generally spent his time in the Europe Hotel opposite, from which he would occasionally emerge to take a peep at the clerks to see what they were doing.

I well remember how we were strictly enjoined to keep to our seats, work or no work, when the Postmaster-General was in office. His coachman used to signal

the approach of his carriage by three sharp cracks with his whip, on hearing which the clerks would scuttle like rats to their respective seats. The chief clerk, Mr. Trotter's importation from Ceylon, a Mr. Andre, always received him in the porch, and as he stepped into the office all the clerks were expected to rise from their seats to bid him "Good morning." The establishment was more like a school than an office.

The Post Office building was a narrow one-roomed oblong structure, and sufficed until 1874, when a new building was put up on Fort Fullerton; but Government, ever penny wise and pound foolish in regard to public works, failed to foresee the needs of the future, with the result that the building had to be replaced by another on practically the same site. Fort Fullerton, which was mounted with 7-pounders on the sea and river front, was thereafter demolished, and few now remember the old fort as it was.

One of the earliest lawyers within my recollection was Mr. Atchison; then came Mr. Bernard Rodyk and Mr. J. G. Davidson. During the Perak campaign, more than forty years ago, I had the privilege of serving under the late Mr. J. G. Davidson, who was then acting as Queen's Commissioner with the British Field Force, with Mr. (afterwards Sir) W. E. Maxwell as his deputy.

The first proper census of Singapore was taken in 1881, and the office still stands at the corner of South Bridge Road and Spring Street (now a Japanese dispensary). The census officers were the late Colonel Dunlop and Mr. H. Hewetson, with Mr. A. P. Talbot, of the Colonial Secretary's Office, as Secretary. The late Mr. C. B. Holloway was chief clerk, and I was his immediate assistant. The clerical staff numbered something like thirty hands. The work of compilation and tabulation was completed about the close of October, but Mr. Holloway and I were retained in the office till the last day of the year. Almost all those who took part in the work are now dead. The late Mr.

H. Hewetson was Secretary to the Municipal Commissioners, Singapore, and a member of an old Bencoolen family, like his successor, Mr. Presgrave.

Among the Protestant places of worship with which I was familiar in my youth (and which still stands to-day) is the Prinsep Street Chapel, now commonly known as the Baba Chapel. Within fifteen or sixteen years of the founding of Singapore the Rev. B. P. Keasberry, whose descendants are still on the scene, came to labour here under the auspices of the Church Missionary Society. Besides missionary work among the Malays, which was carried on by means of contributions from the residents and a yearly grant from Government, the London Missionary Society gave occasional financial assistance. Religious services were also held in the homes of Eurasians, in which Mr. Keasberry was assisted by my father, who afterwards bought two lots of land from Government and gave them to the missionary cause. The present chapel, which was built just a few years before my birth, stands on the plot of land the gift of my father. I may here mention that my father also contributed his mite towards the building of St. Andrew's Church (not the present but the old edifice). The Rev. B. P. Keasberry was a familiar and well-known figure in Singapore up to the time of his death, for he died in harness, and, needless to say, was much loved and highly respected by all classes of the community, rich and poor, high and low. Sad to say, the large Malay congregation which he had gathered round him in his lifetime soon dwindled down, until a mere handful was left, faithful to the Christian creed to the last.

Another place of worship (non-secular), which was then known as the "Christian Institute" (now the Methodist Chinese Church at the junction of Middle Road and Waterloo Street), was a popular place of worship in the 'Seventies, where Mr. (then Sergeant) Phillips, the father of the present Principal of Raffles School, used regularly to conduct religious services, which were mostly frequented by Eurasians of different

denominations, especially on the evenings of weekdays. This modest Bethel subsequently served as a sort of feeder to the other churches. It was really the birth-place of Methodism in Singapore, for it was here that the Rev. (now Bishop) Oldham first formed the nucleus of a Methodist church.

The "Bethesda" of the 'Seventies was a wooden building on the site of the present chapel. Mr. Philip Robinson, the founder of the local firm of Robinson and Co., was closely associated with this little place of worship, in which Major Malan was a familiar figure.

Half a century ago the British and Foreign Bible Society depôt was an unpretentious unpainted wooden structure on the site now occupied by the Raffles Girls' School, opposite to which, on the other side of the road, stood what was then known as the Scotch Kirk. To the best of my recollection a Eurasian family of the name of Petersen had charge of the Bible depôt.

Fifty or more years ago the clergy and laity were much more in close touch with each other than they are at present, due, no doubt, to the smallness of the Protestant community. The Chaplain of St. Andrew's, as well as the Bishop of the diocese, used to make periodical calls on the parishioners, for every member of the congregation was personally and individually known to them. I well remember Dr. McDougall, the Bishop, and the Rev. Canon Beckles, who were familiar figures in the homes of the people. The bond thus created tended to keep the Anglican flock well in hand, and there was little or no tendency on their part to drift to pastures new, as is unfortunately the case to-day.

Temperance work among civilians and the military, as well as seamen, was most active fifty years ago, the principal workers in the cause being Mr. (then Sergeant) C. Phillips and Mr. Alfred Keun, the father of Mr. W. C. P. Keun, the accountant in the Government Monopolies, both of whom have long since died. Regular meetings and entertainments were held in different places, but principally in the Sailors' Home, and the result has been

most beneficial, as experience has proved. The clergy of the various denominations in those days took little part in the movement. Nowadays temperance work abounds on every hand, and workers among the clergy and laity are not lacking ; the humble endeavours of a few so long ago formed the thin end of the wedge.

In connection with work among the seamen, temperance refreshment rooms connected with the Band of Hope were opened in some parts of the town, notably in North Bridge Road, but they did not prove a success. Miss Sophia Cooke, I believe, first conceived the idea of having a Sailors' Rest as near the docks as possible. Some thirty-seven years ago a house next door to the Kreta Ayer Police Station, which had been vacated by the Census Office, was secured, and a Eurasian named Jansen was placed in charge. The place was largely patronised by soldiers as well as sailors, for, besides reading matter, refreshments and beds could be had there at a nominal figure. This useful institution lasted until the Boustead Institute was built ten years later, and the Manager of the Rest, named Lee, an ex-armourer of H.M.S. *Orion*, the Singapore guard-ship, was, I believe, appointed Manager of the Institute. The land on which the Boustead Institute stands was the property of the old Tanjong Pagar Dock Company, and, if I mistake not, is the gift of the Company to the trustees of the Institute.

The very recent terrible eruption at Kloet reminds me of the catastrophe at Krakatoa in 1883. The eruptions were distinctly heard here long before the news reached us. The detonations resembled the distant firing of cannon, which set people wondering what they really were. Before the receipt of the news many attributed the noises to the firing of guns at sea by ships of war.

EDITORIAL NOTES.—Mr. Leicester's most interesting reminiscences may be supplemented in two respects. First as to education in the 'Sixties, the following from Mr. E. J. Robertson's *Straits Memories* is worthy of preservation, and rounds off Mr. Leicester's description :

“ On the site of the present [1910] Caledonian Hotel a Mrs. Taylor kept a small infants' school in the sixties, whilst the Christian Brothers' School was carried on in separate bungalows, but Raffles, of course, was the chief school. I joined in 1867, at first as a day boy and later as boarder. Mr. Bayley was headmaster and Mr. Yzelman was another of the masters, and there were about fifteen of us boy boarders. We lived in strenuous days then, for we were roused by gun-fire at 5 a.m., and trotted off to a well for our bath. Each boy had his own bucket, and had to draw the water necessary for his ablutions himself. There were no tubs or shower baths, but when the tide was high we were taken to the beach opposite the school for a dip. For meals we were given no early tea, but a breakfast of fried fish, rice, and curry; for tiffin, bread and butter, pisangs, and tea; and for dinner, at five, more rice and curry and one meat course. The school hours were nine to noon and one to four. Sundays, twice to church, and collects, etc., to be learnt in the interval. There were no games as now, and we had to make our own amusements, and after dark we were kept at study till bedtime. Mr. Bayley was succeeded by the Rev. George Brown, who left for Australia and the Fiji Islands in 1873. Raffles Girls' School was kept before that time in a compound house at the corner of Middle Road and Beach Road, and was kept by Mrs. Anderson, the mother of Mr. [now Sir] John Anderson. It was later transferred to the Raffles Institution in charge of Mrs. J. G. Boyd, senior, and when the Government decided to build and extend the building to three stories for the Raffles Library and Museum, it was again removed to a house in Beach Road owned by the King of Siam, which stills stands nearly opposite Clyde Terrace Market, surrounded by firewood, bricks, and other signs of commercial prosperity. It next moved to a compound house where Raffles Hotel now stands, and finally came to rest in its present quarters.”

Then as to the Krakatoa eruption, Mr. Buckley, in his History, gives some further particulars. He says that not long after the news of the explosion reached here “ pieces of pumice-stone, as big as a hat, were floating about outside the harbour, and Mr. George Dare brought

pieces to the Club in his canoe." The eruption lasted from the 26th to the 28th August 1883, and Krakatoa, in the Straits of Anjer, was about 500 miles from Singapore.

AWAKENING OLD MEMORIES

By J. H. Drysdale

I arrived in Singapore in March 1872, as fourth engineer of the s.s. *Tanah Merah*, after rather a long voyage, having sailed from the Tail of the Bank (Clyde) on New Year's morning at 3 o'clock, and run into a gale in the Irish Channel, which compelled us to run back to Belfast for repairs. As three engineers were the full complement for a steamer of her size running on the coast, I was dumped on Tanjong Pagar wharf with all my belongings, namely, an old-fashioned carpet bag of clothes and ten bright sovereigns in my pocket, to make a career for myself in the East. Fortunately I was gifted with a nature which made me tackle any work that was given me with right good will, and I am still greatly amused at the course I steered when I landed, as I made a bee-line for the harbour, having heard that two engineers were wanted in the small steamer *Royalist*, and presented myself on board, carpet bag and all, and interviewed the captain, who had a hearty laugh at the summary manner I came on board; but he rather damped my feelings by stating that he wanted first to engage a chief and let him choose a second. I got over this difficulty, as I recommended the second of the *Tanah Merah*, and then shipped as third of that vessel. During my short stay ashore I was introduced to Mr. Hargreaves and to Mr. Riley, who had a small engineering shop and store off High Street, the entrance being about where De Silva (the jeweller's shop) is at present. I was also in course of time introduced to Mr. Howarth and Mr. Erskine, never dreaming at the time that there would be such keen competition between the two firms, and that I should serve Riley, Hargreaves for about twenty-three

years. High Street had quite a different appearance from what it has to-day, as a number of the houses had a small garden in front, which gave it quite a countrified look. Riley, Hargreaves and Co., in a few years, removed to Read Street, and Howarth, Erskine started in opposition on ground adjoining what is now the Municipa Store in River Valley Road. All the land there was swampy, and was used by Abrams to grow paddy grass for his horses.

There was a vast difference in the life of a young man on shore in Singapore at that time (1872) compared with the present, as there were very few distractions from office routine—no cricket, no golf, tennis, and swimming clubs to brighten up his life. His daily life was a routine of office work and a game of cards or billiards to while away the time at night; no pastime in the afternoon, unless he was fortunate enough to have a set of quoits at his quarters. The young men at sea, on deck or in engine room, led a much happier life, as in many cases it was a roving one, seeing that a number of the steamers were in the barter trade, and plied from place to place on the Borneo, Celebes, and other coasts, and that meant change of scenery, plenty of health-giving sea-air, and no hardships, sailing in the tropics, as it was only those running to Hongkong, Shanghai, and Japan who got battered about during the typhoon and monsoon weather.

The engineering community was ninety per cent. Scotch, and even in the Dutch lines there were B.I.S.N. Co.'s steamers, on loan to the Netherlands Government, officered on deck by Dutch and in the engine-room by Scotch, a combination which proved a great success, and ran smoothly for many years. We were a merry crowd, mostly all hailing from the Clyde. The first meeting to form an Engineers' Association was presided over by Jackson Millar, who was at that time a partner in Riley, Hargreaves and Co., who still hold the record for the largest steel steamer built in Singapore, the *Sarie Borneo*. The meeting was in an upper room of

the old Ice Works at the foot of River Valley Road, and all present were enrolled as members. Our first club-rooms were on the upper floor of a small house at the head of High Street, on the left-hand side looking towards Fort Canning. There we started in a moderate way, with a reading and meeting-room combined and a billiard-room. Our entertainments started in a modest way, a smoking concert now and again in which all the members were expected to take part, and of which the programme was amusing and varied, including the songs of our native land without any instrumental accompaniments, as we could not afford such a luxury, while those who could not sing recited or spun a yarn.

On the site of Whiteaway's Building there stood in olden times a long rambling building—the home of old-established firms such as Motion and Co., Hammer and Co., Hartwig and Co., McAlister and Co., C. Gaggino and Co., and the then famous restaurant and tiffin-rooms which were a regular haunt of all and sundry, from the Tuan Besar down to the seafaring class. In those old times there was more of the “hail fellow well met” feeling throughout the whole community of Singapore, and when the captain-owners of the pioneer trading vessels, such as Ross and Lingard, met, there was quite an air of joviality, and conversation all round became of a more rollicking nature than one can find in John Little's tiffin-room at present. Emmerson also had a private hotel on the site of Raffles (called the Clarendon). It was quite a nice locality all along Beach Road, as there were a number of residential houses, with fairly large grounds attached, planted with flowers and fruit trees; and the outlook on the harbour was very pleasant, as the sea at high water came up on a sandy beach to the roadside. The greatest change, in my opinion, in any locality in town from the old times is Battery Road, as all the buildings are comparatively new, and the width of the road is from eight to ten feet more. The widening was started shortly after McAlister and Co. had their third and last fire; they seemed to make that line a speciality.

Johnston's Pier in the olden times was a disgrace, and a source of danger to the seafaring class ; one required to have one's sea-legs on to embark in a sampan when a wobble was on the water and the night dark. There were no floating pontoons, only outside steps, and those generally in a slimy and broken-down condition --just the place where the kindly aid of Providence was wanted to look after the welfare of poor Jack returning to his vessel, a bit top-heavy.

Steamers in those days were not hustled in and out of dock as they are at present, as the pumping plant was very poor. Generally an old-fashioned chain pump did service for the mud dock and an ancient grasshopper engine drove the pumps for the new dock, but with such a din that it could be heard miles away ; and as it had a habit of breaking down, it took from thirty-six to forty-eight hours to clear the water from the dock, which gave us great satisfaction, as we could get so much longer time for necessary repairs to our machinery. The owners of steamers in those old days, principally Chinese and Arabs, were a very kindly class of people, and valued the services of those who acted well and fairly towards them. Sanction for all necessary repairs was given without much grumbling at expense ; but, all the same, they were keen business men, and were generally down from town day after day to inspect the work going on. I remember joining, as chief engineer, a small steamer called the *Vidar*, owned by a very rich and influential Arab named Syed Massim bin al Jaffree, and when the vessel was in dock I was surprised to meet him coming down the engine-room ladder. On enquiring what he wanted, he said he was going to have a look round the engine-room and see how the work was progressing, and then inside the boiler to supervise the boiler-boys who were scaling the salt off the furnace-tops and the plates of the combustion-chambers. When I impressed upon him the fact that it was either he or I who must be in complete charge, he went up on deck and gave the dock

officers a hot time of it, with the result that the workmen refused to be kicked about, and work was stopped until he left for town. On another occasion when in dock, the Government Engineer and myself were on our way to inspect the condition of the sea-cocks, propeller, and stern tubing, and Syed Massim joined us. As we were passing the stern of the steamer, the surveyor, noticing a small black mark on a plate, poked a hole through it, from which some bilge water ran from the fore-peak. At that Syed Massim was just jumping wild, and asked what right he had to do that, as it was the duty of the ship's surveyor, not his, and said to him, "No doubt you think yourself a clever man, but I can do a thing like that also," and getting a hammer, he drove three or four holes through the plating, which cost hundreds of dollars to renew; but he was quite pleased at his demonstration, and went away quite happy to his town office.

A MID-CENTURY DIARY

By Mrs. G. P. Owen

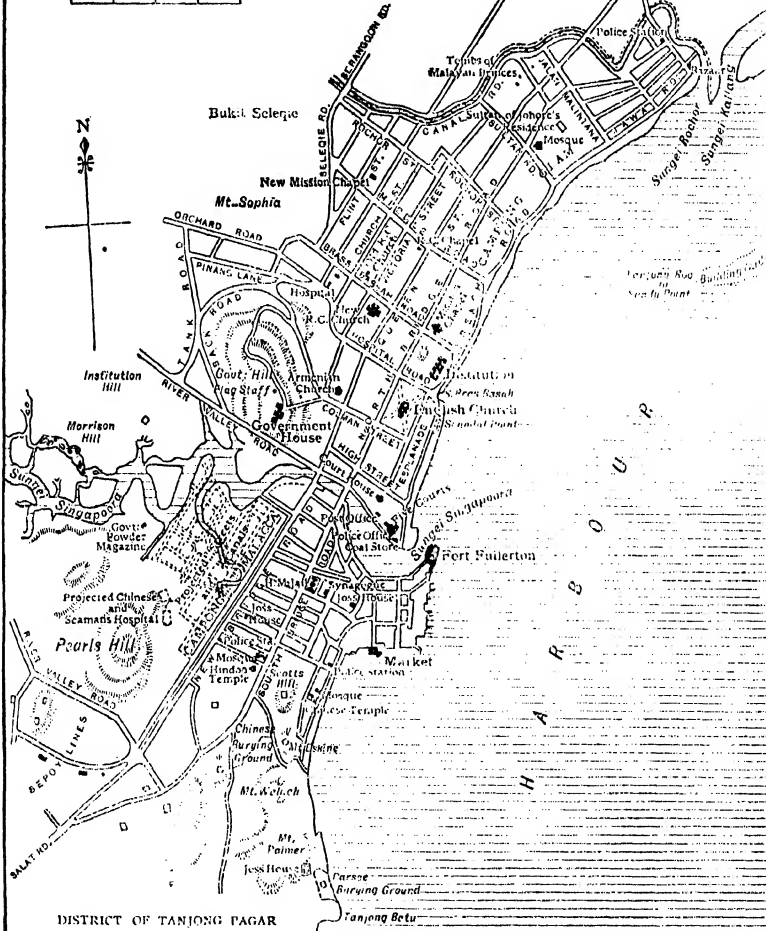
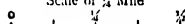
George Mildmay Dare was born at sea in 1840. He was brought to Singapore in his father's barque *Marsden* with his mother in 1841, landed at Singapore in August, and his brother, John Julius, was born on the 19th September, Captain George Julius Dare meanwhile continuing his voyage to China. On Christmas Day 1841 Mrs. Dare embarked on the ship *Viscount Melbourne* to join her husband in China. On the 1st January 1842 this unfortunate ship was wrecked on the Laconia Shoal, and the passengers and crew left her in five boats, Mrs. Dare and her two children being in the first long-boat with Captain McKenzie, twenty-three of the crew, and another passenger.

On the 9th they were attacked by Lanun pirates and made prisoners, but managed to cut the rope and escape in the night. After thirteen days at sea in this open boat they fetched Singapore, and Dr. Little

SINGAPORE

1846

Scale of $\frac{1}{4}$ Mile



DISTRICT OF TANJONG PAGAR

Emery Walker Ltd. 12

handed Mrs. Dare out of the boat, the little baby being apparently dead. However, Dr. Little was able to resuscitate him. George Mildmay was quite lively, having eaten all the bananas while hidden under the sail at the bottom of the boat! In 1845 the family went home, and the two boys were educated at Cheltenham, their father and mother continuing their voyages in the brig *John Bagshaw*, which belonged to Captain Dare.

George Mildmay's next appearance in Singapore was not so tragic. He left London in the barque *Royal Shepherdess*, Captain Napier, on the 9th October 1854, and arrived in Singapore on the 28th March 1855. The boy had grown so tremendously during his six months' voyage that the nice suit of clothes he had kept to land in and make a good impression on his parents was too small to get into, and he landed in a suit of sailcloth made by the sailors on board! Captain and Mrs. Dare were then living in a house at the corner of Beach and Bras Basah Roads, where the present Raffles Hotel stands. Beach Road was the principal residential quarter in those days, with houses standing well back from the road and gardens in front, and beyond the road was only the sandy beach. G. M. Dare was placed in Syme and Co.'s office, where he remained five years. He joined the Corps Dramatique on the 9th October 1857, and used to take women's parts under the name of Miss Brani. On the arrival of his brother Julius in 1859, he also became a member of the Corps, and acted under the name of Miss Julia Brani. G. M. Dare joined the Cricket Club in January 1858, and acted as secretary during that year, and he joined the S. V. Rifles as private in March the same year.

In 1856 he writes :

" The harbour is full of shipping at present ; vessels are coming in from all parts on account of the lowness of freights. In all the ports around we have several splendid clipper vessels and beautiful little schooners, all trying to get cargo. We have a very good band,

that of the 38th Regiment, which plays twice a week : on Saturdays on the Esplanade and on Wednesdays at the Sepoy Lines. I do not know how we should pass our time without it. There is a cricket club, but at present it is too hot to play [this was in July]. They are at last building the new church (St. Andrew's) and progressing favourably. The work is done by the convicts ; and later a bridge is to be built over the river from the Post Office to Campbell Stone (Cavenagh Bridge), which will be of great use, and save a great many people from getting duckings by the ferry-boats capsizing. I have been one of those unfortunate individuals, but only got my watch slightly damaged. There has been a murder committed by the Rajah of Bali. Captain Mactaggart, of the barque *Singapore*, took the *Polka* down to Bali, where he had a quarrel with one of the Rajah's men, whom he kicked over the side of the vessel, when some sort of poison was sent off, and two men died.

" There is a splendid oil painting of Singapore done by Mr. Percy Carpenter, an artist here, from Cursetjee's Hill (Mount Wallich), and exactly like the place, being very minute ; it is to be raffled for \$2,000, on the terms that the winner will allow of it being sent home to be engraved and copies sold.

" I had a tremendous spill the other day on the Esplanade, when riding home from office, owing to a brute of a pariah dog chasing the pony and getting under his feet and throwing him down. I was thrown, too, and dreadfully shaken and stunned. These pariahs are dreadful nuisances, and the convicts do not half carry out the law on the first three days of every month, which are set aside for killing dogs. Another danger to people riding or driving is the Chinese and Tamil processions which are constantly taking place.

" Imagine an immense procession of priests ' togged ' to the nines in silk tights and satin jackets, armed with huge fans, accompanied by innumerable coolies and others carrying gigantic banners of silk and large paper lanterns, the musical (?) part of the procession consisting of men hammering away at large gongs, whilst others nearly split themselves blowing an inconceivable variety of droning reed instruments and horns. At the

head of all this were six or eight Chinese in a state of semi-nudity, whose bodies were covered with dust and blood, dancing and leaping in the air like a troupe of maniacs, uttering such guttural and gibberish sounds, through their total inability to articulate, having long sharp knives driven through their cheeks, the points of which met in the roots of their tongues ; and some more infatuated than the rest had also knives stuck through the fleshy part of the throat, and were laid on a platform covered with sharp-pointed nails. Of course, through their constant jolting and movements running and leaping these wounds are kept open, and blood oozed from them over their bodies to such an extent that I can hardly conceive how they kept themselves from swooning, being exposed bareheaded and half-naked to the rays of a scorching sun and on dusty red roads ; however, I am perfectly certain they were maddened with ' samshu ' (an intoxicating liquor) served to them by the priests. Now fancy a poor fellow, after having just breakfasted heartily, coming into business, meeting one of these infernal affairs, and being doomed to wait and view the whole proceedings, jammed up by the side of the road and a yawning ditch, with two syces holding on like grim death to the heads of the ponies, to keep them from bolting, as the blackguards pound away at their gongs and let off heaps of crackers, perfectly heedless of anything but themselves and their desire to make an infernal noise to scare all evil spirits away !

" On the Queen's Birthday we went over to Blakan Mati to fish, in a rowing boat. There is very little to shoot on this island ; it used to be called in English ' Barren Isle ' ; but some of the islands are full of pigeon and wild pig, and I hope to go down as soon as I can get another gun, for I have sold the last bought on account of its being German, and likely to burst, as most of them do. Last Saturday I went for a trip with Mr. Boyd (an old friend of father's) along the west coast of the island. We turned up an unexplored river (Sungei Jurong), up which we went several miles. Not having a gun, I took a revolver borrowed from Boyd, who took his rifle and shot-gun. Had several shots at pigeon, but the birds were so wary and the jungle so thick

that we did not succeed in bagging any birds except some beautifully plumaged ones, and a species of web-footed snipe; monkeys and crocodiles were abundant, but the latter were so cunning that it was as much as one could do to get a glimpse of them; but had we gone over the side of the sampan, they would doubtless have made us aware of their presence. I hit three monkeys with pistol-shots, only one of which we got, the mud on both sides of the river being so deep. After hitting the last, Boyd determined to send his terrier after it, crocodiles or not, and the dog managed to reach the land, and after floundering through the mud, reached the monkey, when a desperate fight ensued, and we all got so excited from the yells emitted that two of the boatmen followed, and managed, by clinging to the mangrove, to reach the scene, but could not separate them. Boyd also made a spring from the boat, and went up to his waist in the mud, whence he was lifted out by our united efforts, being quite unable to extricate himself. After going up the river some distance further, we came upon a clearing in the jungle, made by Malays cutting firewood—quite a little kampong,—and we went on shore and got some fruit and coconuts. Suddenly they all bolted up into their houses, which were built on high posts, and they advised us to get away on account of the tigers beginning to move; as we saw their tracks all over the place, we did so in double quick time! A few months after I again visited this spot, and found quite a good-sized village (Kampong Bahru), and had a narrow escape of being nearer to a tiger than was pleasant. The village children, who had been bathing about a quarter of a mile from the houses, had seen a great many green pigeon feeding on a bush, so leaving my boatmen to their meal, I went with two of the Malay villagers to have a shot, and when we were within about ten yards of the bathing-place, we were startled by a crash through the jungle, and saw a large body bounding through the lallang (tall grass), at which I let fly with my gun, thinking it might have been a troop of monkeys, of which there were numbers about, and they were making a great noise. The men with me were very funky; but we went up to the spot, and found the fresh tracks of a tiger, as also the water much

disturbed. It was lucky for the children they had left earlier, or one of them might have been taken. The tigers have the audacity to come as close to the town as Mount Faber flagstaff; and at Bukit Chermin, where Boyd lives, they have been heard frequently between the hours of 7 to 9 p.m. Two tigresses and three tigers have been caught, and are now on view in town on payment of one cent."

It was in 1856 that the derelict *Pascha* (which was wrecked off Mount Formosa, Malacca Straits, in 1853) was brought into New Harbour by the schooner *Wizard*, which had been a long time trying to salvage the *Pascha*. The previous Captain, Lovi, most unfortunately dying of sunstroke at the moment of his success, Captain Marshall brought her in, and was getting the dollars out of the wreck.

Mr. Dare writes :

" I went on board soon after her arrival in New Harbour, and saw them taking out the treasure, which was in boxes that were so worm-eaten that they broke open on reaching the deck, and I saw quantities of dollars all sticking together in lumps from rust and damp mixed with gold dust."

In November 1856 he writes :

" The horse-races come on in April, and I believe I shall have to ride in them once or twice ! The training commences on the 1st January, at 6 a.m., and ends when the sun is well up. There are generally all the Europeans there, and those who like to try their horses, and those who are going to run, ride round if they choose. There is generally plenty of fun going on, and lots of coffee and tea and brandy and soda. There are two fine yachts being built here : one is the *Coquette*, a schooner 60 feet long, and the other is built in opposition to beat her, next boat-races in January. Both are splendid models, and we ought to have some grand racing. There are a number of gunboats coming out from England to suppress piracy in these seas, so the pirates will find their trade very precarious. The only man-of-war here

at present is H.M.S. *Spartan*, Captain Sir W. Hoste, some nice young officers on board, Bradshaw, Freemantle, Fitzroy, etc. H.M.S. *Amethyst* is shortly to relieve her. The new clipper schooner was launched on Saturday, the 12th December, and was named the *Claymore*; the other schooner, *Alma*, which belonged to father, was sold for a large sum, and is going to Siam. The *Sally* was bought in by the firm under Mr. Webster. At Christmas I am going to the coast of Johore after deer and wild-fowl; I have got a good many snipe this season, but they are still very shy and wild. By the way, while shooting on the jungly swamps beyond the racecourse and the Hindoo cremation grounds last Friday, I came across the remains of three dead bodies on an open plain amid the swamps, evidently belonging to a class of Hindoos who burn their dead, first covering the corpses with wood, to which they set fire. Two of the bodies were charred to cinders, but on the third the fire had apparently gone out, and there he was, only slightly grilled and smelling horribly. Wild pariah dogs had run away with one of his legs and part of his thigh, of which I found the bones some distance off, partly devoured. I think the police ought to put a stop to such infernal practices! The effect of this nasty sight was sufficient to give the Malay who accompanied me such a shock that he swore that he saw their three ghosts! and there was no more shooting that day."

"*January* 1857.—Our native population are in a very disturbed state, on account of the recently passed Conservancy and Police Acts. Late in the afternoon of the 31st ultimo, it was known to a few that the Chinese had resolved to close their shops, and on that day, it is said, monster meetings of the Chinese secret societies took place in the rural districts.

"New Year's Day being a holiday by universal consent, no notice was taken of the shops being closed. On the 2nd they were still all closed, and boatmen, syces, artificers, and coolies all ceased their ordinary occupations—it was a general strike, showing that not only all classes of natives were acting in concert, but that from their doing so simultaneously it must have been a pre-arranged movement. That intimidation was used there is no doubt; the ferry-boatmen were told by

some Chinese that if they persisted in ferrying Europeans across the river, the Chinese would put their eyes out at night. Shortly after 6 a.m. the markets were cleared, and by 9 o'clock the streets were crowded with Chinese idlers, who appeared anxious for some opportunity to commence a riot : indeed, just before eight, the Deputy Commissioner of Police and his peons were attacked in Market Street, and repulsed with a few scratches and bruises, and by 10 a.m. all the Europeans had arrived in town and found the strike universal. A public meeting was convened by the Sheriff, the Volunteer Rifle Corps mustered, the troops held in readiness in case of need. The Resident Councillor caused a proclamation to be issued, calling on the people to open their shops, and if they had any cause for complaint, to make it known to the Governor. On Saturday Governor Blundell called the heads of the principal Chinese merchants together, and arranged with them to have a translation made of the Act and circulated amongst the various members of the Chinese community, the former issued being so faulty as to convey quite an erroneous impression of the actual provisions of the law. This had a pacifying effect, and they all opened their shops and pursued their ordinary avocations. Matters are still far from settled ; seditious placards in Chinese are still posted about the streets, calling upon the Chinese to rebel against the Europeans and turn them out of the island, and have gone so far as to offer rewards for the heads of the Governor and some of the principal officers of the Court ! As may be imagined, no traces of the author of these can be discovered.

“ New Year's Day being a general holiday, the regatta took place as usual. There were pulling matches amongst the Malays in their sampans for a prize of \$12, sports on the Esplanade, racing and scrambling for cents, and all sorts of fun, as if there was nothing unusual on the *tapis*. In the regatta there were two divisions, one for decked boats, prize \$50, and one for open boats, prize \$25. The decked boats, which started when the gun fired at 10 a.m., were four in number, as follows : *Sally*, belonging to my father ; *Claymore*, to D. Roger, Esq. ; *Annie*, to the P.&O. Company ; *Phantom*, to J. Moyle, Esq.—all schooners. They sailed twice round the course.



BUGIS BOAT WITH LADDER MASTS.
Obsolete after 1898.



LARGE KOLEH ROUNDING FLAG BOAT, SINGAPORE REGATTA.
Showing living ballast from masthead ropes.

The *Phantom* took the lead, followed by *Claymore*, *Sally*, and *Annie*, till flag No. 1, when the *Sally* passed the others, and kept the lead till the last, coming in a winner by two miles, twenty minutes before the rest, having done fifteen miles in two hours and seven minutes. The open boats started as soon as the others had reached the first flag. I had the command of the *Swift*, which came in fourth. The starting-point was opposite Johnston's Pier, the boats being moored to a rope drawn from the steamer *Hooghly* to the gunboat *Singapore*. The 6th February, being the anniversary of the Settlement, will be a holiday, and another regatta will take place, in which the new boat *Coquette* will sail, as well as *Tare an' ages*, a cutter arrived from Lingin, the former being 50 tons and the latter 30 tons register. The Tumonggong of Johore has also given orders to D. Lyons, builder of all these new boats, to build one of 80 tons to beat all the rest ; so you see there is plenty of competition !

"Advices from Hongkong of the 4th brought the news that the small steamer *Thistle*, employed in carrying the mails between that place and Canton, had been cut off by pirates, carried into a creek and burnt, after all the Europeans on board had been brutally murdered. The Government have chartered the *Sir James Brooke* to take 250 sepoys up to Canton, and she is just passing the *Auckland*, whose cheers can be distinctly heard, though so far from shore. I hope she will give John Chinaman a severe lesson ; the brutes have been trying to set fire to Macao and burn it down. We are all anxious here, also, for the troops to arrive from India, for the Chinese are still far from settled, and we expect to have a fight on Chinese New Year's Day, when they are allowed to let off crackers and fireworks in the streets.

"February 1857.—Contrary to expectation, the Chinese holidays passed off safely, with the exception of the noise made by thousands of Chinamen, with half a cwt. of crackers each, letting them off simultaneously day and night for three days and nights ! There was a riot amongst the Klings (natives of the Malabar coast), who own about 300 of the cargo boats here, and live in the west wing of the town. It was caused by their

having processions, blocking up the roads after the hour permitted, and when requested to move by Constable Pennefather and his men, refused to do so, and when the police endeavoured to clear them by force, about 800 of these men attacked the police, who were forced to retreat to the station in that part of the town. The Klings stormed the station, trying to set fire to it and pull it down ; so the police opened fire, knocking eighteen men over in the first volley, of whom seven were killed on the spot and eight died subsequently ; the black devils thereupon ran away in all directions. Coroner's inquests have been held on the bodies, in which the jury gave a verdict that ' the police being endangered of their lives, had quite sufficient reason for doing so.' This affair has had a good effect on the natives, showing them that Europeans are not to be trifled with, and if the police had been allowed to do the same to the Chinese it would have been a great blessing, as they require some correction. The colours were duly presented to the Rifle Corps on the 14th February, when the troops were called out to do honour to the occasion.

" The Anniversary Regatta took place on the 6th. The first prize, a cup worth \$150, was won by the new schooner *Coquette*, beating the *Sally* by one minute ! We had to give all the others twenty minutes and more, so the *Annie* took second prize of \$50 and the *Tare an'ages* third prize of \$25. The *Coquette* had only one trial beforehand, so she promises fair to pass everything. The *Claymore* has proved quite a failure, coming in last, and although she had an immense spread of canvas on her, if the owner only chose to make her into a cutter, I doubt if she would be passed, as she is a beautiful little model, and must beat everything if properly rigged and sailed. I went out and followed them in an open boat, leg-of-mutton rigged, belonging to Captain Wood, of the *Africa*, which I have the loan of for two months, provided I keep a man to look after her ; so I have had plenty of cruises lately, and I was out in a heavy squall the other day, which caught me about five miles out. I set her square sail and boomed her sails out, and sent her before it, and she simply flew ! Several seas came right over her stern, as it blew so hard ; if I had come side on to the wind, even with the sails stowed, the force of the

wind on her mast would have sent her over. It seldom blows so hard in Singapore, and that day several large vessels drifted some distance, and Captain Wood, who saw me going, thought I was capsized; it was just seven minutes past five when I began to move, and I was in the river and round the point at twenty-four minutes past.

"The expedition to Siak made by Wilson, Schroeter, and Carnie has been defeated, and the Dutch have forbidden their doing anything, as it belongs to them. They lost the *Bulldog* cutter, she having capsized in a squall and sunk in thirty fathoms; five European sailors and two Malays were drowned, and all their clothes and letters were lost. Schroeter had just left her for the schooner *Edith*, which was in company, before the squall came on, so he had a narrow escape, as she capsized immediately after. Great fears have been lately entertained regarding the convicts, as a Sikh chief Ghurruk Singh, who was a State prisoner some time ago, has been tampering with them, and formed a plan of rising whilst all the Europeans were in church and massacring all. There are from 1,000 to 2,000 convicts of the same class as those now rebels in Bengal, and of which some eighty are Sikhs; so we are all on the look-out for a riot soon, and I am heartily glad I am the only one of our family here.

"*December 1857.*—Since last writing I have joined the Corps Dramatique, which consists of gentlemen amateurs: young men like myself in business. I came out as Lucy in the farce *John Dobbs* under the name of 'Miss Flora Macfungus,' which has since been changed at my request to 'Miss Brani,' the Malay for Dare. It was a difficult part, but they say I performed it to everyone's satisfaction, and made what they called 'a stunning girl'! I went in a crinoline made out of rattan, and even after the theatre was not known till I commenced kicking the syce's back on account of his not opening the door wide enough, which elicited a roar of laughter from the men in the portico of the theatre, who were all seeing four young ladies into their carriage. We all had a capital dance after the performance on the stage, in our theatrical costumes, and a good champagne supper afterwards, from which we got home at two in

the morning. There are a great many tigers about at present : a lady, Mrs. Bernard, when driving out with her husband to a grant of land which he had recently bought, was within a hundred yards of an immense brute only about two miles from town ; and though you may doubt it, I can assure you that on an average one or two men (usually Chinese picking gambier) are killed by tigers every day. This is a fact which will be corroborated by all the residents here."

In the Autumn Races, 1857, G. M. Dare won the " Ladies' Purse " on the pony Kildare. In 1858 he was Secretary of the Cricket Club. The young men used to meet there for games when not being drilled, which was five times a week, as all the young fellows belonged to the Volunteer Rifle Corps.

On the 15th June of that year a fine French screw-steamer, *St. Louis*, came in with a fire on board from self-combustion. They ran her on the beach at Tanjong Rhu and fired through her twice to sink her, but she burst into flames again. At 12 p.m. it had consumed the whole of the wooden part of the ship, the masts, while falling, presenting a beautiful appearance, and the tide having commenced ebbing, the fire soon finished its fell design, and all that remained of a once beautiful new iron screw-steamer was simply an iron shell.

During October 1858 there was visible every evening from dusk till 7 p.m. a very brilliant comet with a very long tail nearly due west. It had been seen at Hongkong and by vessels in the China Sea at different periods during the previous month, but only made its appearance over Singapore in October, getting more and more brilliant every evening, and attracting great attention.

G. M. Dare's next brother, John Julius Dare, arrived in Singapore on the 4th February 1859, in the *Ferozepore*, and went into the firm of G. J. Dare and Co.

The two brothers were living with Captain Mansfield in a new house built by Mr. Webster. G.M.D. looked after the house and grounds and cattle, and his young

brother, only seventeen, took charge of the bazaar account, and there were several other young men also in the house. They used to go to lots of picnics and dances, and the account of a cruise round the island in the *Sally* is amusing :

“ The rendezvous was at a Malay settlement, Kranji, where there was a Government bungalow in those days. Some drove across Bukit Timah Road in carriages, but we preferred to go round by sea, and got there after a very squally passage of eighteen hours. We found all the rest of the party there, comfortably ensconced in a fine large bungalow, having had breakfast, and most of them taking a quiet siesta. Julius and I soon followed their example, and took possession of a small room, where we had a wash and dressed, with a murderous look-out on the slaughter of some wretched chickens for our breakfast. We afterwards strolled into the jungle in the hopes of getting some pigeon, but were rather aghast at coming across the fresh tracks of a tiger, and, having no kind friends to write our obituary notice and no gun with us for big game, returned in double quick time to the bungalow. None of the others would move out of the house, being too lazy, and their chief enjoyment consisted in making and drinking ‘cocktails’ and sleeping ! Later we had some delightful swimming and diving in the Old Straits, though the Malays told us there were crocodiles there, but who nevertheless joined us, and ventured out much further than we did. We stopped there two days, returning in the *Sally* by the opposite route, eastward, where there was some nice scenery ; but the frequency and suddenness of the squalls soon disturbed our reveries, and all went below except myself, who, being chief mate, had to stand all the rain and look after the sails. You would be astonished how the sudden shifts of wind heeled the old *Sally* over, and the disasters that resulted amongst those who had taken refuge below. Poor Adenbrook (a clerk in Dare & Co.), who was picking out a clean shirt, had the jar containing the remains of our butter precipitated over his head and into his trunk of clean clothes ! Julius, who was comfortably rolled up in my mattress in the hopes of having a nap, had the

only bottle of lemon syrup we had on board fall on one of the guns by his side, and all my comfortable bed and clean sheets were saturated with the sticky mess. We were a whole day getting back, and fortunately procured some fine fish from a Chinaman on one of the islands, as our provender was well-nigh finished."

Mr. Dare left Syme and Co.'s in October 1859, and on the 3rd November he left for Bangkok to join Captain Orr, who was opening up a branch of Dare and Co. in Siam. This venture did not turn out well, and Captain Mansfield went up to Bangkok and bought Captain Orr out, and Mr. Dare returned to Singapore in September 1860, and took his brother Julius's place in the firm, the latter having gone back to the Cape to his mother and sisters. He noticed a lot of changes in the town; amongst others, a pretty little pavilion had been built in the centre of the Square for posting letters and vending stamps.

The fortifications on Canning Hill were nearly finished, and Government House was moved from there to Leonie Hill. The barracks out on the Serangoon Road for Europeans and Sikhs were near completion, but the troops had not yet arrived from India. On the 1st February 1861 a most remarkable occurrence took place. A water-spout landed close to the Dalhousie Monument, and whipped up earth, dust, stones, and branches off the trees. It then swept along the road past the Post Office to the pier, where it caught the sampans, took their kajangs off, and threw four right over. It then formed a column of water in the river, whirled across and caught a batch of tongkangs lying by the Chinese Quay, tore their kajangs and sails all to smithereens, and took the masts out of eight or ten. Then it went up through the Square and tore out the windows of a dozen godowns, and did a great deal of other damage.

St. Andrew's Cathedral was opened in October 1861, though the steeple was not finished till some time after. There was a good choir of young fellows and a harmonium.

The organ was on its way out, and cost £600 ; the organist from home was accompanying it at a salary of £150 per annum. The stained-glass windows were all in, and looked very fine, the centre one being dedicated to Sir Stamford Raffles, the founder of the Settlement.

There were a great many theatrical performances by amateurs given in 1861 to help to pay off the debt on the Town Hall, and Mr. Dare took the principal lady's parts in most of them. The Volunteer Rifle Corps was also in good form, being a hundred strong, including officers and rank and file.

In February 1862 there was a public ball inaugurating the Town Hall. In August the same year G. M. Dare joined the firm of G. H. Brown and Co., and his mother, two eldest and youngest sisters arrived from the Cape the same month (leaving two brothers and three sisters behind). They lived at Fern Cottage, on Mount Pleasant estate, off Thomson Road, which was then surrounded by thick jungle, with clearings here and there of gambier and pepper plantations. He writes :

“ The jungle round is full of wild animals ; pig, deer, tigers, and many snakes. Mamma encountered no less than three snakes one morning before breakfast, when going her rounds to the fowl-houses, and the mandor captured a python sixteen feet long, sneaking off with a fowl at the foot of our hill, not 200 yards from our cottage, which mamma, who has a particular horror of snakes, was shown coiled up in a fowl basket. There is a small stream at the foot of our hill, and we are constantly finding tiger tracks there. One evening, when I was fishing, I heard a rustle and a lapping sound, and just caught sight of Master Stripes in the lallang on the opposite side : my heart was in my mouth, as I dared not move for fear of attracting his attention ; but as soon as he made off, I bolted for dear life up the hill.”

Mr. and Mrs. G. H. Brown and family, and her brother, Mr. Arthur Knight, lived in the big house, Mount Pleasant, on the same hill, which belonged to Mr. Brown,

and still goes by the name of " Brown's Hill " Mr. Brown was very musical, and owned a fine organ and three pianos, one of which he most kindly lent to the Dares. On the 16th March 1863 J. J. Dare brought the rest of the family up from the Cape in the clipper-steamer *Clan Alpine*, of Jardine, Matheson's, Captain Bolton (who afterwards married the second Miss Dare [Louisa] on the 23rd February 1864).

On the 19th August 1863 there was a very big fire, which burnt all the Chinese shops between North Bridge and Circular Roads : fifty-seven were burnt out completely. It originated in a coconut oil shop, and the flames mounted 100 to 150 feet in the air, and ran along the roofs. It commenced at 3 p.m. and lasted till 7 p.m., when, numerous houses having been pulled down till a high brick wall was reached, it was stopped.

The eldest Miss Dare was married to William Ramsay Scott, manager of MacDonald and Co., which was afterwards carried on as W. R. Scott and Co., and they lived for many years at Abbotsford, which Mr. Scott had bought. He afterwards sold the whole of the Abbotsford estate to W. R. Leisk, of Hinnekindt and Co., for \$8,000. There was only the big house on the top of the hill, and the remaining 20 acres was a fruit plantation, mostly mangosteens and durians. Mr. and Mrs. G. M. Dare and her mother (Mrs. Earnshaw) rented Abbotsford from 1886 to 1896, and Mrs. G. M. Dare laid the foundations of both Ashtiel (in 1886) and Waverley (in 1887), and named them when finished.

In April 1864 there was a dreadful accident on the Tumonggong's steam yacht *Johore*. The water was allowed to get too low in the boilers, and on letting in the cold water they immediately exploded, scalding from twenty-five to thirty persons. A great many died, including poor Bain, the engineer of the docks, and several Europeans. The rest were chiefly Malays. Abdul Rahman, brother of the Tumonggong of Johore, had a most miraculous escape. He was standing looking

down into the engine room, when he heard an unusual noise under his feet, and had the presence of mind to run to the side and jump overboard, thus saving his life. The steamer was a complete wreck.

Singapore first had gas in 1864, when on the 24th May the Governor opened the valve for the first supply, and the gasworks were illuminated. There were quite a lot of tigers about again at this time; a man was carried off close to Dunearn, and Joe Purvis (brother of John Purvis) saw the tracks of a tiger having passed along the ground and over the bridge at the bottom of Dunearn Hill, and gone along the Bukit Timah Road, so that people were shy of walking home at night! Joe Purvis and T. S. Thomson were on the look-out for him.

In October Mr. Dare left for Foochow, from which place he went to Japan; and did not return to reside in Singapore till 1884, where he continued to live till his death in December 1907.

CHAPTER XXII

SINGAPORE'S FUTURE

*By Alexander W. Still, F.J.I., Editor of the
"Straits Times."*

THE PAST has been reviewed and the PRESENT has been described. Those on whom the task has fallen have done it well. They have had facts to deal with, but I, who am not shaped for the sober solidity of historian's work, must peer into the FUTURE, and write for generations yet unborn, of things that will be facts to them, but which to me are mere shadows seen as through a glass darkly. The mantle of a prophet fits not easily upon me. True, I escape the critics of to-day. They cannot point at me the finger of scorn, saying with sad severity, "Behold how this man blunders!" But the historians of Singapore's bi-centenary may drag me from the decent obscurity which is my due and hold me up to the ridicule of those who, being born later, will know how pale and imperfect has been the vision that comes to me as I strain my eyes to pierce the obscurity of unopened years.

No man knew Singapore better than Sir Frank Swettenham, and no one more clearly realized its possibilities. Shortly before his departure, in the Autumn of 1903, he said in the course of a public speech :

" You have in Singapore a city of 200,000 inhabitants, which will one day be a million, and a port reckoned by the tonnage of its shipping as the seventh largest in the world. That is something to begin with. Then you have a magnificent natural harbour on which nothing has yet been spent, but which, if it were pro-

ted by works, would afford 1,300 acres of sheltered anchorage. You have wharves and docks which have already fame beyond these shores, and are capable of vast improvement. You have the making of a great naval base, which we believe is already almost impregnable. Behind you, you have one of the richest countries, well watered and wooded, with no earthquakes or volcanoes, floods or famines, or serious epidemics. Something has already been done to develop some portion of this country. Railways have been made, some mines have been opened, and planting has been done, and in the course of less than thirty years the revenue has grown from \$5,500,000 to over \$20,000,000, and the trade has grown from little or nothing at all to a hundred millions of dollars. Then in the Colony you will have next year a revenue half as large again as this year, and united with that of the Federated Malay States, it will be far larger than that of any other Crown Colony."

That was little more than fifteen years ago, and we are moving towards the million inhabitants more swiftly than house-builders can keep pace with the demands upon their enterprise and skill. Singapore must progress. It lies on the ocean's main highway from East to West, and its hinterland is the whole of Asia, for it is the southmost point of that continent. Since Sir Frank Swettenham spoke, its docks have been made second to none, and they are capable of indefinite extension. Shipbuilding, though in its infancy, has gone far enough to show that it is possible to gather here a skilled labour force capable of building ocean liners, if circumstances favour development in that direction. Singapore harbour is the calmest in the world, and could give safe anchorage to more ships than are ever likely to be in one place at one time. But he who would forecast the FUTURE must not wholly ignore those who say that sea-going ships, and harbours to shelter them, are already half consigned to the scrap-heap of human progress, and that the FUTURE is with ships which will wing the air in swift and graceful flight. It may be so, but I

have thought in me that our successors, though they conquer other elements, will never scorn the sea, but will develop shipping on lines that do most fully assure the FUTURE greatness and prosperity of Singapore. All modern shipping enterprise has favoured entrepôt trade. When the Great War began in 1914, twenty- to forty-thousand-ton ships were becoming almost commonplace, and their economic value was acknowledged. For such ships the entrepôt principle is essential. They cannot go from one little place to another picking up cargo. They are the aristocrats of the sea, and must be served by smaller craft, and just because no place anywhere is a better entrepôt than Singapore, its shipping FUTURE is secure. Even as a point of vantage in aerial navigation its merits have been recognised.

Is Singapore destined to become a great naval base? Tell me how the League of Nations will flourish; how China will break the fetters of Manchuism; how Japan will profit by great lessons from the West, and I will answer that question. Suffice it to say that, almost instantly on the outbreak of the Great War in 1914, the headquarters of the China Naval Station were moved to Singapore, and that, outside the British Isles, no naval command was more vitally important than that which had its shore quarters at Fort Canning. To say more would be to raise questions which it is no part of the business of a Singapore historian, nor even of a Singapore prophet, to discuss.

Singapore is an island, and there be some who say, "What God has put asunder let no man rejoin." To such it may be a consolation to know that the junction contemplated will be incomplete. A great causeway between the island of Singapore and the mainland of the Peninsula is projected, but the ends of that causeway will be linked together by a bridge—at any rate, for a time. It seems to me that this concession to sentiment—if, indeed, it be a concession to that and not to the unplumbed depths of submarine slime—

is likely to be temporary. Singapore is at present the terminus of a wavering, somewhat unstable single line of rails, which stretches far away into Siam, links vaguely with Burma, thence turns westward towards India, and has a few loose ends pointing suggestively due north to the vast and almost untapped centre of the Chinese Empire. Through my glass darkly I see a time when these loose ends will be linked with new railways which give life and hope to China, and I see the present wavering, unstable single line of rails, first doubled, then trebled, then quadrupled as it passes down the Malay Peninsula, over a broad highway that has been made as solid as the rocks. And when it reaches this island, I see the railway spread fan-wise, and I count scores of lines which lead to Singapore's harbour and docks. I see the whole vast service electrified, and as the shades of evening are falling, I step into a luxurious saloon at the great passenger station where used to be Fort Canning, and I dine at mine ease, and smoke my fragrant weed, and before midnight I take my nightcap at a palatial hotel in Kuala Lumpur, and go to bed in peace, and my nightmare is the recollection of a journey done in the flesh seventy years before when Singapore was celebrating its Centenary, in the year of grace 1919, and an extra inch of rain had washed out the track, and I had fumed and steamed through weary, weary hours somewhere in Johore waiting for dusky sons of the Tida-apa East to mend the broken track; and when I awoke, I did not sigh for the "good old days"—I was content with the FUTURE.

Casting a thought backward in search of prophetic inspiration, one is half disposed to conclude that the rulers of Singapore have revealed their genius more by abstinence than by action—in other words, that their success has been due to their fidelity to the principle of *laissez faire*. Here was open space, freedom to trade, welcome to men of any colour from any nation big or little, and, for all, justice and security in greater measure than had previously been known in the East.

Does the PAST, then, give us the best guide for the FUTURE? Only in a limited degree. Space is no longer open, because every yard of ground has become valuable. Life is no longer simple, because the crowding of many peoples towards this world-mart has made it complex. Errors of the PAST menace the health of the population. Strong guiding hands are needed in order that the city may fulfil its destiny and be worthy of its founder. A time is coming, not slowly but swiftly, when the whole island of Singapore will be one great town. Plantations will disappear, streets and houses will multiply, population will rise beyond the million long before another century has run its course. The old Singapore has foul blots—human warrens reeking with filth and saturated with the germs of disease. Because development in the FUTURE is to be rapid, the need for planning town expansion wisely is imperative. *Laissez faire* would mean more warrens, laying up for posterity worse problems than the present generation has to face. So the Governors of Singapore, imperial and municipal, should be men of large vision and bold enterprise—not potterers whose sole desire is to pass through the period of their responsibility with a minimum of friction and to leave office crowned with the halo of peaceful infertility.

There be some in whom the right spirit moves strongly, and though the PRESENT may disregard them, the FUTURE will honour their memory, and profit, perhaps, by their labours. I refer to what is known as the Housing Commission,¹ but which was more. Appointed in 1917, its report published in 1918 was the most comprehensive survey ever made of Singapore's PRESENT and FUTURE needs. The critic may not have been far wrong who said that its gravest fault was the greatness of its merit. It was the offering of strong meat to those whose capacity does not reach beyond the digestion

¹ The members of this Commission were: Mr. W. George Maxwell, C.M.G., President; Mr. Roland St. J. Braddell; Mr. James R. Lornie; Dr. G. A. Finlayson; Mr. J. A. Elias; and Mr. Lee Choon Guan.

of pap; but what it said should be done went not one whit beyond what all who look earnestly to the FUTURE, and recognise the obligations of the PRESENT, admit is necessary. If I could see a real will to plan boldly and spend freely, I would not wriggle as I write about the FUTURE—I would be all but sure of it. Shall we say, then, what should be done?

As I have said, the whole island of Singapore is destined to become urban, and because its geographical location is tropical, the planning of its streets, the provision of its open spaces, the design, arrangement, and distribution of its houses, shops, godowns and factories are matters more vitally important than they would be in a temperate zone. Great main arteries, broad and handsome, should be formed, not mere patchings up of existing roads, but lined so that the cleansing and refreshing breezes that rise on the sea may sweep along them unrestrained, sweetening and purifying as they go. Cross roads should be wide also, and dotted here and there at frequent intervals; wherever the ground is favourable, there should be public gardens, with trees and shrubs and flowers to give restful shade and to kindle in the minds of the people an appreciation of Nature's beauties. Factories should be grouped near the harbour area and railway terminus. Warehouses will naturally spring up in the same vicinity, offices and shops should be in the area close behind. There should be a clear and definite reservations law for the residential areas. The European quarter should be for Europeans, the Chinese quarter for Chinese, the Japanese quarter for Japanese, the Indian quarter for Indians. We are a cosmopolitan community, and our great object must be to live together in perfect harmony, respecting each other's customs and prejudices, not thrusting each upon the other, but frankly acknowledging that one man's meat may be another man's poison, and that what pleases one may distress another. But it must be remembered always that *salus populi est suprema lex*.

No section of the community can claim a right to live like pigs merely because it is content to do so. The dark, airless, filthy hovel may be a centre whence disease will spread itself near and far, and the right of the individual is limited by the rights and interests of the whole community. Half the present Singapore should be demolished, and it can be done only by the building of many houses on principles consistent with the strictest laws of sanitation. That will be costly, but in the long run it will be the greatest of all economies, and the surest of all ways to promote health, prosperity, and content. We must dare to spend boldly if we would reap the interest of a sound investment for the public welfare.

Will it be done? One wonders, and without the answer one cannot tell the FUTURE. What is most probable is a prolonged but futile effort to patch up the rags of PAST error; and so heavy will be the penalty in disease and death that at last the public conscience will be fully roused, and some man, bolder and wiser than his predecessor, will say "Be thorough" and will lay the foundations upon which true progress can be made.

There is one thing more that Singapore must have, and will have, and it is a higher standard of education. The conditions that exist are deplorable, and if they are not mended, no increase in the mere bulk of business done, or in the number of the population, will make Singapore worthy to be called great. Chinese education of the higher grades has never taken a firm hold here, because the language of government is English and the language of commerce is Chinoised Malay. We have exchanged our rich supplies of natural products for the manufactures of western nations, and have never aimed at self-sufficiency. A great, prosperous, and progressive community cannot be content with educational conditions as they exist. Even if we continue to be no more than sellers of raw materials and buyers of finished articles, the intellectual stagnation which such conditions produce

would be fatal to the *moral* of the population. The tendency to deterioration in the third and fourth generation of permanent settlers has been remarked, and it is not entirely climatic. It is largely the consequence of material prosperity unexalted by mental progression. Intellectual development, through higher education, is a physical necessity. It is imperative, therefore, that we should recognise the PRESENT as parent of the FUTURE, and that we should begin without delay the great work of building up an educational system which will enable men born in Singapore to become scholarly, without going east or west in search of knowledge, since here there will be available the highest and the best. When the foundation-stones of a Centenary University are laid, some of us may have passed behind the veil, but those who remain will know that we have done one great duty at least for posterity.

“ East is East and West is West, and never the twain shall meet.” Often there is truth in a phrase, but sometimes also there is a lie. East and West have met in Singapore, and though the process of mental amalgamation is slow, I have seen, even in the brief period of my own experience—a mere tenth of the years during which this Settlement has existed—some striking evidences of gravitation towards a common level. The revolution in China and the great war in Europe have forced all men’s minds to dwell upon the broad principles of democratic freedom and popular government. In these ten years I have seen the Asiatic population come fifty years closer to the state which would make it possible to give Malaya a system of representative self-government. It would be rash, perhaps, to say that we are already ripe for that great change ; but the time is not far distant when we shall be ready, and I do fervently hope that, guided by the great instinct which is surer than cold reason, the Imperial Government will offer us the rights of freemen before they are clamoured for in anger or in discontent. We have here a land richly dowered by Heaven, in a situation that half the world envies, with a

population more complex than any other place possesses, under an empire greater and more diverse than has ever been known before. We have a hundred years of splendid prosperity behind us, a FUTURE which is glowing with hope, wealth enough to realise our most ambitious dreams, brains enough to mingle prudence in just proportion with enterprise. I look beyond some obstacles that bestrew our path and I see this fair city of Singapore, fairer and nobler and greater than it has ever been, pointed to as an example of how far East and West may harmonise, and sending out men of learning and of power to help others on the road to equal success and content. Such is my vision of the FUTURE. Each must do his part towards its realisation. To those who come after will belong the privilege of improving upon our work; but no truer words were ever spoken than those which say that the PRESENT is the parent of the FUTURE. If the vision splendid of a glorified Singapore is to materialise, we must be up and doing. We must look beyond our own imperative necessities to the needs of our successors.

Philosophers in all ages have debated on the life of man, and have affirmed or denied a belief that he is immortal. Well, there is one form of immortality in progeny and there is another in work. What a man is means much, but what a man does means more. There be some who stuff themselves with knowledge till they are deeply wise and then lie back content. There be others who feel that it were better to be a shallow fool, counting nothing in the scheme of things, than to be learned and wise and yet passive. He that hath talents is a traitor to his kind if he use them not. As a community we rise on stepping-stones of our dead selves to higher things. Each generation makes its own record. If we are feeble, the step we leave behind is no thicker than a tissue; if we are strong and earnest it is deep and broad, and there is room on it for an honourable record of our deeds. May it be the aspiration of our own time to lay foundations that will be a mighty

incentive to others. The FUTURE is hidden from our eyes. We dream of it, but it is the great unknown. Changes there may be transcending our most daring flights of fancy, and paling the glow of our most lurid search-lights. But if we are faithful to the light we have, we shall not be false to any light that is to come—we shall have done our best ; and when we lay our offering on the knees of the gods, we may be sure that they will cherish it with generous appreciation of our service.

CHAPTER XXIII

THE CENTENARY DAY AND ITS CELEBRATION

By Dr. Gilbert E. Brooke

THE foregoing History of Singapore during the first hundred years of its existence may be concluded with a brief record of the Centenary celebrations and their prolegomena.

In March 1918, the Government appointed a Committee to report their views as to a scheme to commemorate the forthcoming Centenary of Singapore. During May and July four sessions were held, at the conclusion of which the following report was unanimously adopted and forwarded to Government, under date the 1st August 1918 :

“ We, the Committee appointed to consider and report upon a scheme to celebrate the Centenary of Singapore, have the honour to submit the following report :

“ 1. In our opinion there should be some permanent institution erected by public subscription, supplemented by Government aid, as a memorial of the Centenary.

“ 2. In response to a request made by us in the public press, the following suggestions were received, and carefully considered by us :

- “ (i) An art gallery.
- “ (ii) A pavilion pier by the Esplanade.
- “ (iii) A free hospital.
- “ (iv) A marine biological station.
- “ (v) A park or open space for games.
- “ (vi) An entomological research bureau.
- “ (vii) Reconstitution of the medical school.
- “ (viii) A secondary college.
- “ (ix) A university.

“ 3. We are unanimously of opinion that the most suitable memorial is a scheme which will provide for the advancement of the education of the Colony with a view to laying securely the foundations upon which a university may in course of time be established. There appear to be three steps. Firstly, the establishment of technical and higher grade schools ; secondly, when the technical and higher grade schools have been successfully established, the provision of science and arts university colleges ; and thirdly, in the fullness of time, a university—residential, teaching, and examining—with power to confer degrees in sciences and arts.

“ 4. It appears to us to be undesirable that we should do more than outline in the above manner the educational scheme that we recommend. The details will have to be filled in by a committee of educationists. In support of our view that an educational scheme is the best means of commemorating the Centenary of the foundation of this Settlement, we would recall some words of Sir Stamford Raffles in a minute which he wrote on the establishment of the Malay College :

“ ‘ Education must keep pace with commerce in order that its benefits may be ensured and its evils avoided ; and in our connection with these countries it shall be our care that while with one hand we carry to their shores the capital of our merchants, the other shall be stretched forth to offer them the means of intellectual improvement.’

“ And, further, we would refer to a resolution passed in Singapore on the 1st January 1836, by a meeting of subscribers to some monument intended to be erected to the memory of Sir Thomas Stamford Raffles :

“ ‘ That it is the opinion of this meeting they will best perpetuate the remembrance of the eminent services rendered to this Settlement and the commercial world generally by this distinguished individual by endeavouring to complete the institution founded by him for the purposes of education.’

“ 5. Apart from the permanent memorial, we consider that the actual day of the Centenary (Thursday, the 6th February 1919) should be marked in a befitting manner.

It should be a public holiday in the Settlement. The poor should be fed free on that day and the two following days. There might be sports and a regatta—possibly the New Year sports might be postponed to that date. A pageant by school-children of the landing of Raffles might well be organised.

“ Processions of schools might be encouraged ; and possibly a review of troops held. On the other hand, processions of the nationalities who have found a home in Singapore should be discouraged, as tending to ostentatious and extravagant expenditure. If, as may be hoped, the end of war will then be in sight, the general festivities will naturally be on a larger scale than would be befitting at the present day. The manner of the celebration of the day had better be left to a committee specially appointed for that purpose.

“ 6. We further recommend :

“ (i) That a set of postage stamps, with special centenary designs, be issued, and that the estimated profit from the issue be credited to the Centenary Fund.

“ (ii) That the elephant in front of the Town Hall be moved to the grass plot of the Supreme Court or other suitable site ; and that the existing expanse of road area and grass plot in front of the Town Hall be rearranged, with a view to utilising the artistic potentialities of the site and providing an adequate setting for the statue of Raffles — which should be moved from its present unsuitable position.

“ (iii) That a marble tablet, in commemoration of the Centenary, be placed on the plinth of the statue—at present without an inscription. The tablet might be unveiled on the Centenary Day.

“ 7. There should be an appeal for public subscriptions on a large scale. The success of the scheme will depend so very much upon the interest and enthusiasm that is evoked by the appeal, that its conduct should be left in the hands of a ‘ subscription committee.’ ”

As a sequel to this report, the Government appointed a Committee under the Chairmanship of the Director

of Education—the Honourable H. W. Firmstone, M.L.C.—to consider the development of higher education, which they favoured as being the best means by which the Centenary should be permanently celebrated.

A further Committee, under the Chairmanship of Mr. W. Peel, Municipal President, with Mr. J. Greig, of the Chartered Bank, as Treasurer, was appointed to draw up a programme for the 6th February 1919. The arrangements determined on comprised three outstanding features: the removal of the statue of Sir Stamford Raffles from the Padang, where it had been unveiled by Sir Frederick Weld on the 27th June 1887, to a site in front of the Town Hall; sea sports during the morning; and a great festival at the racecourse for the school children of Singapore during the afternoon and evening.

The work of removing the fine statue by Mr. T. Woolner, R.A., was entrusted to Mr. W. Campbell Oman, F.R.I.B.A., the Municipal Architect, who designed an effective setting, of which the motif is a colonnade and raised parterre in Italian Renaissance style, the tiled parterre being ornamented with a marble-lined fountain pool surrounded by semicircular seats and flower-vases. The work, which is a valuable addition to the architecture of Singapore, was carried out in ferro-concrete in the remarkable space of less than seven weeks. The removal of the weighty bronze with its massive granite pedestal was accomplished without a hitch. Careful search failed to reveal any buried relics at its original site; but a bottle containing copies of local newspapers and *Gazette*, with various coins and paper money, was buried a foot or two to the north of the new foundation. On the dado of the pedestal was a bronze shield of Raffles's arms. Below this, a new tablet was affixed to await an unveiling ceremony by the Governor. This tablet (which was carried out by Mr. F. M. Luscombe, of Ribeiro and Co., and cast by the United Engineers Ltd.) bears the following inscription:

1819—1919

THIS TABLET TO THE MEMORY OF

SIR STAMFORD RAFFLES

TO WHOSE FORESIGHT AND GENIUS SINGAPORE
OWES ITS EXISTENCE AND PROSPERITY
WAS UNVEILED ON FEBRUARY 6TH 1919
THE 100TH ANNIVERSARY
OF THE FOUNDATION OF THE SETTLEMENT.

A further small tablet was erected on the posterior panel of the dado, reading :

THIS STATUE ERECTED ON
THE ESPLANADE IN THE YEAR 1887
WAS REMOVED TO ITS PRESENT
SITE IN THE YEAR 1919.

In its new position the statue faces Anderson Bridge and the sea ; but the head is turned to the right, and by a strange hap of chance the musing eyes are directed towards the river, not far from the spot where the landing is supposed to have first taken place.

Meanwhile preparations at the racecourse proceeded apace, and a regular town sprang into being, as if by magic, consisting of innumerable pavilions and side-shows for the delectation of both children and adults.

At last the eventful anniversary arrived. The weather, which for several weeks previously had been squally and rather unsettled, proved more than kind, and throughout a long and historical day the sun showed an almost unclouded face.

From before seven o'clock people began to arrive, and the two stands erected for the public filled rapidly. The balconies of the Theatre and Memorial Hall had been utilised for sight-seeing purposes, and this wide distribution of accommodation helped very largely in maintaining the comfort with which the proceedings were conducted. Various points of vantage in the

Government Buildings were also occupied, and altogether there was a very large gathering of sightseers.

Shortly after seven o'clock in the morning the guard of honour from the Manchester Regiment arrived, and fell in for inspection behind the Hall. The naval guard of honour, from H.M.S. *Suffolk*, commanded by Lieutenant-Commander Hervey, R.N., and headed by their naval band, marched into the enclosed space, and took up a position on the right. Almost immediately thereafter the guard of honour of the Manchester Regiment, under command of Captain McKelvey, marched through the archway and took up a position on the left. This guard included a large proportion of men who had seen active service in the War.

A number of representative persons gathered round the statue, amongst whom were: His Excellency Vice-Admiral Sir Frederick Tudor Tudor, K.C.B., Commanding China Station; His Excellency Major-General Dudley Ridout, C.B., C.M.G., General Officer Commanding the Troops, S.S.; the Hon. Mr. W. G. Maxwell, C.M.G.; the Hon. Mr. F. S. James, C.M.G.; Sir Edward Brockman, K.C.M.G., Chief Secretary, F.M.S.; the Chief Justice, Sir John Bucknill, K.C.; and other members of the Bench; Tunku Ibrahim of Johore, Dato Mohamed and Dato Ismail, representing the Johore Government; Major Daud and Hadji Mohamed Said, representing His Highness the Sultan of Johore; the Hon. Colonel Sir Arthur Adams, K.B.E., commanding Penang Volunteers; Colonel G. A. Derrick, C.B.E., commanding Singapore Volunteers; Colonel Fox, commanding M.S.V.R.; the Naval and Military Staffs; the whole of the Consular body; members of the Executive and Legislative Councils; Municipal Commissioners; Heads of Government Departments; the Venerable Archdeacon Swindell; Mr. E. R. Kock, Doyen of the Bar; Miss Buckle, representing Raffles Girls' School; Mr. C. M. Phillips, representing Raffles Institution; Mr. C. S. Lechner, the acting Netherlands Consul; and many others.

A few minutes before the arrival of His Excellency, some drops of rain fell from a passing cloud ; and, in the brilliant sunshine, this produced a superb rainbow, which was seen by those in the stands opposite to encircle the statue and the great crowd assembled to do honour to the memory of Raffles. This happy augury for the future of the Colony is in the nature of a strange coincidence, for exactly 100 years previously Sir Stamford thought it worth recording on first landing on the island of Singapore that a beautiful rainbow was visible in the skies.

Promptly at 7.30 a.m. His Excellency arrived with Lady Evelyn Young and Mrs. Peel, and after the guards had smartly given the salute and the National Anthem had been played by the naval band, His Excellency inspected the guards and thereafter proceeded to a position in front of the statue, accompanied by Mr. Peel.

The latter then made a few remarks, in which he referred to the removal of the statue and to its new setting. He concluded by asking His Excellency to accept a gold Centenary medal, and to unveil the new tablet on the pedestal.

His Excellency, in reply, said :

“ Your Excellencies, Ladies and Gentlemen, I thank you, Mr. Peel, and the members of the Centenary Committee, for giving me the honour and privilege of unveiling this tablet to the memory of Sir Stamford Raffles, who, 100 years ago, with wonderful foresight, founded this Settlement, then a mangrove swamp, with some 150 inhabitants, and I thank the Committee for this grateful memento which you have presented to me. It seems incredible that anyone who was removed from school at the early age of 14 and appointed as an extra clerk in the East India Company should stand out as one of the most marvellous men the British Empire has produced. It must be remembered that in those days a man had great advantages if he belonged to a family of social importance : Sir Stamford, although of good origin, had not that advantage ; his success

was entirely due to his own personal exertions and the exceptional gifts with which he was endowed. His work was not appreciated at the time ; he had many enemies even in high places ; he had much to contend with, and it was most fortunate for the Empire that he founded Singapore, this child of his, without obtaining the views of his superiors. A week after the founding of Singapore Raffles wrote that he had accomplished the fact, and the authorities were obliged to acquiesce in adding Singapore to the Empire. His child has grown, as he prophesied, a free port, the emporium and pride of the East, and may the words he used when he left the Colony on the 23rd June 1823 never be forgotten.

“ I must quote his words—they cannot be quoted too often :

“ ‘ That Singapore will long and always remain a free port, and that no taxes on trade or industry will be established to check its future rise and prosperity, I can have no doubt.’

“ In 1822 Sir Stamford stated that the total tonnage arrived in 2½ years since the founding of Singapore was 161,000 tons, and the estimated imports and exports £2,000,000. The tonnage that now enters this port yearly is over six million, and the value of imports and exports in 1917 was 119 millions sterling. These figures show how Sir Stamford's child has grown, and they emphasise the extraordinary foresight of this truly great man.

“ It is pitiful how little those who have not been out here know of one of England's greatest men, or of Singapore. He seems to be known by many at home merely as one who had something to do with the founding of the Zoological Society, and Singapore is known as a hot place with a fair amount of shipping. I remember, when in 1910 I was in Scotland on leave, words to this effect being said to me. I stated that Sir Stamford Raffles was the founder of the Zoological Society, England, and its first President. I gave my views with regard to him. I further remarked that the tonnage of shipping that entered Singapore was double that which entered Glasgow, Leith, Aberdeen, and Dundee taken together.

“ I confess that I had a liking for the old site where this statue was unveiled thirty-two years ago : it was, I thought, in a commanding and dignified position. I have no doubt, however, that the Committee are right in having had Sir Stamford's statue moved to this site ; they consider that he will in this place be brought more prominently to the notice of the public, and a change which will bring about a wider knowledge of one of the greatest of the sons of Great Britain is a change well conceived.

“ I am indeed sorry that my friend His Highness the Sultan of Johore is unable to be present to-day. I received a telegram from him yesterday expressing his regret that, owing to an attack of fever, he was prevented from attending, and he wished ‘ every success to the day's celebration.’ It was his ancestor who signed the treaty with Sir Stamford, a treaty which the British Government has never regretted, and I am sure that His Highness will say that he has never regretted it, and that under British protection his State has progressed and prospered with Singapore.

“ Your Excellencies, Ladies and Gentlemen, the older the world becomes, the greater will be the place assigned in history to Sir Stamford Raffles. Appreciating the honour which has devolved on me, I now unveil this tablet to his memory.”

The green and golden silk curtains having been drawn aside, the presentation of six addresses followed. These were handsomely printed on silk, in most cases enclosed in silver caskets, and were presented by the following representatives of the various bodies concerned :

Singapore Chamber of Commerce, the Hon. Mr. C. W. Darbishire and Mr. F. L. Tomlin ; Chinese Chamber of Commerce, Mr. Seet Teong Wah and Mr. Tan Siang Cheng ; Straits Chinese British Association, Mr. Koh San Hin and Mr. Tan Kheam Hock ; Mohammedan Advisory Board, Haji Mohamed Eusope and another ; Chinese Community of Penang, Mr. Lim Eu To ; United Malaya Council, Colonel the Hon. Sir A. R. Adams and the Hon. Mr. R. C. M. Kindersley.

As an example of the addresses presented, the following is the text of the address from the Singapore Chamber of Commerce and the reply thereto :

“MAY IT PLEASE YOUR EXCELLENCY,

“We, the members of the Singapore Chamber of Commerce, as representing the mercantile interests of the Port of Singapore, crave leave to tender to Your Excellency our respectful congratulations on the occasion of the celebration of the one hundredth anniversary of the founding of the Settlement.

“We rejoice that it has fallen to the lot of Your Excellency to be the holder, and the longest holder, of the important office of Governor of the Straits Settlements on this great day.

“The illustrious man whose memory we are honouring, in addressing the merchants of Singapore on the eve of his final departure from the Colony, uttered the following words :

“ ‘It has happily been consistent with the policy of Great Britain, and accordant with the principles of the East India Company, that Singapore should be established a free port ; and that no sinister, no sordid view, no consideration either of political importance or pecuniary advantage, should interfere with the broad and liberal principles on which the British interests have been established.

“ ‘That Singapore will long and always remain a free port, and that no taxes on trade or industry will be established to check its future rise and prosperity, I can have no doubt.’

“The wondrous growth of the trade of the Port during the first century of its existence is in a very large measure due to the fact that the wise and far-seeing policy embarked upon in its early days had always been adhered to in full integrity by those responsible for the Government of the Colony.

“The whole civilised world is now faced with the most momentous problems. We realise that the great nations now gathered together in solemn conclave in Europe have almost insuperable difficulties to over-

come in their endeavour to improve the conditions of life and to advance the prosperity of their peoples.

"We trust that their deliberations may have far-reaching and beneficent results, and that, simultaneously with the dawn of a new era, Singapore may enter upon her second century assured of the blessings which must inevitably flow from a bold and enlightened policy, based on liberty and justice, the two guiding principles of British rule.

"On behalf of the Singapore Chamber of Commerce.

"C. W. Darbishire, Chairman ; F. L. Tomlin, Vice-Chairman ; A. Agnew, R. J. Addie, W. F. Nutt, John Greig, J. C. Peter, John Robertson, W. Lowther Kemp, W. G. Hennings, Committee ; Gatley and Bateman, Secretaries.

"6th February, 1919."

In reply His Excellency said :

"It is, as the Singapore Chamber of Commerce states, a day for congratulation—a day to honour the great Administrator, Sir Stamford Raffles, who prevented the Settlement of Malacca from being abandoned by us, and who by his great genius and foresight founded Singapore. The words which he used when he left the Colony on the 23rd June 1823, and which are quoted in your address, cannot be quoted too often. They must always be kept in remembrance, and this Chamber of Commerce, established nineteen years after the founding of Singapore, has been steadfast in watching and ensuring for eighty-one years that the policy laid down by Sir Stamford shall be adhered to. This dreadful war has ended, as all Britishers were confident it would, by the unconditional surrender of Germany, and I am sure that Singapore will enter upon her second century assured of the blessings which must be the outcome of a victorious peace. I thank you warmly for your address, and for the beautiful casket in which it is contained."

At the conclusion of the acceptance of addresses telegrams of congratulation were read from the Governor-General of the Netherlands East Indies, from the Governor of the East Coast of Sumatra, from the

Sultan of Perak, from the Singapore Community in Selangor, and from Penang. Wreaths were then laid at the foot of the statue from the Legislative Council, the Civil Service, the Consular Corps, the Municipal Commissioners, Raffles Institution, Raffles Girls' School, the Chamber of Commerce, the Straits Settlements Association, the Bar Committee, the Straits Chinese British Association, the Chinese Chamber of Commerce, the Chinese Advisory Board, the Sikh Advisory Board, the Hindu Association, the Singapore Family Benefit Society, the Cingalese Community, the Poh Leung Kok Committee, the Convent School, Sri Guru Singh, the Tamil Community, and Mr. Manasseh Meyer.

This act of reverence to the memory of a great man completed the public ceremonial, and, as His Excellency turned to leave, he paid a happy homage to the founder of the Colony by saluting his statue before quitting the place of honour. Thereafter the band played the National Anthem, and His Excellency and party left for the Cathedral, where a short service of thanksgiving was conducted with a full choir. The Venerable Archdeacon Swindell and the Revs. Dexter Allen, B. N. Miles, and R. Richards officiated, and a large number of naval and military officers, heads of departments, and representatives of civil life attended. The service opened with prayer, after which the hymn "All people that on earth do dwell" was sung, and followed by the Psalm "God be merciful unto us and bless us." The Rev. Dexter Allen read the special lesson from Ecclesiasticus xliv. 1-15—the famous reading now so well known. After this a special collect of thanksgiving was said, in which thanks were rendered for all the mercies vouchsafed to the Colony, and particularly for the labours of Thomas Stamford Raffles in its foundation. The service closed with the hymn "Now thank we all our God," the Blessing, and the singing of the National Anthem.

During the forenoon a peal of rejoicing was rung from the Cathedral bells, whilst all day the ships in

port and various buildings in town flew flags and banners in honour of the happy occasion.

The sea sports commenced soon after the unveiling ceremony, and the usual New Year programme of sailing and rowing races was successfully carried out in the presence of great numbers of a brightly arrayed populace, who viewed the scene from Johnston's Pier and Fullerton Road. Glorious sunshine and a freshening breeze added zest to the occasion, and heightened the interest in the racing. Subscribers and their friends were accommodated on s.s. *Kinta*, kindly lent for the occasion by the Straits Steamship Company, from which an excellent view could be obtained of the racing and the highly bedecked harbour.

Following the usual custom of New Year's Day, the misogynistic portals of the Singapore Club opened to welcome the fair sex to the hospitality of the tiffin-table.

But perhaps the event of the day which was looked forward to with most interest by the general public was the procession of children of the various schools in Singapore, which converged towards the Racecourse shortly before 4 p.m.

The Johore band led the way, followed by four Raffles boys bearing aloft the green, white, and black standard of Raffles Institution. Next in succession came St. Joseph's Institution, with its green and white banner heading the long line of boys, flanked by the Brothers and carrying numerous flags. Then followed the Anglo-Chinese School (blue and gold); St. Andrew's, with its beautiful banner of blue and white, held proudly in the van; the Victoria Bridge School; St. Anthony's Boys' School; the Outram Road School; the A.C.F.S., Adventist, and Pearl's Hill Schools. Then, as the last four of the almost unending line had passed to their places, the Volunteer band ushered in a long procession of girls, who made a pretty sight, dressed in white, and carrying a brave array of banners and flags. The pride of place was accorded to Raffles Girls' School, who were

followed by the Convent girls, with the Sisters on either side, and bearing banners of exceptionally well-executed design.

Among the schools which passed one after the other were St. Anthony's Convent, with banners of brown and pink; the Methodist Girls' Schools, with pink and green; the Fairfield School, with blue and gold; and the Singapore Chinese Girls' School, with pink and mauve.

The colour heightened as the various Malay schools came into view with banners, a statue of Sir Stamford Raffles, and flags innumerable; while the Chinese schools, with wonderfully conceived banners and shields, contributed to the kaleidoscopic effects of the triumphal progress.

Divorced for the day from its usual purpose, the Racecourse presented such a scene as probably it had never done before. All the afternoon and evening there moved around and across it a multitude of people, roughly estimated at 75,000. To the native the many sheds proved the attraction. To the European there was perhaps as much of interest in the crowd itself. The dresses formed a web of colour that was finely attractive in itself, and not the less so because they were constantly changing. It would have greatly cheered the founder of Singapore could he have seen how, a hundred years after he landed, members of nearly all races and all creeds were assembled to do him honour.

There were several very attractive shows, including native dancing and Malay ronggeng. In most of the sheds ronggengs were given, and mention should be made of those erected by the clubs of the Malaya Football Association, twenty-four in number. The Moslem community had a fine Durbar; and the Malay Marine Club had a miniature H.M.S. *Monmouth*, manned by smart-looking Malays in uniform. Smoke from the funnels and an occasional shot from one of her guns added to the attractiveness of the novelty. Nor was

war by land forgotten. The Mohammedan Starlight Club had erected a very business-like fort, with men on guard keeping a sharp look-out. Boriak dances in the shed erected by the Singapore Pranakan Club were greatly appreciated. The Arab community had two pavilions near the Golf Club, where refreshments were pressed upon all comers. Each left, too, with a souvenir of the occasion.

All the afternoon a continuous stream of people passed through the various attap-sheds. Refreshments were provided free, and the poorer classes were well looked after. There were also innumerable side-shows, which included swings, "Aunt Sally," joy-wheel, etc. The roof of the joy-wheel shed collapsed, but fortunately no one was injured. A specially erected shed was allotted to the St. John's Ambulance Brigade, where twenty-six men and two ladies were on duty; but fortunately there were no casualties. The boy scouts were also in attendance.

And so the day waned. The schools remustered and tramped away. The heat of the day gave place to the cool breeze of a tropic starlight night.

About 9 p.m. the Racecourse took on a new lease of life, when a display of fireworks for a couple of hours once more attracted a vast concourse of people—thus happily described by an onlooker :

"The scene at night when the fireworks were set off was memorably picturesque. From the Club stand it was soft and glowing, any little hint of garishness being toned by distance. It was festival at its best, without undue noise or the more ebullient manifestations of joy, but with a quiet sense of happiness over all. The chief feeling left in the mind by a walk round the thronged sheds was that the various native communities had splendidly realised the importance of the day, and had risen to it finely. Were it for nothing more than the fact that hospitality was generously dispensed to all and sundry the occasion would be a memorable one. But there was more than that : there was behind all the celebration the pleasing thought that the native

communities had risen, not less than the European, to a conception of what the day meant to Singapore."

Perhaps it was with relief, however, that many tired little mortals—aye, and grown-ups, too—heard the strains of the National Anthem played by the Johore band at about 11 p.m.

Thus closed the birthday of Singapore, long to be remembered, we hope, by the 8,000 or 9,000 school children who took a joyous part in celebrating the occasion.

The first century of its history, now ended, has been a long romance, and Singapore stands on the threshold of an unknown future pregnant with potential prosperity.

We can but hope that the dreams and efforts of the past will prove to be an inspiration and stimulus to those who, during the coming centuries, will shape the destinies of the land which lay so near the heart of its great founder—

SIR THOMAS STAMFORD RAFFLES.

FINIS

CHRONOLOGY

- 1819
 Jan. 28 Raffles landed at Singapore.
 Feb. 6 Treaty signed ; British flag hoisted.
 Mar. Opium and spirit farms opened. Police force started.
 1821 Police force of twenty, under Mr. F. J. Barnard,
 supported by the merchants.
- 1822
 Oct. 28 Committee formed to draw up new plans for the town
 Botanical Gardens, established at back of Fort
 Canning.
 Nov. Government House built on Fort Canning.
 School opened for boys and girls near corner of Bras
 Basah Road and New Bridge Road by Rev. G. H.
 Thompson.
 First bridge across the river (joining North and South
 Bridge Roads).
 First record of number of craft entering the harbour :
 139 square-rigged vessels, 1,434 native craft.
- 1823
 Jan. European burial-ground moved to slopes of Fort
 Canning.
 Feb. Twelve magistrates appointed.
 Mar. 11 Colonel Farquhar stabbed by Syed Yassin.
 April 1 Raffles called a meeting to found Singapore Institution.
 15 First meeting of the Trustees of Singapore Institution.
 May Colonel Farquhar deposed. John Crawford appointed
 Resident. Singapore placed under Bengal. Gaming
 licences stopped. Barracks of native soldiers
 removed to Sepoy lines.
 June 9 Raffles left Singapore.
- 1824
 Jan. The *Singapore Chronicle* newspaper established.
 First census taken, population 10,683 (including
 seventy-four Europeans).
 Feb. 6 First official dinner.
 Aug. 2 Final treaty with Malay chiefs, in which they re-
 nounced all right and title to Singapore.

- 1826
 Aug. 14 Robert Fullerton appointed Governor.
- 1827
 Mar. 6 Court of Judicature opened for Prince of Wales Island, Singapore, and Malacca.
 April 17 First steamship, the Dutch *Van der Capellan*, called at Singapore.
- 1828
 June First Criminal Sessions in Singapore.
- 1829
 Mar. Lord William Bentinck, the Governor-General of India, visited Singapore.
 Oct. Billiard Club founded.
- 1830
 Feb. Serious fire in Circular Road ; business suspended for a week.
 May 25 Singapore, Penang, and Malacca put under Bengal.
 June 29 Court of Judicature closed. Business seriously inconvenienced.
 First public entertainment—a violin recital.
- 1831
 June Band of the 29th Madras Native Infantry allowed to play once a week on the plain (the Esplanade).
- 1832
 Oct. 18 Roman Catholics given a piece of land in Bras Basah Road (now occupied by the Brothers' School) for purposes of religious instruction.
 Dec. Seat of government transferred from Penang to Singapore.
 In consequence of the Government inaction, Singapore Chinese equipped four boats to deal with the pirates.
- 1833
 Mr. Coleman, Superintendent of Public Works : North and South Bridge Roads constructed.
 April 25 The new Recorder, Sir Benjamin Malkin, arrived.
 Oct. Earthquake shock in Singapore.
 Dec. 7 Mr. Murchison sworn in as Governor of the Settlements.
- 1834
 Jan. 1 First regatta held.
 Aug. 1 An elementary school opened at the foot of Fort Canning (nearly opposite the end of High Street).
- 1835
 April 23 A memorial sent to the Governor-General and to the King in Council on the subject of piracy.
 Oct. The *Singapore Free Press and Mercantile Adviser* first issued.

- 1835
 Nov. 9 Foundation-stone of St. Andrew's Church laid.
 30 St. Andrew's Day first celebrated by a dinner and by
 a ball the day after.
- 1836
 A fives court built.
- Mar. 26 Armenian Church in Hill Street consecrated.
- Aug. 31 Soda water made locally first advertised.
- 1837
 Feb. 8 Chamber of Commerce established.
- Dec. Singapore Institution (now Raffles Institution) first
 used as a school.
- 1839
 May The first vessel built in Singapore launched.
- 1840
 Oct. 30 H.C.S. *Nemesis* arrived, the first steamer via the Cape.
- Dec. 1 A branch of the Union Bank of Calcutta opened, the
 first bank in Singapore.
- 1841
 Government survey of boundary claims.
- 1843
 Feb. 23, 25 First race meeting and race ball.
- Mar. A road completed to the top of Bukit Timah.
- June 18 Foundation-stone of the Church of the Good Shepherd
 laid.
- Mar. 4 Girls' school opened in Raffles Institution.
- 1844
 July 25 Foundation-stone of Tan Tock Seng's Pauper Hospital
 laid at Pearl's Hill.
- 1845
 First Masonic Lodge opened. Bukit Timah Road
 extended to Kranji. The Esplanade enclosed with
 posts and chains.
- July 15 The *Straits Times*, a weekly morning paper, first
 appeared.
- Aug. 4 First P. and O. mail arrived.
- 1846
 Dec. 18 Labuan ceded to the British. First Directory, com-
 piled by R. C. Woods, published.
- 1847
 Feb. 6 Foundation-stone of a new gaol laid.
- 1850
 Feb. 17 Visit of the Marquis of Dalhousie, Governor-General.
- May 24 Foundation-stone of Horsburgh Lighthouse laid.
- 1851
 April Sailors' Home started.

- 1851
 Sept. 1 Prince of Wales Island, Malacca, and Singapore placed directly under the Supreme Government of India.
- Dec. 14 Foundation-stone laid of the Church of St. Joseph.
- 1852
 May 1 Brothers' School opened.
- Aug. 18 A beginning of the present convent buildings made with the corner house of Bras Basah Road and Victoria Street.
- 1854
 May 5-17 Serious riots amongst the Chinese.
- 24 Foundation-stone of Raffles Lighthouse laid.
- July 8 Volunteer Rifle Corps started.
- 1856
 Mar. 4 Foundation-stone of St. Andrew's Church (present cathedral) laid by the Bishop of Calcutta.
- 1857
 Feb. 14 Volunteer Rifle Corps presented with colours.
 Tan Tock Seng's Hospital transferred to Balestier Plain.
- 1859
 May Fort Canning built.
- Nov. 24 Telegraphic communication established between Singapore and Batavia.
- 1862
 Jan. 25 Consecration of St. Andrew's Church.
- Sept. Library removed from the Raffles Institution to the Town Hall.
- 1863
 Jan. 1 Stamp Act brought into force.
- 1864
 May 24 Gas lamps first used in the streets.
- 1865
 Feb. Coleman's Bridge finished.
- 1867
 April 1 Straits Settlements transferred to the Crown.
- 1871
 Jan. 1 All debtors in gaol discharged under new Debtors Ordinance.
- 5 Penang-Madras cable opened. Netherlands India S.N. Co. to Batavia established.
- Feb. 11 First meeting of the Singapore Railway Co., Ltd.
- Mar. Serious Ghee Hin-Hock Hin riots at Bukit Timah: seventy-eight volunteers stationed at Fort Fullerton.
- 10 Kampong Glam Masonic Hall consecrated.
- 16 King of Siam visited Singapore.
- June 10 Singapore and Hongkong united by telegraph cable.

1871

- July 4 Selangor Forts destroyed by H.M.S. *Rinaldo*.
 Oct.
 21-26 Serious riots, Singapore.
 Dec. 12 Concert in aid of Chicago fire sufferers, Town Hall, Singapore.

1872

- Jan. First challenge for shooting match Shanghai v. Singapore.
 Feb. 28 Public meeting concerning the New Harbour Railway.
 Mar. 1 Symbols first used on flag-staffs.
 May 18 First issue of 5, 10, and 20-cent pieces.
 June 25 Bronze elephant erected in front of Town Hall to commemorate first visit of King of Siam to Singapore.
 Aug. 6 *Malacca Weekly News* established.
 28 H.I.H. the Grand Duke Alexis Alexandrovitch visited Singapore.
 Oct. 29 Chinese riots, Singapore.
 Nov. 6 Messrs. Joshua Brothers failed. Run on Chartered Mercantile Bank, Singapore.
 Dec. 28 Singapore declared under the Peace Preservation Ordinance.

1873

- Jan. 1 Import and Export Departments amalgamated.
 8 Militia Bill introduced.
 Feb. 4 Penang protests against abolition of office of Lieutenant-Governor.
 Mar. 29 Clyde Terrace Market corner-stone laid with Masonic honours.
 April 30 Service of plate presented to Hon. T. Scott, M.L.C., by Tanjong Pagar Dock shareholders.
 May 5 First professional dramatic company visits Singapore.
 June 11 Demolition of Fort Fullerton begun.
 July
 17-31 Cholera epidemic in Singapore.
 Aug. 19 Slight shock of earthquake.
 Sept. 29 Three Unofficial Members of the Legislative Council resigned on "The Abolition of Grand Jury question."
 Nov. 18 Eastern and Australian line of mail steamers inaugurated.
 Dec. 1 Cattle murrain, Singapore.

1874

The sovereign, \$4.80; freight to London 55s. tin, 31½; Raffles School fee, 15 cents a month.

1874

- Jan. 20 Treaty (determining powers of British Resident, Perak, etc. etc.) signed at Pangkor.
 Feb. 3 Local postage reduced to 2 cents for half ounce.
 Mar. 11 E. & A.L.N. Co.'s steamer *Sunfoo* wrecked near Hongkong.
 May 15 Light on North Sands first exhibited.
 Aug. 1 Post Office removed to Fort Fullerton.
 Oct. 10 Slight shocks of earthquake felt in Tanglin district.
 Dec. 18 Botanical Gardens opened to the public.

1875

- Jan. 13 Mr. J. G. Davidson appointed Resident, Selangor.
 Feb. 13 Mutiny, Criminal Prison ; Mr. D. H. Dent, Superintendent, mortally wounded.
 24 E. & A. mail steamer *Gothenburg* wrecked ; 103 lives lost.
 April 1 Overland parcel post came into operation.
 May 25 Stone beacon, Sultan Shoal, destroyed by lightning.
 June 19 Nine convicts (gaol mutineers) executed, old Sepoy lines.
 Sept. 5 Hack gharry strike.
 Nov. 2 Mr. J. W. W. Birch assassinated at Passir Salak, Perak.
 Nov. 7 Captain Innes, R.E., killed in action in Perak.

1876

- Feb. 8 Signalman's bungalow, Mount Faber, destroyed by fire.
 Mar. 11 Government schooner *Horsburgh* launched and christened by Miss Jervois.
 27 S.P.C.A. formed with Mr. D. F. A. Hervey as Hon. Secretary.
 28 Dato Sagor, of Perak, lodged in Singapore Civil Prison.
 31 Maharaja of Johore appointed G.C.M.G.
 May 10 Mr. Whampoa publicly invested C.M.G.
 Aug. 8 Cheang Hong Lim presented \$3,000 for planting the green now bearing his name.
 Sept. 25 Singapore Amateur Dramatic Corps revived and performed *Helping Hands*.
 Oct. 4 New steam sawmills opened at Sandy Point.
 17 Fire at Messrs. Powell and Co.'s godown ; damage \$30,000.
 Nov. 28 Peace treaty signed with the Chiefs of Negri Sembilan.

1877

- Feb. 3 Singapore Mutual Improvement Society established.
 Mar. 29 Sultan Abdullah of Perak deposed.
 April 1 Straits Settlements admitted into Postal Union.
 Cholera epidemic in Singapore.

1877

- April 7 Penang-Rangoon cable completed.
- 18 Great fire, Tanjong Pagar Dock.
- May 5 Fire, Messrs. Jamie and Co.'s storerooms and Emmer-
son's Tiffin-rooms.
- 15 Foundation-stone of St. Andrew's Mission House laid.
- June 20 Sultan Allie of Johore died at Umbye, Malacca.
- July 19 The Perak chiefs deported to Mahé, Seychelles.
- Aug. 1 Foundation-stone laid, Presbyterian Church.
- Oct. 5 H. A. K. Whampoa, C.M.G., M.L.C., gazetted Chinese
Consul for Singapore.
- Nov. 4 Straits Branch Royal Asiatic Society formed.
- Dec. 5 Singapore branch of Hongkong and Shanghai Bank
opened.

1878

- April 8 Singapore Volunteer Corps reorganisation commenced.
- May 24 Collision between P. & O. steamer *Khedive* and Dutch
mail steamer *Voorwarts*.
- 26 Mr. C. H. Lloyd, Superintendent of Dindings, murdered.
- Nov. 16 Prussian Order of the Crown presented to the Maha-
raja of Johore.

1879

- Jan. 30 Singapore new gaol foundation-stone laid by Sir
W. C. F. Robinson.
- Feb. 14 Debating Society formed.
- Mar. 1 Government schooner *Horsburgh* wrecked on the
Cyrene shoal.
- April 4 General Grant entertained at Government House.
- 14 Foundation-stone of Masonic Hall, Coleman Street, laid.
- 18 Captain E. M. Shaw, Lieutenant-Governor of Malacca,
died.
- May 1 Graving Dock, Tanjong Pagar, opened.
- July 4 H.R.H. the Duke of Genoa visited Singapore.
- Sept. 29 Singapore Club, Chamber of Commerce and Exchange
building opened.
- Oct. 24 New light on flag-staff, Fort Canning, lit.
- Nov. 14 S.S. *Braemar Castle* caught fire at Tanjong Pagar.
- Dec. 2 First St. Andrew's Ball at Singapore Club.
- 27 Masonic Hall, Singapore, consecrated.

1880

- Feb. 1 Packet service via Southampton ceased.
- 16 Jinrikishas imported from Shanghai.
- April Outbreak of beri-beri in the Criminal Gaol.
- 20 One hundred attap-houses destroyed by fire near New
Harbour Dock.

1880

- April 27 Public banquet to W. H. Read, Esq.
 31 Remains of H. A. K. Whampoa, C.M.G., M.L.C.,
 shipped to China.
- June 15 Council protested against payment of the whole of
 Perak War expenses.
 18 Prince Heinrich of Germany visited Singapore.
- Sept. 14 Cape St. James's light opened for semaphoric service.
- Oct. Proposed 1881 census caused a scare among the natives.
 27 Signora Carlotta Patti at Singapore.
- Nov. 15 Singapore Steam Laundry opened.
- Dec. 1 Mr. G. M. Barclay, of Trafalgar Estate, killed by a fall
 from Town Hall verandah.
 Presentation of Perak War medal, Town Hall.
 21 Messrs. McAlister and Co.'s store destroyed by fire.
 22 First execution of a female in Singapore since it
 came under British rule.

1881

- Jan. 16 General strike of hack gharry syces.
- Mar. 2 Singapore Fire Brigade organised.
 28 Malay *Vocabulary*, by Mr. F. A. Swettenham (now Sir
 Frank Swettenham), published.
- April 3 English troops withdrawn from Malacca.
- May Singapore and Penang Chambers of Commerce advise
 discontinuance of mail subsidy to B.I.S.N. Co.
 6 H.M. King David Kelakaua paid a visit to Singapore.
- June 1 Telephone Exchange opened.
 10 Petition submitted to H.E. the Governor, concerning
 Indian immigration into Native States.
- July 1 Postage between Singapore and Penang reduced to
 4 cents per ounce.
- Aug. 19 Presentation to Captain W. Joyce, s.s. *Phya Pekhet*,
 by Government officers and others.
 26 Charter for North Borneo Co. passed.
- Sept. 12 Masonic banquet to W. H. Read, Esq., on his return
 to Singapore.
 13 Chinese village of Seletar destroyed by a thunder-
 storm.
- Oct. 31 Yacht Club formed.
- Nov. 4 Formosa lightship reached Singapore.
 17 Royal Humane Society's medal presented to Mr. E. A.
 Watson for saving and attempting to save life in
 Johore Straits.
 Perak War medal to W. A. Pickering.
- Dec. 6 First exhibition of Sketching Club.
 29 Mr. John Cameron, proprietor and editor of *Straits
 Times*, died.

1882

- Jan. 10 Prince Albert Victor and Prince George of Wales at Singapore.
 25 Volunteers' Martini-Henry Rifle Club formed.
 Feb. 6 First regatta of Singapore Yacht Club.
 12 Hon. W. Willans, Colonial Treasurer, retired.
 25 Lord Harris, Lord Zouche, and Mr. Tufnell gave an exhibition of cricket on the Esplanade.
 Mar. 2 Engineers' Association Rooms opened, High Street.
 6 Official inspection of new Criminal Prison and Hospital, Sepoy lines.
 8 Singapore Sketching Club exhibition under new title of Singapore Art Club.
 April 5 Purse presented to Mr. C. Stringer in appreciation of services as Honorary Secretary, Singapore Cricket Club.
 13 Prisoners removed to new gaol.
 May 9 Failure of Messrs. Maclaine, Fraser and Co.
 19 Tan Kim Seng Memorial Fountain unveiled.
 20 Sailors' Rest, Tanjong Pagar Road, opened.
 June 1 Dangerous Societies Suppression Ordinance came into force.
 Sept. 5 Chinese riot, Kampong Glam.
 16 Old Post Office demolition commenced.
 Oct. 22 Combat with an escaped python at Raffles Museum.
 Nov. 20 Masonic dramatic performance, Town Hall.
 Dec. 13 First examination for Government Industrial Scholarships.

1883

- Jan. 1 Malay collection for Fisheries Exhibition on view in Singapore.
 9 Great fire, McAlister's, Battery Road.
 27 Civil Service and Bar dinner to the Hon. Thos. Braddell, C.M.G., on his leaving the Colony.
 Mar. 16 Prospectus of Straits Insurance Company, Limited, issued.
 April 4 One hundred native houses destroyed by fire, Kampong Kapor.
 Penang petitioned that the title of its chief executive officer be restored to Lieutenant-Governor.
 May 29 Roman Catholic Church dedicated, Johore.
 June 1 Telephonic communication opened between Singapore and Johore.
 July 27 Fatal explosion, Mount Wallich.
 Aug. 26, 27 Volcanic eruptions at Krakatoa.

1883

- Aug. 30 Government s.s. *Sea Belle* left London.
 Sept. 24 \$7,500 remitted to Batavia for relief of sufferers from
 Krakatoa volcanic eruptions.
 Nov. 8 *Nisero* wrecked on Sumatra coast.
 Dec. 8 Singapore (Steam) Tramway Co.'s prospectus issued.
 11 Ball to H.H. the Maharaja of Johore, Town Hall.
 13 Exhibition of Dennys-Cuff system of electric lighting.
 22 Mr. Robert Jamie, of dispensary fame, left Singapore.
 27 Panther killed in Carrington House.

1884

- Jan. 1 Tanjong Katong Hotel opened.
 Mar. 1 Widows' and Orphans' Government Pension Fund
 established.
 18 Public dinner to H.E. Sir F. Weld.
 29 Sayle and Co., Ltd., prospectus issued.
 April 26 Thirty-nine houses demolished by fire, Kampong Kapor.
 May 1 Issue of 2-cent post-cards and newspaper rate reduced
 to 2 cents.
 5 Oriental Bank Corporation suspended payment.
 Piracy outside New Harbour.
 Aug. 2 Five Malay pirates executed.
 Sept. 14 Survivors of *Nisero* crew arrived at Penang.
 Oct. 1 New Oriental Bank opened.
 Nov. 10 Ladies' Lawn Tennis Club opened.
 19 First general meeting of Tanjong Pagar Land Co.
 Dec. 15 First issue of local post-cards.
 21 Garrison Church opened.

1885

- Jan. 8 Singapore Insurance Company established.
 Feb. 16 Serious riots, Trafalgar Estate.
 April 5 New bungalow at Seletar finished.
 7 First rails of steam tramways laid.
 10 Straits Branch Imperial Federation League established.
 June 6 Water first turned into 24-in. main by H.E. the
 Acting Governor.
 Children's Home opened, Sophia Road.
 19 Singapore Amateur Dramatic and Musical Society
 made its debut at the Town Hall in *Freezing a
 Mother-in-law* and *Lend me Five Shillings*.
 Oct. 1 Parcel post between Straits Settlements and United
 Kingdom introduced.
 Hon. J. F. Dickson, C.M.G., arrived from Colombo
 and assumed duties of Colonial Secretary.
 Nov. 10 Banquet to H.E. Cecil Clementi Smith, C.M.G.,
 Acting Governor, previous to his departure to Ceylon.

1885

- Dec. 11 New agreement signed between H.M. the Queen and the Maharaja of Johore.

1886

- Jan. 2 Keppel (New Harbour) Road opened.
 Feb. 7 Cocos-Keeling Islands transferred to Government of Straits Settlements.
 Feb. 13 H.H. the Maharaja proclaimed Sultan of the State and Territory of Johore.
 Mar. 2 Horse sales discontinued in Raffles Square.
 May 3 Steam tramways, Singapore, commenced running.
 22 First athletic sports of Raffles Institution.
 June 29 Pulo Pisang Lighthouse completed.
 July 1-3 First athletic sports of Singapore Recreation Club.
 10 Coleman Bridge opened to traffic.
 22 Ord Bridge opened by H.E. Sir F. Weld.
 Banquet to Major McCallum, R.E. (afterwards H.E. Colonel Sir H. E. McCallum, R.E., G.C.M.G.).
 Aug. 1 Foundation-stone laid of the Church of Our Lady of Lourdes, Ophir Road.
 The *Oder*, first vessel of the N.D.L. mail steamers, arrived at Singapore *en route* for China.
 10-14 Penang Centenary celebrated.
 Nov. 13 Changi bungalow burnt down.

1887

- Feb. 28 First cylinder of Read Bridge laid by Mr. W. H. Read, C.M.G.
 Mar. 31 S.S. *Bentan* lost.
 June 27-28 Queen Victoria's Jubilee celebrations, Singapore.
 27 Statue of Sir Stamford Raffles unveiled.
 July 2 Chinese Recreation Club opened.
 16 First issue of *Singapore Free Press* as a daily.
 21 H.E. Governor Sir F. Weld visited Sultan of Pahang.
 Aug. 3 Foundation-stone of Chinese Church, Bukit Timah, laid.
 22 New flashing light at Horsburgh Lighthouse used.
 30 Municipal limits of Singapore town defined.
 Oct. 31 Raffles Library and Museum opened by Sir F. Weld.
 Nov. 6 A Bugis ran amok in Jalan Sultan, killing three and wounding five.
 10 Chinese flotilla visited Singapore.
 Dec. 15 Singapore Photographic Society instituted.
 18 Singapore Rifle Volunteers disbanded.

1888

- Jan. 1 Repeal of C.D.O. came into force.

1888

- Jan. 9 Sir Andrew Clarke visited Singapore as Inspector-General of Fortifications.
 11 *Straits Eurasian Advocate* first issued.
 Feb. 17 Prince Henry of Bourbon visited Singapore.
 22-23 Verandah riots.
 22 S.V.A. Corps embodied by proclamation.
 Mar. 8 Daring gang robbery at Tanjong Katong.
 April 20 Cholera epidemic in gaol.
 May 22 Collision of s.s. *Arratoon Apcar* and s.s. *Hebe*, Straits of Malacca.
 June *Straits Law Journal and Reports* started.
 July 2 Masonic Club inaugurated.
 14 Fire at Collyer Quay.
 31 Fall of Messrs. Austin and Co.'s godown, Kampong Malacca ; two persons killed.
 Aug. 16 7-in. drill gun placed at Fort Fullerton.
 Sept. 6 Singapore and Straits Fire Insurance Companies promise to defray cost of two fire-engines.
 Oct. 17 Singapore Branch of Straits Settlements Association recommenced.
 Nov. 17 Chamber of Commerce petitioned for repeal of "Foreign Mail Steamers Ordinance."
 Dec. 5 S.S. *Ban Whatt Hin* wrecked.

1889

- Jan. 1 Lines for steam tramway completed to Rochore.
 13 S.S. *Chow Phya* and s.s. *Phya Pekhet* collision.
 14 Great fire, Arab Street.
 Feb. 6 Dedication of new peal of bells, St. Andrew's Cathedral.
 26 Statue of Her Majesty Queen Victoria unveiled at Government House.
 28 Garrison of Straits Settlements separated from that of Hongkong.
 Mar. 7 Subscription opened for maxim-guns, S.V.A.
 15 *Straits Independent and Penang Chronicle* first issued.
 April 3 Removal of 7-inch gun mountings, Fort Fullerton, ordered.
 18 Sir Hugh Low left the Colony. Read Bridge opened.
 May 6 Sir Charles Warren, first G.O.C., arrived.
 29 Cycling Club formed.
 June 29 Government Savings Bank transferred to Post Office.
 July 6 Police Commission appointed.
 17 French and Russian transports forbidden to enter port without permit.
 29 Two 23-ton 9'2 B.L. guns arrived.

1889

- Aug. 12 Wig question with respect to the Bar settled.
 19 Trial of new fire-engines.
 20 Great public meeting concerning Town Hall, Singapore.
 24 Administration of Labuan transferred to British North Borneo Co.
 Sept. 11 Joint report of medical men concerning contagious diseases.
 Oct. 17 Amateur performance of *Iolanthe*.
 23 Electric searchlight first used at Fort Siloso.
 31 M.M. steamer *Congo* stranded on Tanjong Pagar Spit.
 Nov. 2 Secret Society proclamation posted throughout the town (Singapore).
 16 Pahang bar first crossed during the N.E. monsoon by s.s. *Pontianak*, Captain Habekost.
 Dec. 5 Sale of Singapore steam tramways.

1890

- Jan. 8 Brunei Malay ran amok in Arab Street.
 31 Government Rest House at Bukit Mandi burnt.
 Feb. 10 Sir C. Smith, K.C.M.G., appointed Honorary Colonel S.V.A.
 Fisk Jubilee Singers visited Singapore.
 13 Military Contributions debate.
 17 First meeting of Chinese Advisory Board.
 Mar. 13 Opening of new Singapore ice works.
 17 Castlewood Planting Co.'s prospectus withdrawn.
 20 Oaths Bill passed; Unofficial Members protested.
 25 Duke and Duchess of Connaught arrived.
 April 1 Tan Tock Seng's Hospital closed, except to worst cases of diseases resulting from the repeal of the C.D.O.
 Fort Blakan Mati East called Fort Connaught.
 8 Quarantine regulations for dogs issued.
 18 Chinaman killed by tiger, seventh milestone, Thomson Road.
 28 Straits Medical Association founded.
 May 14 Safe robbery, police court.
 20 Appointment of Sir C. C. Smith as Consul-General for Borneo and Protected States definitely announced.
 30 Order issued that no foreign men-of-war are to enter New Harbour.
 June 9 Mr. Gentle took his seat as President of the Municipal Commissioners.
 July 9 Relics removed from foundation of Dalhousie Obelisk.
 July 18 Alligator shot at mouth of Singapore River.
 Aug. 12 Collision of s.s. *Chow Phya* and s.s. *Sappho*.

1890

- Sept. 21 Tiger caught at Pulo Ubin.
 Oct. 15 Football match at night by Wells lights.
 29 First Russian Consul for the Straits Settlements arrived
 in Singapore.
 Prince Henry of Orleans passed through Singapore.
 Nov. 22 Warships Order rescinded.
 24 The new 9·2-inch guns first fired.
 Dec. 1 Visit of the Russian Grand Dukes to Singapore.
 13 Foreign Coins Ordinance published.
 20 Deutsche Dampfschiffs Rhederei (Hamburg mail
 steamers) established in Singapore.
 24 First trade-mark case in the Straits.
 30 Foreign Coins debate in Council.
 31 Eight-inch gun burst at Tanjong Katong.

1891

- Jan. 1 Rate of postage on letters reduced.
 12 Rawang Tin Mining Liquidation.
 Feb. 8 Mr. J. G. Davidson killed in a carriage accident.
 13 Meeting held concerning hydrophobia.
 Mar. 3 The Czarewitch landed in Singapore.
 13 Military Exaction meeting held, Town Hall, Singa-
 pore.
 15 Terrible gunpowder explosion, Central Police Station.
 27 First cycle race held in Singapore.
 May 28 Maxim-guns presented to Singapore Volunteer Artillery
 at the Queen's Birthday parade.
 June 15 Dog muzzling came into force within municipal limits,
 Singapore.
 17 Inaugural meeting of Singapore Golf Club.
 18 Philharmonic Society's first practice.
 20 St. Andrew's Cathedral struck by lightning.
 Aug. 1 Celebration of sexcentenary of Swiss independence,
 Singapore.
 13 Sir Charles Warren, G.C.M.G., installed District Grand
 Master.
 24 Funeral of Tunku Allum.
 Sept. 7 St. Andrew's House opened by the Governor.
 16 Trial of an electric tramway motor at New Harbour.
 Oct. 21 Murder of Mr. Gerald Byrne on s.s. *Ban Whatt Hin*.
 30 Bukit Timah Road filter beds opened by the Governor.
 31 The new Chinese Consul-General arrived from London.
 Nov. 10 Straits Masters' and Mates' Association formed.
 24 Serious fire at Teluk Ayer; fourteen houses burnt
 down.
 Dec. 7 Philharmonic Society's first concert.
 23 First news of Pahang disturbance.

1892

- Mar. 26 Disastrous fire, Kampong Bugis, Rochore.
- April 5 Two Europeans (Messrs. Harris and Stewart) murdered in Pahang.
- May 17 Slight shocks of earthquake felt throughout the Peninsula.
- June 1 Marine Club, Singapore, held its first anniversary dinner.
- 9 New Oriental Bank Corporation stopped payment.
- 18 Run on the Chartered Mercantile Bank.
- July 1 The Governor opened new building belonging to the Convent.
- 2 Boustead Institute opened.
- 4 First meeting of Singapore Missionary Conference.
- Aug. 24 Soldiers' Home, Bras Basah Road, opened.
- 29 Christian Institute buildings handed over to Women's Christian Mission Society.
- Sept. 10 Electric railway public trial, Singapore.
- 16 Petroleum tank station, Pulo Bukom, opened.
- Oct. 1 Voluntary liquidation of Chartered Mercantile Bank recommended by the Directors.
- 5 New Anglo-Chinese school foundation-stone laid.
- Nov. 5 Singapore Recreation Club House opened.
- 25 Shareholders of Singapore Insurance Company, Ltd., agree to liquidate.
- 28 Hockey first played in Singapore.
- Dec. 3 New Tyersall opened.

1893

- Jan. 19 Heavy rainstorm and floods in Singapore ; 8·60 inches fell in twenty-four hours.
- 26 Singapore Chamber of Commerce debate currency question.
- Feb. 28 Strike of hack gharry syces.
- April 5 Anglo-Chinese Free School at Teluk Ayer opened.
- May 17 Deputation of Straits Settlements Association in London interview Lord Ripon *re* the military contribution.
- June 30 Fire in Battery Road ; McAlister and McKerrow's godowns burned down ; damage \$190,000.
- Aug. 23 Farewell banquet, in Town Hall, to Sir Cecil C. Smith.
- Sept. 8 Foundation-stone of St. Matthew's Church, Sepoy lines, laid.
- 22 Wedding of the Crown Prince of Johore.
Mr. H. M. Becher drowned in the Pahang River, Ulu Pahang.
- Oct. 4 Straits cricket team leave for Ceylon.
- 17 Return of H.H. the Sultan of Johore from England.

1893

- Nov. 21 Mr. A. Huttenbach elected M.L.C. for Penang.
 25 Mr. Huttenbach's election declared null and void ;
 Dr. Brown elected.

1894

- Jan. 5 Tiger shot at Changi by Mr. Maw.
 24 Fire at Kampong Glam.
 Feb. 3 Restrictions upon the entrance of foreign men-of-war
 into New Harbour withdrawn.
 5 The Swimming Club opened.
 20 Visit of Admiral Fremantle and China Squadron.
 Mar. 16 Consecration of St. Matthew's Church, Sepoy lines.
 22 Chamber of Commerce vote for a British dollar.
 April 17 Malacca railway scheme sanctioned.
 May 17 First plague proclamation against ships from Hong-
 kong.
 26 Sultan of Pahang at Singapore.
 June 11 Pahang rebellion starts.
 28 Pahang rebels at Jeram Ampai ; Mr. E. A. Wise
 killed.
 July 19 Resolution to wind up Straits Fire Insurance Co.
 Retrenchment Committee Report issued.
 26 Deputation to Governor *re* military contribution.
 Aug. 29 Lombok insurrection.
 Sept. 29 Impounding reservoir opened after enlargement.
 Oct. 6 Opening railway to Kuala Kubu, Selangor.
 16 British dollar sanctioned for Straits and Hongkong.
 20 Exchange compensation to civil servants, \$115,000.
 30 Visit of Lord Randolph Churchill to Singapore.
 31 Hongkong and Shanghai Bank new premises opened.
 Dec. 1 Military contribution despatch.

1895

- Jan. Four Unofficial Members of Council, all the Visiting
 Justices, and the Chinese Advisory Board resign, in
 consequence of military contribution.
 April 26 Death of Mr. James MacRitchie, M.I.C.E., Municipal
 Engineer.
 May 12 (?) Burning of s.s. *Billiton*, all hands being lost.
 June 4 Sultan of Johore died in London ; born 1831.
 14 Sir Charles Mitchell installed R.W.D.G.M.
 July 25 Military contribution 17½ per cent. of revenue.
 28 S.S. *Ban Fo Soon* launched ; the first steel steamer
 built in Singapore.
 Sept. 28 Fall of building, Kling Street ; eleven men killed.
 Oct. 21 German s.s. *Wieland* on fire at Tanjong Pagar.
 Nov. 1 Preliminaries settled for Straits Turf Club.
 2 Coronation of H.H. Ibrahim as Sultan of Johore.

1896

- Jan. 1 Sultan Shoal Lighthouse opened.
 20 Fire Insurance Tariff Association rates came into operation.
 Mar. 2 Farewell parade of S.V.A. to Major McCallum.
 25 Fire guns discontinued.
 April 7 Li Hung Chang arrived in Singapore.
 8 Death of Bishop Gasnier.
 June 8 Tigress shot at Mount Pleasant.
 20 Earthquake shock in Singapore.
 27 Two tigers shot on the Bukit Timah Road.
 July 1 Federation of the Protected Malay States came into operation.
 31 Wreck of the s.s. *Rajah Brooke*.
 Aug. 7 Singapore Debating Society wound up.
 Oct. 31 *Mid-day Herald* ceased.
 Dec. 1 First general meeting of the Chess Club.

1897

- Feb. 18 Floods in Singapore and Johore.
 Mar. 1 First issue of *Straits Chinese Magazine*.
 June 9 P. and O. s.s. *Aden* wrecked on a reef off Socotra.
 22 Queen Victoria's Diamond Jubilee celebrations.
 Sept. 1 Engineers' strike commenced, Singapore.
 2 Shipping Commission appointed.
 Nov. 6 Electric light installed at Tanjong Pagar.
 Dec. 14 Death of Sir W. Maxwell, near Grand Canary.

1898

- Jan. 27 Prospectus of Fraser and Neave, Limited, issued.
 Mar. 24 P. and O. s.s. *China* went ashore at Perim.
 April 5 Starting machine used at the Racecourse.
 July 13 Malacca Agricultural Show.
 Aug. 6 M.M. s.s. *Indus* reduced record from Colombo to four days two and a half hours.
 27 Singapore Land Company resolved to wind up.
 Sept. 24 Lord Charles Beresford at Singapore.
 Nov. 7 Discussion in Council on Singapore-Johore Railway.
 Dec. 5 Singapore Art Club resuscitated.
 25 Imperial penny postage (4 cents) came into operation.

1899

- Jan. 13 First children's concert.
 April 2 Messrs. Rautenberg, Schmidt and Co. Jubilee.
 12 Purchase of Holt's Bangkok boats by German syndicate.
 July 26 Mr. T. C. Bogaardt resigns Legislative Council.
 Aug. 22 Construction of Singapore-Johore Railway authorised.
 Sept. 13 Straits Insurance Co. agreed to wind up.
 Nov. 18 Raffles Hotel new building opened.

1899

- Nov. 21 Mr. Hugh Clifford appointed Governor British North Borneo.
- Dec. 6 Amalgamation of Tanjong Pagar Dock Co. and New Harbour Dock Co.
Death of H.E. Sir Charles Mitchell, G.C.M.G., at Government House.

1900

- Jan. 2 Official landing of H.R.H. Prince Henry of Prussia at Johnston's Pier.
- Feb. 5 Arrival of the 16th Madras Native Infantry.
26 Opening of the Methodist Girls' School, Short Street.
- Mar. 6 St. Mary's Girls' Home, Hill Street, founded.
- April 16 First sod cut for the Singapore-Johore Railway.
19 Ceremony of renaming New Harbour, Keppel Harbour.
- May 14 Municipal Commissioners decided to purchase Hôtel de l'Europe buildings.
- June 26 Opening of the Catholic Club.
- July 12 Singapore raises £18,642 for the South African War Fund.
- Aug. 31 Five thousand foreign troops passed through for Boxer troubles.
- Sept. 21 "At Home" at new Teutonia Club.
- Nov. 1 Pulo Bukom included in port area.
19 Gas Company purchased by the Municipality.
21 Straits Trading shares divided \$100 to \$10.
- Dec. 28 Temporary Courts of Justice occupied.

1901

- Jan. 22 Queen Victoria died.
24 King Edward VII proclaimed.
- April 4 Municipal Commission oppose overhead tram wires.
21 Duke and Duchess of Cornwall land.
27 First inspection of Volunteer Rifles.
- May 25 Theft of \$272,855 from Hongkong and Shanghai Bank.
- Aug. 1 Cocos telegraph party left Singapore.
- Nov. 20 Swearing-in of Chinese and Eurasian volunteers.

1902

- Jan. 1 Masters' and Mates' strike. Dhobis' strike.
28 Eastern Shipping Conference Commission appointed.
30 Education Commission appointed.
- Feb. 12 B.I. mail service via Negapatam commenced.
27 New Fort Canning lighthouse used.
- April 10 Mr. Geo. Rutherford murdered at Draycott.
25 Straits Coronation contingent leave for England.
- June 19 International Banking Corporation opened in Singapore.

1902

- June 25 Children's Coronation Fête.
- July 29 Collision between s.s. *Ban Hin Guan* and the *Prince Alexander* in Malacca Straits.
- Aug. 4 Record coaling feat at Tanjong Pagar: 1,510 tons put on board H.M.S. *Terrible* in five hours.
- Sept. Water famine in Singapore.
- Oct. 5 Presentation to Mr. W. Grigor Taylor.
- Nov. 30 S.S. *Kian Yang* sunk in collision with s.s. *Boon San II* off Pulo Pisang.

1903

- Jan. 1 Opening of the Singapore-Kranji Railway.
- 15 Jinrikisha strike commenced.
- Feb. 11 Buckley's *Anecdotal History* published.
- April 2 Investiture of H.H. the Sultan of Pahang as K.C.M.G.
- 10 First train to Kranji.
- 12 *Sea Mew* launched by Riley, Hargreaves and Co.
- 27 New screw-guns for S.V.A. arrived.
- May 7 Report of the Committee on Local Currency.
- July 2 Presentation of Coronation medals.
- 7 Y.M.C.A. corner of Armenian Street opened.
- 16 Consecration of Eastern Gate Lodge.
- 18 Inauguration of new Swiss Shooting Club.
- Sept. 7 Arrival of *Koning Wilhelm*, first steamer of Dutch mail line.
- 9 N.D.L. to Australia inaugurated.
- Oct. 1 Mail service from Europe to Far East inaugurated via Siberia.
- 3 Arrival of new Straits dollars.
- 7 Public banquet to Sir Frank Swettenham.

1904

- Jan. 12 Resignation of Sir Frank Swettenham.
- 17 Death of Sir Henry Keppel, aged 96.
- 20 Mr. Buckley appointed Financial and General Adviser to Johore.
- Mar. 17 Telegraph steamer *Scotia* wrecked at Guam.
- April 16 Sir John Anderson, K.C.M.G., arrived.
- June 12 Mr. E. G. Broadrick appointed President, Municipal Commission.
- 21 Foundation-stone of the Hokkien Chinese Church laid at Tanjong Pagar.
- Aug. 18 B.I.S.N. mail contract signed.
- 21 Foundation-stone laid of new Church of St. Joseph.
- 31 Nine o'clock gun fired for the last time.
- Sept. 22 Chamber of Commerce condemns Harbour Scheme, forty-nine votes to two.
- Nov. Epidemic of European weddings, six in a week.

1904

Dec. 22 Tanjong Pagar Dock expropriated.

1905

Mar. 30 First arrival of cold storage goods.

31 Trial of first electric tram.

April 8 Forty-seven vessels of the Baltic Fleet passed.

June 13 Kallang tunnel collapses; five coolies buried.

20 Chinese merchants in Singapore boycott American trade.

21 Subsidence of Robertson Quay, near Pulo Saigon.

29 Howarth Erskine amalgamated with Riley Hargreaves.

July 1 Government takes over Tanjong Pagar Dock Co.

24 Singapore electric trams start running.

Sept. 2 Opening new Recreation Club Pavilion.

10 Serious fire at Tyersall.

28 Straits and F.M.S. Government Medical School opened.

Oct. 18 Opening of Victoria Memorial Hall.

25 Garrison Golf Club opened.

Dec. 5 Imperial Government takes over Brunei.

1906

Jan. 26 Governor-in-Council fixes the Straits dollar at 2s. 4d.

Feb. 3 Prince Arthur of Connaught in Singapore.

22 Harbour scheme revised, south and east outer moles cut out.

26 School in Outram Road opened.

June 21 Arrival of Dewey Dock on its way to Manila.

25 Jubilee of the Teutonia Club.

28 Arrival of Captain Arthur Young, C.M.G.

July 4 Tanjong Pagar Arbitration Award delivered.

Aug. 7 The *Singapore Free Press* appears as a morning paper.

16 Singapore Agri-Horticultural Show.

Oct. 17 Sovereigns legal tender.

Nov. 13 Serious faction fights in Singapore.

Issue of one-dollar currency notes.

Dec. 12 River improvement scheme dropped, Officials only voting.

1907

Jan. 23 S.S. *Reyniersz* destroyed by fire in Singapore Harbour.

Feb. 1 Arrival of Duke and Duchess of Connaught.

Mar. 7 Straits dollar of reduced size circulated.

21 New Singapore Cricket Club Pavilion opened.

28 Singapore Automobile Club formed.

May 4 Opening of Chinese Volunteer Club.

Aug. 3 Opening of new Brothers' School.

Kallang Tunnel pierced after four years' work.

Nov. 23 Governor-General of the Netherlands visits Singapore.

1907

- Dec. 15 Death of Mr. George Mildmay Dare.
21 Dinner to Mr. C. E. Velge on retirement.

1908

- Jan. Reappearance of rabies in Singapore.
Bidadari Cemetery consecrated.
Feb. 4 Farewell address to Bishop Hose, at Memorial Hall.
May 21 P. and O. mail arrives twenty days out.
June 18 Foundation-stone of St. Joseph's Church laid.
Nov. 27 St. Andrew's Society formed.
Dec. 2 Opening of new Maternity Hospital.
6 United States battleship fleet passed Singapore.
16 Oil-ship *Kalomo* on fire ; towed to Pasir Panjang and sunk.

1909

- Jan. 16 *Polynesien* collided with s.s. *Djambi* at East Wharf.
Feb. 1 International opium conference at Shanghai.
5 Victoria Theatre finished.
9 Methodist Church dedicated by Bishop Oldham.
Mar. 10 Treaty : Kelantan, Trengganu, Kedah, and Perlis taken under British protection.
June 7 Two shocks of earthquake in Singapore.
25 Johore State Railway opened.
Aug. Kedah and Langkawi protected.
28 Governor laid corner-stone of Y.M.C.A.
Sept. 21 Lord Kitchener visited Singapore.
30 Education Board established.
Nov. 14 Collision between s.s. *Onda* and *La Seyne* in Rhio Straits.
26 Imposition of tax of 5 cents per gallon on petroleum.
27 The Arcade opened.
Dec. 11 Federal Council first meeting at Kuala Kangsar.

1910

- Jan. 1 Monopolies Department established.
Subsidiary silver coins reduced to 600 fineness.
Feb. 27 Nine new rubber companies floated in London in one day.
Mar. 8 Two hundred tons of rubber sold in Mincing Lane at 10s. 6½d. per lb.
12 Governor opens Anderson Bridge.
April 1 Dr. Galloway moves that action be taken against the Shipping Ring.
28 Treaty between Trengganu and Great Britain signed.
July 1 Formation of local Boy Scouts' Association.
Aug. 18 Singapore Agri-Horticultural Show.
Sept. 11 Opening of new Roman Catholic Church in Tank Road.

1910

- Sept. 19 Opening of new premises of John Little and Co., Ltd.
 Oct. 14 Shipping Bill passes third reading.

1911

- Jan. 16 Governor opens Y.M.C.A. building.
 24 Meeting of protest against income-tax.
 Feb. 16 Girls' Friendly Society rooms opened.
 Feb. 27 Governor unveils a tablet in St. Andrew's Cathedral
 in memory of Mr. W. H. Read.
 April 3 Thirty-one merchants petition government *re* the
 Freights Ordinance.
 May Great prevalence of malaria; twenty deaths a day.
 June 5 Compromise with Shipping Ring, abolishing the secret
 rebate.
 10 Oil-steamer *Karang* burnt out in harbour.
 24 Children's Coronation Fête.
 Aug. 2 Sir Arthur Young, K.C.M.G., appointed Governor.
 18 Mr. E. L. Brockman, C.M.G., appointed Chief Secre-
 tary for the F.M.S.
 24 Mr. R. J. Wilkinson appointed Colonial Secretary.
 Nov. 24 Ten inches of rain in twenty-four hours.
 Dec. 12 Coronation Durbar at Delhi.

1912

- Feb. 1 Portraits of Raffles and Brookes added to Town Hall.
 Mar. 9 Katz Brothers' new building opened.
 26 Kallang Reservoir opened.
 May 22 Death in London of Mr. C. B. Buckley.
 June 30 Church of St. Joseph opened.
 Sept. 1 S.S. *Sea Mew* sinks H.M.S. *Waterwitch*.
 19 New Municipal Bill introduced.
 Nov. F.M.S. offer warship *Malaya*.

1913

- Jan. 1 Bookmakers' offices closed.
 April 17 Singapore-Kranji Railway sold to F.M.S. for
 \$4,147,000.
 July Presentation in London of portrait of himself to Sir
 John Anderson. Duplicate to Singapore.
 Aug. 26 The King's Dock opened.
 Sept. Unveiling of Mr. C. B. Buckley's portrait.

1914

- May 21 Revision of treaty with Johore.
 D. G. Campbell appointed General Adviser, Johore.
 Aug. 4 Outbreak of the Great War.
 Nov. The *Emden* destroyed at Cocos.

1915

- Feb. 15 The Singapore Mutiny.
 June Whiteaway Laidlaw's new building completed.

1916

- Jan. The Sultan of Perak died.
- May The Resident of Labuan, E. B. Maundrell, shot by
 Sikh policemen.
- Sept. S.S. *Glenarty* on fire at Main Wharf.
- Nov. Two hundred huts burnt at Kampong Martin.

1917

- Oct. 4 Mutiny tablet unveiled.

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