

Besides England and France, the only other great naval power of Europe is—

RUSSIA.—In 1695, Russia had in the Black Sea, 9 vessels carrying 60 guns, 25 of from 40 to 50 **guns**, 8 of 34 guns, 13 building of **from** 24 to 32 guns, besides 11 other sloops and bombs of various ratings. She had also about 300 armed boats on the Dnieper, 18 **gallies**, and 100 brigantines.

At the close of the year 1778, the Russians had added many larger vessels to their **navy**; for we **find** not less than eight 74 and **80-gun** ships afloat or ready for launching, and the Baltic fleet further consisted of 30 ships of the line carrying 66 guns, 15 frigates of 20 to 32 guns, 4 prames, and 109 **gallies**. Of this number 28 ships of the line and **10** frigates were ready for immediate service. Most of the Russian vessels carry a greater number of guns than they are rated for,

Three-fifths of the Russian Navy is stationed in the Baltic, and the remaining vessels in the Black Sea. In 1839, the Baltic Fleet consisted of 27 sail of the line, 19 frigates, 3 corvettes, and 12 brigs. The fleet in the Black Sea consisted of 18 sail of the line, 11 frigates, and **8** brigs, besides numerous galleons and gun-boats.

In 1842, Russia had in the Baltic, well manned and in excellent order, 28 sail of **the line**, 18 **frigates**, 39 smaller vessels, carrying 3,672 guns, and 30,087 men. She had in the Black Sea, 13 sail of the line, 11 frigates, and **17** smaller vessels, carrying 14,300 men and 1,956 guns, making in all 41 ships of the line, 29 frigates, and 56 smaller vessels, with an aggregate of 5,628 guns, and 44,387 seamen,

Russia has also 8 or 10 large steamers.

Although we have now treated of the marine force of the principal nations, a few words on the navies of other countries may not be out of place.

SPAIN.—Looking at Spain as formed by nature to become a naval power, it may be observed that she possesses 250 leagues (above 750 miles) of **sea-coast**—furnished with safe and commodious harbours, admirably situated—is rich in mineral and vegetable resources, and carries on a constant intercourse with many distant and important colonies. Here are abundant elements, whenever fortune again smiles upon her, for restoring her to no insignificant rank among the naval powers of Europe. The Spanish Navy has great advances to make before it can recover its former rank. In the year 1779, during the reign of Charles III., the Spanish Navy was composed of 63 line-of-battle ships, and an equivalent number of frigates and small craft.

In 1789, when Admiral **Valdez** quitted the Ministry, Spain could

count upon **76** line-of-battle ships, 52 frigates, 10 corvettes, 43 brigs, and 130 smaller vessels. In the year **1795**, the Spanish Navy gave employment to 110,000 men, inclusive of 119 general officers, **1312** officers of inferior rank, **400** cadets, **2709** marine artillery and engineers, 12,000 marines, 64,000 mariners, and 20,000 men to whom port duties were assigned.

In 1805, the maritime force of Spain was reduced to 42 **line-of-battle** ships, **30** frigates, 20 corvettes, and 10 brigs. In the year 1805, Spain could send to sea **42** sail of the line, 30 frigates, 186 smaller vessels, and upwards of **300** large merchantmen ; as well as 20,000 men employed in marine fisheries. The finest of her vessels of war were destroyed in the memorable action off Cape Trafalgar ; and ever since that disastrous **period**, her domestic state and intestine divisions have so engrossed her resources and the solicitude of her rulers, that her navy could not enjoy any prominent share of attention. The sanguinary contest she had to wage in South America was also a serious drain upon her means ; and, with the subsequent loss of the most valuable of her colonies, the **keeping** up of her naval strength naturally sunk in importance. The Spanish forces in America amounted to 40,000 regulars at the least, besides 200,000 militia: the war was carried on in so murderous a manner, that in **1818** more than 150,000, lives had been immolated, and, in the end, **£200,000** sterling of property and revenue were lost to the Spanish crown. The necessity for maintaining a navy to convey and transport her troops and munitions of war no longer existed ; but the elements and **intrinsic** resources which Spain then possessed as a naval power have not departed from her. In fact, her geographical, no less than her commercial position, must always give her weight in that character, whenever the adverse circumstances under which she has been **labouring** have passed over her head.

In 1814, the navy had further decreased to 6 line-of-battle ships in commission and 18 disarmed, 9 corvettes, and a few brigs. In 1823, this force **was** reduced to 4 line-of-battle ships, 10 frigates, 9 corvettes, 10 brigs, and 1 **7** smaller vessels ; and in 1830 the Spanish Navy was **composed** of only 3 **line-of-battle** ships, **4** frigates, 2 corvettes, **10** brigs, and 5 smaller vessels. In **1834** it consisted of 2 ships of the **line** (both **2-deckers**), 4 frigates, 2 sloops, **7** brigs, a schooner brig, and **7** schooners, mounting altogether 590 guns. The number of **officers**, among whom there were **many** old men quite unfit for service, was at that time **615**. In 1839, Spain possessed 31 line-of-battle ships and **15** frigates. Seven years before, a **fleet** composed of 535 vessels left **Alicante** to **reconquer**

Oran. The vote for the navy in 1839 did not exceed \$600,000, **six-**sevenths less than the sum granted for the army.

In the last report of the Spanish Minister of Marine, **addressed to** the Queen, concerning the present state of the Spanish Navy, it appears that at the present time the Spanish Navy is composed of 1 **line-of-**battle ship in a serviceable state, and 2 others which require extensive repairs ; 4 frigates in **commission** and 2 disarmed, 2 corvettes, 9 brigs, 3 steamers, 15 schooners, and 9 gun-boats ; making in **all** 38 vessels.

The **Cuban Navy** consists of 1 frigate, 1 sloop of war, 2 war steamers, 6 brigs, and 8 schooners. About 1,500,000 dollars are **annually** raised for the support of this navy.

The following is an accurate list of the Portuguese Navy and their Stations in 1843. We have no more recent return before us :—

Portuguese Navy on the 15th July, 1842.

Rates.	Names.	Guns.	Crews.	Situations.
Ships . . .	Don Joao VI. . .	74	631	In ordinary.
	Vasco da Gama . .	74	631	Ditto.
Frigates . . .	Duchess of Braganza	50	402	Stationed in Belem.
	Dianna . . .	50	402	Sailor's Depot.
	Rainha (Queen) . .	46	353	Repairing.
	Don Pedro . . .	56	404	In ordinary.
	Donna Maria II. . .	42	160	On her way to Goa.
Corvettes . . .	S de Julho . . .	24	150	Stationed in hngola.
	D. Joao I. . .	21	177	In Brazil.
	Urania . . .	24	170	In Algarve.
	Isabel Maria . . .	24	—	Repairing.
	Infanta Regente . .	24	†	In Goa.
Brigs . . .	Iris . . .	—	—	In the Docks.
	Audar . . .	20	130	In Angola.
	Villa Flor . . .	16	89	In the Azores.
	Don Pedro . . .	16	100	In the Tagus.
	Tejo . . .	20	130	Repairing.
East Indiamen	Cinco de Julho . . .	4s	200	Repairing.
	Magnanimo . . .	26	160	Returning from Macao.
	Princesa Real . . .	26	160	In ordinary.
	Principe Real . . .	2	80	On her way to Angola.
	Liberal . . .	13	60	On her way to Algarve.
Schooners . . .	Amelia . . .	10	60	In the Azores.
	Esperanza . . .	5	45	In Madeira.
	Fayal . . .	6	40	In Cape de Verd Islands.
	Faro . . .	8	60	In ordinary.
	Boavista . . .	1	†	In Prince islands.
	Cabo Verde . . .	1	†	In Cape de Verd.
	Ninfa . . .	1	†	In Angola.
Steamer . . .	Terceira . . .	2	50	Repairing.
Packet Brig . . .	S. Boa Ventura . . .	2	39	Returning from Bisac.
gutter . . .	Andorinha . . .	6	20	In the Tagus.

The vessels marked † belong to the places where they are stationed, and their crew is not ascertained.

TRADE AND COMMERCE OF SINGAPORE.

THIS flourishing settlement, which has long been the chief emporium for the trade and commerce of the Eastern hemisphere, is rising daily into greater importance, in consequence of the recent opening of the ports of China; and a description, therefore, of the island, with some recent statistics, cannot fail to be interesting. As a commercial mart and key to the navigation of the seas in which it is situate, this settlement is of incalculable importance.

A small strait, *in* some parts scarcely a quarter of a mile wide, divides the island **from** the main land. Its greatest length is about twenty-seven miles from east to west, and the extreme breadth **from** north to south is fifteen miles ; the estimated area being about two hundred and seventy square miles. A great number of small desert isles (like Singapore, evidently of submarine origin,) are scattered round at a distance of a few miles.

The rise and progress of the settlement is entirely attributable to the energy and enterprise of British merchants ; for when founded early in **1818**, by Sir Stamford Raffles, it was inhabited only by a few hundred Malay fishermen. It has now become, next to Batavia, the greatest commercial port in the Eastern Archipelago, and is of great importance to the East India Company.

The aspect of the island is low, marshy, and unattractive ; but British energy and perseverance have done much to improve the comfort and appearance of the settlement by the erection of substantial public buildings and ornamental mansions, with all the accompanying luxuries of baths, concert-rooms, and other adjuncts of advanced **civilisation**. Although the leading merchants, brokers, shopkeepers, **&c.**, are **Eng-**lishmen, yet there are several wealthy **resident** Chinese merchants and shopkeepers, and a larger number arrive annually in their trading junks; very many of whom settle down at Singapore. Notwithstanding its intertropical position and marsh eshalations, the climate of Singapore is reckoned salubrious ; the inhabitants frequently reach to a very advanced age.

Within the last quarter of a century the population has increased from **10,000** to nearly **50,000**. The following classified census shows the proportion of males to females on the 1st January, **1841**, as also the **different** classes of inhabitants and their locality.

Census of Singapore, taken in the Month of December, 1840,

PLACES.	China Town		Kampong Glam District.		Country and Islands.		Total.		Grand Total.
	Males.	Females	Males.	Females	Males.	Females	Males.	Females	
Europeans	42	16	51	37	9	12	102	65	167
Indo-Britons	4	3	75	60	7	6	84	69	153
Armenians	19	17	—	—	—	—	19	17	36
Native Christians....	132	95	130	100	3	7	265	202	467
Malays	1048	1145	596	754	3336	2115	4980	4052	9032
Chinese	6057	1053	1335	125	8126	493	15518	1661	17179
Bengallees	78	35	270	138	9	10	357	183	540
Klings.....	1835	118	460	26	160	8	2455	152	2607
Arabs	21	5	—	2	—	—	21	7	28
Javanese	21	19	254	198	373	169	648	386	1034
Balinese	8	17	298	35	218	85	524	137	661
Bugis	—	—	68	64	1147	715	1215	779	1994
Caffres	2	—	11	8	—	3	13	11	24
Jews	8	—	—	—	—	—	8	—	8
Siamese	19	8	—	—	—	—	19	8	27
Parsees	12	—	—	—	—	—	12	—	12
							26240	1729	33969
Itinerants									4000
Military									450
Continental Convicts									1182
Local Prisoners									80
									39681

The settlement **early** enjoyed the benefit of the public press, and **two** newspapers are now issued here.

The Singapore Chronicle was commenced about **the year 1823**, in a **quarto** form, and for several years appeared once a fortnight, and being printed at the Mission Press, contained for a long time little else than Government notifications and a very small share of commercial news.

Early in **1827**, however, the odious censorship having been withdrawn from **the press** of Singapore, new vigour was infused into the journal, and in a year or two afterwards we find the *Chronicle* coming forth in an enlarged and improved form, taking the sub-title of “Commercial Register,” and issued weekly.

On the 8th of October, **1835**, a second hebdomadal paper, entitled the *Free Press*, was established, and by the united, and sometimes conflicting efforts of these two journals, the local occurrences and interests of Singapore are fully and **fairly** represented. Both papers now devote much attention to mercantile affairs, and publish useful commercial

prices current and statistics, which are extremely valuable, not only to local readers, but also for reference by those merchants at home who are interested in or carrying on business with the settlement.

Mr. H. A. Edwards, a solicitor, who had published a newspaper entitled the *Weekly Register* at Malacca for some time, removed his establishment in 1842 to Singapore, thus affording a third organ to the settlement ; but his death led to the discontinuance of the journal -last year,

Singapore is in every respect a free port, there being neither import nor export duties, nor harbour or shipping dues,-vessels of every nation are free of all charges. The intercourse with China, the Eastern Peninsula, and the islands in the Archipelago, is conducted by natives in junks, **prahus**, and craft of the most varied description-every year showing an addition to their number and to the places in which they have been equipped. If to these be added the European, Indian, and American vessels, the whole amount of the **shipping** annually entering Singapore is considerably upwards of 300,000 tons.

By the **shipping** returns published, it appears that the number of square-rigged vessels, native prahu, &c. which imported and exported in the official year 184243, was as follows :—

IMPORTED.		Tons per Register.
Square-rigged vessels, 870 .		286,351
Junks, boats, &c., 2490		64,268
		355,619
EXPORTED.		
Square-rigged vessels, 514 .		269,026
Junks, boats, &c.,
		328,503

In the foregoing are **not** included *ii* transports, 35 English men-of-war, **3** Foreign ditto, 14 steamers, and 14 Coast vessels.

The following is a statement of the number and tonnage of Native vessels (prahu and junks) which imported into and exported **from** Singapore during the official year **1838-39**.

IMPORTS.

China; 54 vessels, 8613 tons; **Cochin** China and **Camboja**, **70** vessels, **4469** tons ; **Java**, 55 vessels, 3638 tons ; Sumatra, 496 vessels, 4836 tons ; **Rhio**, 275 vessels, **4110** tons ; East Coast Peninsula, 129 vessels, 2148 tons ; West Coast ditto, *li* vessels, 559 tons; Siam, 23 vessels, 5219 tons; Borneo, **107** vessels, 3394 tons ; Celebes, 122 vessels, 3305 tons ; **Bally**, 46 vessels, 1318 tons ; **neighbouring** Islands, 240 vessels, 2595 tons ; Malacca, 339 vessels, **4030** tons; **Pi-nang**, 7 vessels, 280 tons.-Total, 2090 vessels, 48,514 tons,

EXPORTS.

China, 30 vessels, 5975 tons ; **Cochin** China and **Camboja**, 46 vessels, **2557** tons ; **Java**, 18 vessels, 2021 tons ; Sumatra, **474** vessels, **4527** tons; **Rhio**, 380

ssels, 4952 tons ; East Coast of the Peninsula, 142 vessels, 2280 tons; West Coast of ditto, 103 vessels, 737 tons; Siam, 17 vessels, 3582 tons; Borneo, 98 vessels, 3182 tons; Celebes, 119 vessels, 3092 tons; Bally, 60 vessels, 1798 tons; Neighbouring Islands, 301 vessels, 2488 tons ; Malacca, 336 vessels, 3953 tons ; Langkat, 12 vessels, 372 tons.—Total, 2136 vessels, 41,436 tons.

The following summary of the shipping trade for a series of years will be interesting :—

		Native Vessels.		Cleared.	
		Entered	Tonnage.	Vessels.	Tonnage.
	Vessels.				
1830	..	1705	.. 37,921	1670	.. 34,030
1831	..	1743	.. 32,372	1570	.. 35,586
1832	..	1743	.. 38,887	1398	.. 34,626
1833	..	1566	.. 28,714	1495	.. 30,178
1834	..	1599	.. 34,927	1480	.. 29,877
1835	..	1484	.. 37,521	1418	.. 35,668
1836	..	1444	.. 36,346	1399	.. 34,932
1837	..	1684	.. 39,532	2065	.. 38,135
1838	..	1880	.. 44,378	2094	.. 42,361
1839	..	2090	.. 48,514	2176	.. 41,436
1842	..	2490	.. 64,265	2514	.. 59,477
Square-rigged Vessels.					
1830	..	364	.. 117,940	367	.. 117,900
1831	..	406	.. 128,676	410	.. 131,633
1832	..	413	.. 124,945	419	.. 113,529
1833	..	420	.. 120,443	429	.. 119,825
1834	..	475	.. 137,298	474	.. 136,349
1835	..	517	.. 156,513	515	.. 155,471
1836	..	539	.. 166,053	533	.. 165,417
1837	..	541	.. 170,635	537	.. 166,309
1838	..	520	.. 150,532	514	.. 149,565
1839	..	574	.. 178,796	570	.. 173,887
1842	..	810	.. 286,357	814	.. 269,026

Value of the Imports and Exports in the year 1842-43.

By Square-rigged Vessels.		By Native Craft.			
IMPORTS.		EXPORTS.			
Sp. Dols.	Sp. Dols.	Sp. Dols.	Sp. Dols.		
May	811,808	* 722,712	May	823,894	952,398
June	777,038	645,242	June	647,357	724,916
July	1,274,799	808,826	July	150,883	153,862
August	742,312	679,271	August	116,299	114,078
September	674,164	548,448	September	107,578	109,626
October	1,343,894	737,280	October	149,402	140,183
November	709,813	748,037	November	180,158	163,624
December	920,780	857,687	December	94,562	82,283
January	406,650	337,467	January	41,640	48,156
February	742,661	658,605	February	122,040	200,943
March	1,201,779	858,467	March	88,332	111,216
April	895,779	926,625	April	129,266	133,773
10,501,477		8,531,667	2,651,411		2935,688

Total 13,152,888 11,467,355

Singapore derives its importance solely from being an *entrepôt* for the commerce between Eastern and Western Asia, and also between the latter and Europe. For this it is admirably situated by its geographical position, being in the direct track of vessels going betwixt the

Indian and Chinese Seas, and in the immediate vicinity of the Malay Peninsula, and the richest of the Indian islands. There is scarcely a port whose trade is so diversified as that of Singapore. The chief Asiatic productions to be found in its market are gold-dust, pepper, Banca tin, betel-nut, edible birds' nests, coffee, raw silk, sugar, tortoise-shell, **bêche-de-mer**,* cassia, sago, ebony, gambier or catechu, **gunnies**,† **rattans**, and a multitude of other articles, the produce of the Eastern Islands, Siam, **Annam**, and the Philippines, which are re-exported principally to England, China, and India, in exchange for British cottons, woollens, iron, hardware, fire-arms, Chinese articles, Indian **piece-goods**, opium, &c.

There are a great number of sago manufactories on the island, which afford employment to several hundred Chinese manufacturers. The sago is imported in its rough state from Borneo. The total quantities exported from the island were, in

	1830.	1839.
Sago Flour .	20,404 piculs.	23,590 piculs.
Sago Pearl .	62,924 „	56,036 „

18,103 **piculs** of pearl sago and 28,030 piculs of flour sago were exported to England in 1840-41; **774** piculs of pearl and **200** of flour to foreign Europe ; 242 of **pearl** to the United States ; 320 to Mauritius and Australia ; 1765 to Calcutta ; 356 to Madras ; 639 to Bombay ; 233 to Manila ; and \$44 to China.

The extent of the commerce with different countries will be seen by a reference to the following return of the comparative statement of the trade of Singapore, imports **and** exports, during the past five years,

So far as the present information goes, it appears that our trade with Singapore is firmly established and maintained, and every prospect exists, according to the remarks contained in the Singapore papers, of our merchants continuing to **take** the lead in that quarter of the world. The Americans have not made much progress in this chief mart of the East.

• **Bêche-de-mer**, called also **tripang** or sea-cucumber, is a very peculiar kind of sea-slug (*Holothurion*), which after being gutted, pressed, dried in the sun, and smoked, is regarded by the Chinese as a luxury, much in the same way in which we regard **caviare**. It is carried to China from almost every island of the Eastern Archipelago, from Australia, and of late from Mauritius and Ceylon. The value varies, according to the quality, from **6** up to 50 dollars per picul; and the natives alone for the most part are judges of its worth. The principal importation into China is by the junks, and the quantity is so considerable that the fishery of it, especially on the coast of New Holland where it abounds, might probably be entered into with advantage by Europeans. --Ed. *Cabinet* Lib. No. XX. China.

† A strong coarse fabric used in matting bags or sacks,

VALUE OF EXPORTS.

Names of Places.	1838-39.	1839-40.	1840-41.	1841-42.	1842-43.
	Sp. Dol.	Sp. Dol.	Sp. Dol.	Sp. Dol.	Sp. Dol.
Great Britain	11,552 10	14,597 07	22,129 37	17,301 40	14,054 00
Foreign Europe	114,739	158,807	115,845	141,137	289,317
United States	178,825	561	90,009	43,626	89,242
Mauritius & New South Wales	77,167	123,847	385,932	195,090	278,608
Calcutta	96,006 2	134,657 1	107,401 8	128,021 1	156,532 9
Madras and Coast	127,223	134,751	169,861	195,852	152,069
Bombay	2,593 8	28,646 1	62,900 5	70,394 8	52,026 7
Arabia	33,449	41,988	99,269	95,876	117,667
Manila	2 6 1	5 3 3	60,250 8	25,798 7	137,247 1
Ceylon	2,341		5,094	14,032 39	6,498
China	113,749 2	149,913 6	289,287 2	305,820 2	362,780 2
Java	44,776 3	35,592 1	54,642 6	42,244 3	45,105 6
Rhio	135,775	158,118	217,606 2	200,103	144,504
Siam	338,528	414,207	390,920	469,106	357,492
Cochin China	73,444	200,304	292,686	248,324	227,848
Sumatra	238,790	256,879	211,600	258,156	188,922
East Coast Peninsula	375,457	378,672	347,426	393,484	454,962
West ditto	25 11	23,176	21,990	11,914	10,54
Celebes & other Eastn. Islands	370,566	356,494	328,117	349,324	123,919
Borneo	227,54	259,721	262,187	318,948	296,637
Bally	144,650	118,837	202,078	213,078	189,333
Neighbouring Islands and other Places	107,767	1 17,760	127,934	95,14	161,449.
	678,870 4	829,952 0	1,082,720 7	1,054,551 2	1,078,332 4
Exports to Penang	—	73,939 5	80,902 0	—	47,321 0
Ditto to Malacca	—	335,567	270,165	—	129,604
	937,448 2	1,190,639 2	—	—	1,138,613 8

VALUE OF IMPORTS.

Names of Yhces.	1838-39.	1839-40.	1840-41.	1841-42.	1842-43.
	Sp. Dol.	Sp. Dol.	Sp. Dol.	Sp. Dol.	Sp. Dol.
Great Britain	197,176 6	240,435 4	305,495 8	268,137 4	284,757 7
Foreign Europe	95,047	156,024	227,746	243,971	353,002
United States	46,925	1081	28,504	56,774	75,782
South America		11,740			—
Mauritius & New South Wales	12,332	28,924	60,183	32,903	25,961
Calcutta	142,048 7	198,910 9	286,156 7	344,614 5	292,730 5
Madras and Coast	258,937	166,153	219,524	348,991	215,154
Bombay	89,997	202,543	747,373	81,711 5	410,876
Arabia	19,786	10,318	16,613	11,119	27,476
Manila	136,082	312,993	351,779	212,842	323,932
Ceylon	11,930	45,88	4,000	3,883	
China	68,761 4	110,926 4	214,250 4	194,730 4	199,08:
Java	63,782 0	86,852 3	114,349	98,823	110,827 3
Rhio	12,432 5	162,792	180,080	141,922	141,767
Siam	35,158 5	483,578	326,341	412,003	260,115
Cochin China	76,261	166,439	245,521	208,484	254,785
Sumatra	283,804	294,910	341,306		284,001
East Coast Peninsula	324,349	375,883	353,155	248,566	411,330
West ditto ditto	42,252	47,706	18,151	11,123	2,150
Celebes & other Eastn. Island:	330,237	368,384	348,024	327,552	113,709
Borneo	265,539	255,338	253,919	251,909	261,184
Bally	100,360	141,483	162,760	182,503	183,395
Neighbouring Islands and other Places	109,871	142,472	141,335	128,517	169,771
	739,730 6	970,465 9	1,347,127	1,309,452 0	1,243,525 1
Imports from Pinang	—	65,737 8	65,966 1	—	49,770 3
Ditto from Malacca	—	215,607	258,134	—	219,934

We have been favoured with the Official Report of the Trade of Singapore for the official year 1842-43, from which we extract a view of the Commerce of the settlement. The tabular statements on which the Report is founded are compiled with great care from the vouchers furnished by the merchants and traders, but they must by no means be considered as perfectly accurate, and it is believed that the actual amount of business transacted exceeds considerably what is shown by these tables. There is an apparent decrease in the trade, but we believe that it is solely to be attributed to the diminished importation of two articles only, viz. Opium and Cotton—the general trade has not diminished, and with China, where the greatest fears were entertained of a falling off, there is a decided improvement on the whole.

The value of Imports into Singapore for the official year ending 30th April, 1843, (exclusive of the intermediate trade with Pinang and Malacca,) aggregated dollars **1,243,251**, exhibiting a decrease compared with the preceding year of drs. 659,269. This decrease is attributable to a falling off in the trade with the ports of Calcutta, Bombay, Siam, and Celebes.

The Exports from Singapore for the same period amounted in value to drs. **10,783,324**, showing an increase over last year of drs. 237,812.

The whole Imports and Exports for the period under notice were drs. **23,218,575**, and the intermediate trade with Pinang and Malacca during the same period netted drs. **1,401,668**, making the entire value of the trade **£5,535,565** sterling. This amount is exclusive of the value of goods transhipped in the harbour, which from the official statements appears to have been considerable.

The yearly-increasing extent of the commercial intercourse with Great Britain, both as regards value and extent, is calculated to afford much gratification. In Cotton goods, which forms the most considerable article of import from Great Britain, a considerable increase was reported last year, which has continued during this; and the like is the case with the general trade, and especially in the staple article of Cotton Twist.

The Imports from Great Britain in the official year 1842-43 amounted to drs. 2847,577, exhibiting an increase over the previous year of drs. 166,203. The principal articles imported consisted of Cotton Twist 7,726 piculs,* valued at drs. 327,023; Cotton and Woollen goods 404,904 pieces, 12,478 corges,† 52,218 dozens—Long Ells 5,280 pieces,

* Picul, a common Chinese weight of 100 catties, or 1,600 taels, = 133) lbs. avoirdupois.

† A score.