

change of system impressed upon him by a friendly power like England, which from the proximity of its territory he has come to know and respect, and he were given to understand that a closer and, at the same time, wider commercial intercourse was desired, he would be found ready to yield to circumstances, and concede whatever was necessary or desirable. A better time than the present could not be found for attaining this important purpose; because, while the Siamese King has no doubt got rid of those foolish fears of aggression and conquest on our part with which he and other Indo-Chinese Powers were troubled at the time of the operations in China, there can be little doubt that he has acquired much juster ideas of our power and position than what he entertained in former times, and must, therefore, be convinced of the inexpediency of meeting reasonable and proper requests for extended commercial intercourse by the shuffling, evasive, and insincere conduct, which has been exhibited on previous occasions. With these observations we shall now proceed to state a few particulars relative to the trade, &c.

The imports into the port of Bangkok during the year 1846 amounted to about 1,130,000 ticals, and the exports to about 1,500,000 ticals. The difference in the amount of the imports and exports it is probable arises from the sale of the accumulated stock of the preceding year, and from the Bombay traders borrowing money to complete their shipments. The statements of the value of the imports and exports cannot, however, be given with any certainty, as there are no records kept by Government from which the same could be compiled, the duties being levied, not on the goods, but on the breadth of beam of the vessels arriving at Bangkok; their amount and value can, therefore, only be guessed at. The foregoing comprehends the trade with Singapore, Bombay, Batavia, Palembang, and England, carried on partly by means of square-rigged vessels, mostly under English colours, but some belonging to the King of Siam, and partly by means of junks. The trade with Singapore, Bombay, and England, is chiefly in square-rigged vessels; with Batavia, Palembang, and largely as regards Singapore, in junks. In the preceding estimate the direct junk trade with China is not included, as it would be almost impossible to obtain any tolerably correct estimate on the subject. The junk trade between Siam and China it may, however, be stated is much larger than that between China and Singapore, and is comprised of much the same articles of merchandise.

The trade with China until recently was almost entirely in junks, but during the last two years the King's square-rigged vessels have been carrying cargo to Canton, and more recently English vessels have also done so. The trade between Siam and the neighbouring coasts is carried on in large prahus, and is of considerable importance.

The King of Siam himself engages directly in trade to a large extent, and to this circumstance we can easily trace much of the present unfavourable influences operating against foreign trade, as well as the reluctance to enter into improved arrangements. The King's commercial fleet is large, consisting of ten square-rigged vessels, measuring altogether about 4,200 tons, and two or three vessels of medium size at present on the stocks.