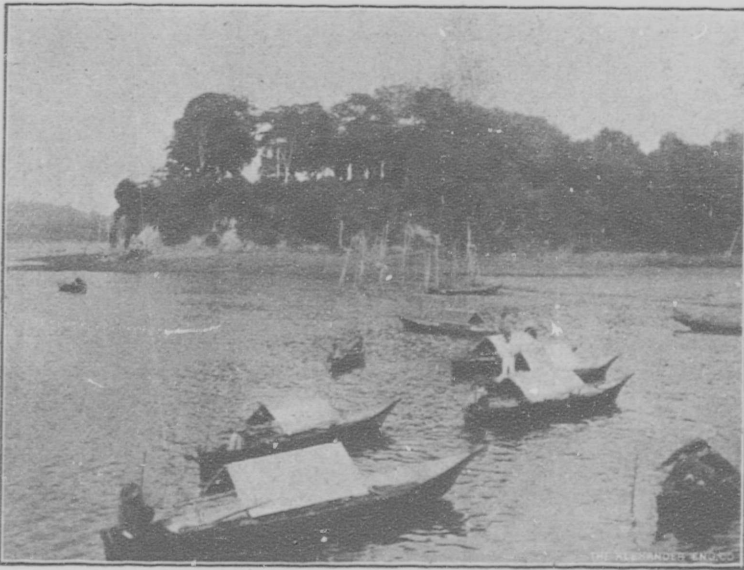


steamer which has just brought out the mail from London by Marseilles, giving us our letters in twenty-four days after a journey of 8,000 miles. Seldom are these steady, princely ships late with their valuable freight, while the French mail opposite to us now, is only discharging our last week's budget of news after several breakdowns and stoppages by the way. Here is a Matheson-Jardine boat just down from China with a cargo of

kok, that a Dutchman clearing for Batavia, and here a small Britisher for local ports. The next one, from outward appearances, is a "tramp" steamer, with a cargo of coal from Japan, adding a few more tons to the 150,000 tons already stored behind the wharves. All the carrying from the ship is done by Chinese labourers, who may be seen swarming like ants up and down the long gang planks. They are indefatigable workers if



View of Singapore Harbor.

1800 Coolies for the Straits, tea for trans-shipment to Europe, taking in exchange some thousand bags of flour. Next comes a huge British India steamer, the Onipenta, of Glasgow, with a cargo of 8000 tons of rice for Siam, where there has been a flurry on the market, a sudden rise in the price of that staple, due to crop failures there. Now there are a few local steamers. This, a Frenchman waiting for his late mails bound for Bang-

tried. When H. M. S. Terrible was coaling alongside a few months ago, these men carried coal in baskets to the ship's bunkers at the rate of 400 tons per hour—no small feat to boast of in such a climate as this. The next two steamers are Holt's Blue funnel ships, one going westward with 2000 pilgrims bound for Mecca, the other to China and Japan with a general cargo. There is a canny Ben Liner from Leith, an Austrian Lloyd for

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