

# CHILDREN

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**H. L. CHIPMAN, Manager,** Apl 24th.

## SUMMER READING

The Prince Edward Island Magazine for August is out and for sale at usual places. It's a first rate number and the contents, which are as follows are of a high order of merit:

H. M. S. Crescent Frontispiece

The Star Hill Survey Katherine Hughes

The Broken Spectre J. M.

Adversity, a Day Dream I. Edward Kendle

Redeque and its People—II'

Henry H. Hooper, Detroit, Mich

Newspaper Life and Newspaper Men—IV

J. H. Fletcher

Mr. Albion Reminiscences Robert Jenkins

In Swamp Land Lawrence W. Watson

Land of Nowhere Bert Marie Cleveland

The River Plate and the Argentine Republic

Joseph R.

Our West J. S. B.

Take a copy with you to the country. It will add pleasure to your outing. Five cents the copy, at all book stores.

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The most pleasant way of spending a hot day.

Return Tickets good for day of issue, will be sold on steamer

"PRINCESS"  
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**F. W. HALES,**  
Secretary Steam Navigation Co., Ltd.  
Charlottetown, July 7th, 1900

## THE WHITE MAN'S RULE IN SINGAPORE.

About noon of a beautiful broiling day in August, on the wharf of Singapore, I hailed two Chinamen. They were naked, barring a bit of bathing-trunks at the middle and a conical bamboo thatch-work by way of shade-hat. Their nakedness shocked no one in a place which seems on the map to be stumbling over the equator—where windows and bedsheets are unknown.

The two coolies picked up my little Caribbee and slipped her gently into the waters of the Malay Archipelago. I had reached the western gate to the Mongolian Far East—those mysterious seas where mortality floats with a specific gravity vastly different from it has in Puritan New England. "Remember the Sabbath Day" is much more difficult to explain at Singapore than "Remember the Maine."

Singapore has a most beautiful harbor. The entrance is between wooded bluffs, on which are pretty buildings and several batteries of first-class breech-loading sea-coast defence guns, not accessible to the photographer. It is all splendid canoeing-ground, there are some seventy little islands close at hand, with ready shelter from sudden squalls. Our great steamer slipped into the port with so little room on either side that it seemed to me as though I could have tossed a biscuit ashore; it reminded me vaguely of some bits in the Inland Sea of Japan.

Let me confess, at the risk of incurring the contempt of the geographer, that I had been brought up to regard Singapore as a Malay place, and in wise Chinese, for it is 1440 miles from Hong-kong, and in the midst of the territory identified with Java, Sumatra, Borneo, and the Philippines. But I had not paddled far before I commenced to feel myself in China. Not the China of Peking, yet a seaport that was thoroughly Chinese. I passed the "Celestial" sampan, paddled by the same Chinaman that sculls the Yantse or the Pei-ho. Occasionally, to be sure, a Malay fisherman in his canoe passed me, but he seemed to be merely on a visit. It was a fresh-blowing day, and little white-caps danced about on top of the swell that broke upon the beach in front of the sea-wall. The boatmen, whose long cues were carefully coiled up out of the wind, took considerable interest in the doings of my craft, for there is a freemasonry afloat which breaks down the barriers of the most hardened customs prevailing askore. John Chinaman is obviously improved by salt water—like the rest of us.

It is easy to realize the importance of this port after paddling several miles along the water-front of the place, finding the horizon perpetually blocked by a wall of ocean-going steamships, carrying merchandise from every corner of the world. There were Dutch, French, Austrian, Norwegian, Japanese flags displayed. The only flag missed very much was my own. I looked hard, but not a single American flag was to be seen amongst the crowded shipping.

The sampans of the Chinamen were crowding the roads, keeping up an active intercourse between land and the hundreds of junks and ships anchored in the offing. In these sampans the passengers were almost always Chinamen, who looked very much pleased with themselves—as they usually do when they are well treated. The whole water-side population seemed Chinese, and if I had not referred to statistical works on the subject, I should have concluded, from what met my eyes, that I was in China and not a British colony. After several miles of paddling, first in the sheltered inner harbor and then out through the open roadstead, I turned into the mouth of the Singapore River, where the first settlement was made, in 1819. It reminded me strongly of the entrance to the Grand Canal of Venice, and, by-the-way, the Chinamen scull very much like a gondolier. Splendid commercial and governmental buildings distinguish this part of town; the impression produced on me was one

of prosperous permanency. Massive stone walls formed the embankment, along which ran a broad, smooth driveway. An iron suspension-bridge spanned the river here, and beyond it was a bit of smooth sward, about the size of the West Point Parade, which I found later crowded with perspiring colonists vigorously playing tennis, and otherwise proclaiming the wholesome Anglo-Saxon gospel of muscular Christianity, "Sweat and be saved."

In Singapore the wealthy Chinaman dresses in native garb, with the exception of the head-covering, which is European, mainly a soft white felt hat. I had seen nothing like this in San Francisco or Peking. It opened up a wholly new perspective on the subject of the Chinese in America. We have excluded him nominally because he refused to identify himself with the country where he earned his money; we complained that he made his little pile and then hurried home to spend it. We charged him with miserly habits, of adding nothing to the prosperity of the community in which he settled.

Here in Singapore 1440 miles from Hong-kong, are about 100,000 China men, not only spending on their personal needs as much as the average European merchant, but exhibiting a taste for the display of wealth such as cannot fail to please any retail dealer. Indeed the rich Chinese of Singapore show much more disposition to spend money on dress and costly living than Europeans.

A white merchant of the place, who was familiar with the Eastern Archipelago from Borneo to Manila, told me that the Chinese were steadily spreading themselves and acquiring power throughout this part of the world by reason of their thrift and capacity for business, and that their progress was impeded only by hostile legislation. In Java, the Dutch treat the Chinaman as they do the native Malay—as an inferior creature. Consequently the Chinaman finds there no temptation to display wealth. In Singapore, on the contrary, the Chinaman is treated before the law like any other British subject, and consequently he finds this colony a congenial place for him to live in. Traders who had been accustomed to regard the Chinaman as an inferior being declared it outrageous that Chinamen should be allowed to ride in carriages and give their dust to white men. I suppose I should feel likewise if I had to take the Chinaman's dust; but since my lot is not cast in Singapore I can afford to ignore such details, and dwell with more satisfaction on the great general prosperity which has come in the Chinaman's wake.

This Chinese question is one we Americans cannot escape, legislate how we may. Though we forbid them ingress at New York and San Francisco, they land at Vancouver and drip over our northern frontier for the price of a week's washing. They are already a power in the West Indies, and though New Orleans may forbid their landing, it would take more than the frontier police of Russia to prevent their slipping across from Mexico. We cannot effectively exclude them if we would, and therefore is it the more important for us to study this question seriously as one that cannot be disposed of by an act of Congress. We may find some comfort in reflecting that, however much we may denounce the Chinaman collectively, he is, individually, highly appreciated by the white man who employs him. He has many qualities akin to those which make the Jew disliked, if not dreaded, throughout the world; but whereas the

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## THE UNEXPECTED HAPPENS

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## RHEUMATISM

Israelite shows aversion to manual labor, the Chinaman labors at handicraft with an energy and persistency truly extraordinary.

The British flag was hoisted over Singapore by the East India Company in 1819, eighty years ago. At that time Chinamen were unknown in the place save on passing junks as sailors. At a time when colonial government meant almost universally a monopoly to be exploited, Singapore from the very outset was permitted to become a shining example of what free trade will do if fairly tried.

The British East India Company quite unconsciously, laid the foundations of Singapore's prosperity by tolerating in that port a freedom of trade wholly unknown in other parts of the East Indies. Singapore was regarded as of no particular value, though as an outpost towards the Dutch and Spanish East Indies it was deemed worth holding and fortifying. Calcutta was 1500 miles away, and this, in those sailing-ship days, meant that the Governor of Singapore ruled practically according to his own best judgment, for he was pretty well cut off from that mischievous form of guidance which the disrespectful refer to as official meddling.

Thus it came about that while Holland, Spain, France and Portugal discouraged commerce by heavy port dues, and placed disabilities upon immigrants, Singapore, with an indifference which might readily pass for political genius, drew to itself a splendid harvest of population and trade. Starting as a mere jungle in 1819, already in 1824 the town numbered 12,000. In the next twenty years it more than trebled; and when Captain Semmes visited the port with the Alabama in 1864, he found a population of 91,000 and a trade representing £17,000,000. There were then eighteen American full-rigged ships in the harbor, for we must bear in mind that in those days the United States contested with England the carrying-trade of the Far East.

The Chinese have contributed a large share to the growth of this colony in more ways than one. They come as coolies, selling themselves into bondage for a period of years, giving their bodies in mortgage for payment of their passage from Canton. On landing they are turned over to Chin-contractors who work plantations in the interior, and when their time of service has expired, if they have not been eaten by a tiger, they are free to seek other employment or go home. They generally drift towards the town of Singapore, and there find abundant field for their industry in handi-

craft and commerce.

Today the Chinamen in Singapore represent 100,000 out of a total population of 160,000 (census 1891). They are thus stronger numerically than the native Malays, re-enforced by immigrants from British India. But strong as they are in numbers, these give but a faint idea of their relative strength in economic respects. Malays and Hindoos might disappear tomorrow, and the Straits Settlements would still flourish. On the other hand, it would be hard to measure the loss to the community if that population of pigtailed were to dwindle. Legislators may argue to the satisfaction of their racial prejudices, but no arguments can alter the marvelous fact that Singapore, growing up in the midst of ancient island colonies under the very noses of Batavia and Manila, welcomed the people and the products of all its rivals, and within the lifetime of one man took rank among the few great seaports of the world. More astonishing still is the fact that this great colonial triumph has been achieved without the firing of a single gun, without the shedding of one drop of blood. For two centuries and more has the history of colonial Holland and Spain been an unsightly record of native insurrection and bloody suppression. The Philippines and Java seemed drenched with blood as we read in their annals about the white man's struggle for supremacy.

It is something for every Anglo-Saxon to recall with pride, that in the eighty years of Singapore history an English Governor, assisted by an English judge, and a few dozen white policemen, has maintained justice between natives of diverging race and creed, and asserted the law without ever having recourse to military measures.—Poulteney Bigelow in Harpers Monthly Magazine.



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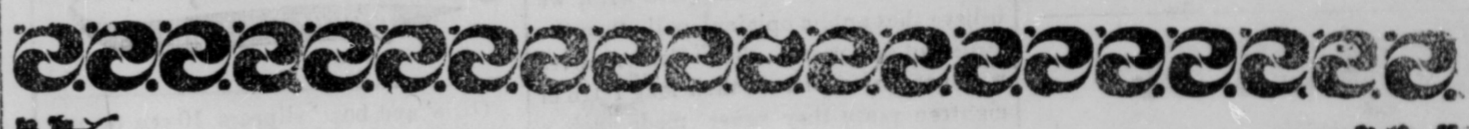
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