Suez, vapor e telégrafo: Singapura na primeira globalização: resumo

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A abertura do Canal de Suez em 1869 e a difusão da máquina a vapor compound fizeram do vapor o modo dominante de navegação entre a Europa e a Ásia, de modo que os vapores superaram os veleiros em Singapura em 1870 e o porto se tornou um polo de linhas oceânicas e alimentadoras. O abastecimento de carvão, as docas e os reparos deslocaram o centro do porto para New Harbour, onde a Tanjong Pagar Dock Company, de 1864, construiu um quase monopólio, até que o governo colonial a expropriou com generosa indenização em 1905 e criou o Singapore Harbour Board. O cabo submarino de 1870–1871 ligou Singapura a Londres, Hong Kong e Austrália, acelerou o comércio, abriu os mercados a novas firmas e fez do porto um polo das comunicações imperiais. Migrantes chineses e indianos chegaram às centenas de milhares, sob a regulação, a partir de 1877, do Chinese Protectorate e, a partir de 1907, do Tamil Immigration Fund, e suas remessas por meio das casas de *qiaopi* criaram algumas das primeiras redes financeiras asiáticas da cidade. No entreguerras, a Grã-Bretanha construiu a base naval de Sembawang como pedra angular de sua estratégia asiática, enquanto a depressão fechava as portas à migração. A queda de Singapura em 15 de fevereiro de 1942 mostrou então o quanto a prosperidade da colônia dependera do poder imperial.

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