蘇彝士運河、蒸汽與電報：第一次全球化中的新加坡：摘要

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1869年蘇彝士運河啟用，加上複式蒸汽機普及，使蒸汽輪船成為歐亞之間的主要航運方式。1870年，新加坡的輪船超越帆船，港口發展成遠洋及接駁航線的樞紐。加煤、船塢及維修業務使港口中心移至新港（New Harbour）。1864年成立的丹戎巴葛船塢公司在當地建立了近乎壟斷的地位，直至1905年殖民地政府給予優厚補償將其徵收，並成立新加坡海港局。1870–1871年的海底電纜把新加坡與倫敦、香港及澳洲連接起來，加快了貿易，向新商行開放市場，並使港口成為帝國通訊的樞紐。華人及印度移民數以十萬計湧至，自1877年起由華民護衛司署規管，自1907年起由淡米爾移民基金規管，而他們經僑批局寄出的匯款，造就了這座城市最早期的部分亞洲金融網絡。兩次大戰之間，英國在三巴旺興建海軍基地，作為其亞洲戰略的基石，而大蕭條則向移民關上大門。直至1942年2月15日新加坡淪陷，才顯示殖民地的繁榮何等依賴帝國力量。

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