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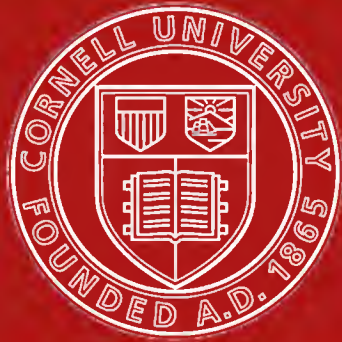
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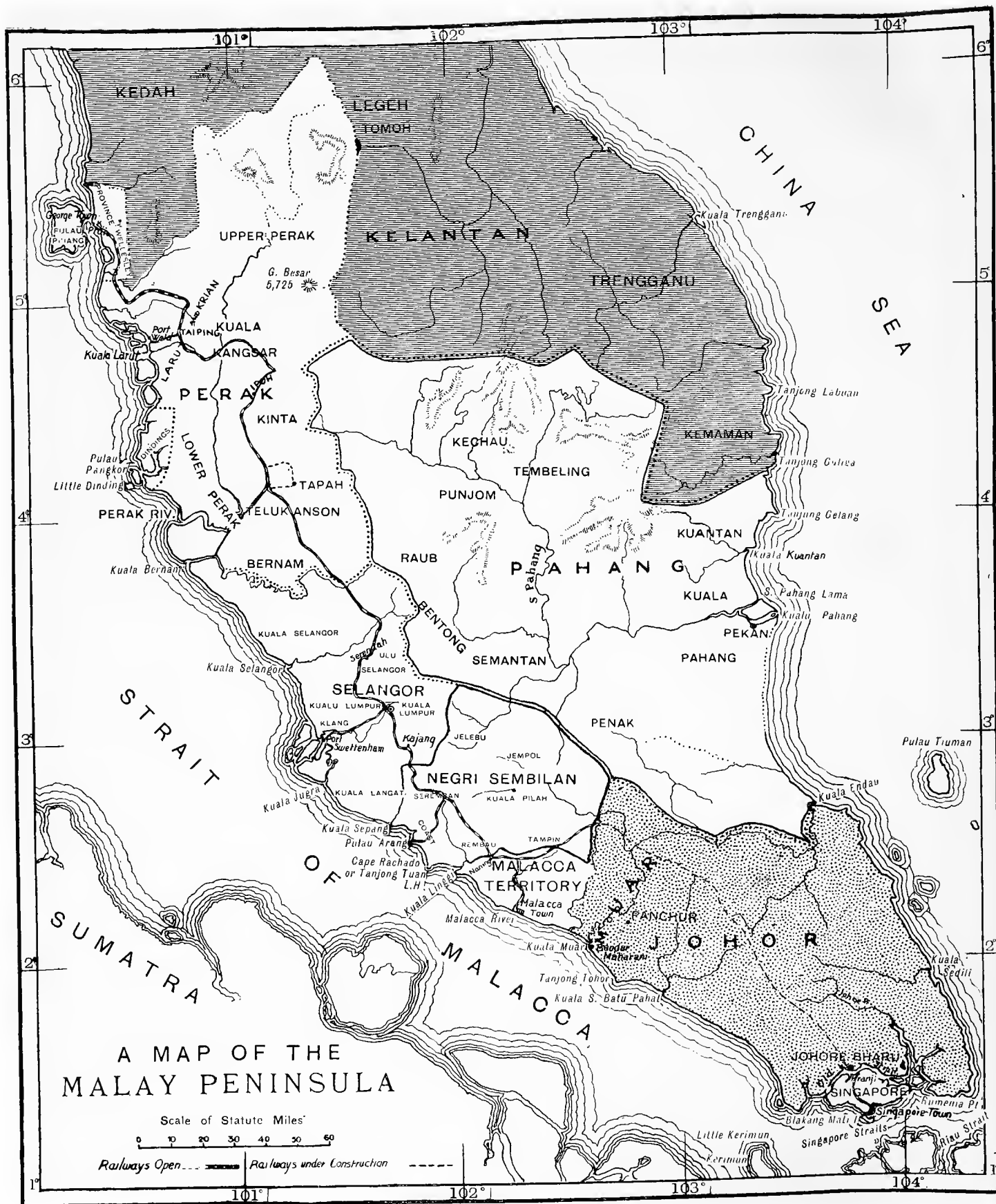
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TWENTIETH CENTURY IMPRESSIONS
OF
BRITISH MALAYA

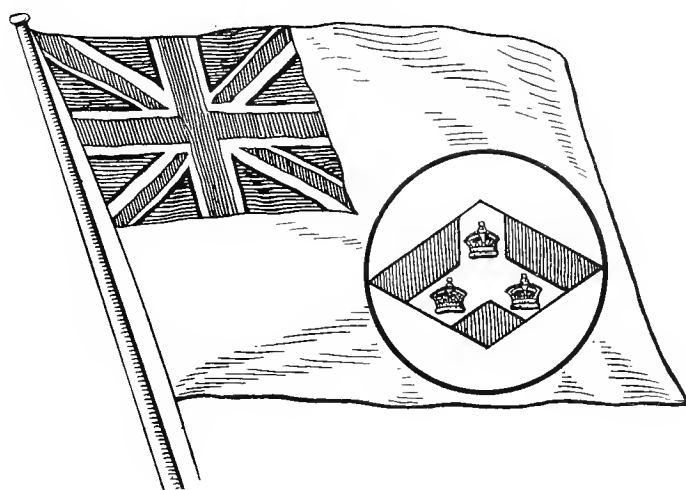


A MAP OF THE
MALAY PENINSULA

Scale of Statute Miles

0 10 20 30 40 50 60

Railways Open ——— Railways under Construction - - - - -



Twentieth Century Impressions

of

British Malaya:

ITS HISTORY, PEOPLE, COMMERCE,
INDUSTRIES, AND RESOURCES

EDITOR IN CHIEF: ARNOLD WRIGHT (LONDON).

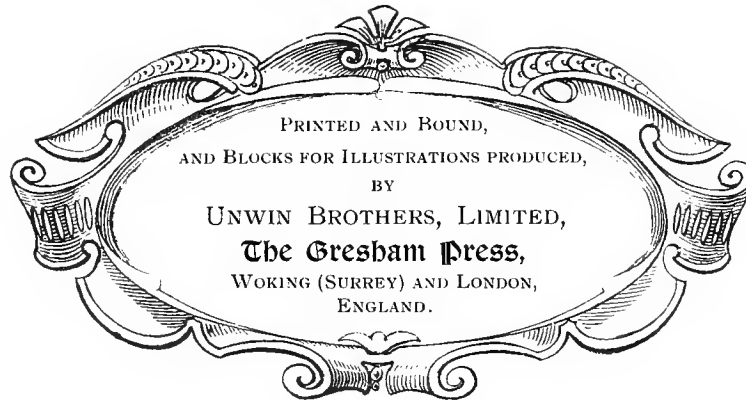
ASSISTANT EDITOR: H. A. CARTWRIGHT (SINGAPORE).

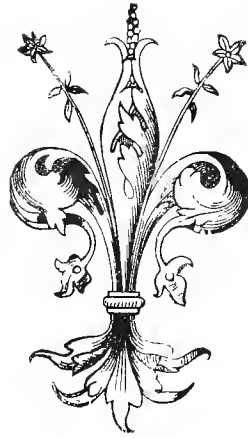
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HIS EXCELLENCY SIR JOHN ANDERSON, K.C.M.G., GOVERNOR AND COMMANDER-IN-CHIEF OF THE STRAITS SETTLEMENTS, HIGH COMMISSIONER FOR THE FEDERATED MALAY STATES, AND CONSUL-GENERAL FOR BRITISH NORTH BORNEO, BRUNEI, AND SARAWAK.



MISS ANDERSON.

8 85



PREFACE



HIS work is the outcome of an enterprise designed to give in an attractive form full and reliable information with reference to the outlying parts of the Empire. The value of a fuller knowledge of the "Britains beyond the Sea" and the great dependencies of the Crown as a means of tightening the bonds which unite the component parts of the King's dominions was insisted upon by Mr. Chamberlain in a memorable speech, and the same note ran through the Prince of Wales's impressive Mansion House address in which His Royal Highness summed up the lessons of his tour through the Empire, from which he had then just returned. In some instances, notably in the case of Canada, the local Governments have done much to diffuse in a popular form information relative to the territory which they administer. But there are other centres in which official enterprise in this direction has not been possible, or, at all events, in which action has not been taken, and it is in this prolific field that the publishers are working. So far they have found ample justification for their labours in the widespread public interest taken in their operations in the colonies which have been the scene of their work, and in the extremely cordial reception given by the Press, both home and colonial, to the completed results.

Briefly, the aim which the publishers keep steadily before them is to give a perfect microcosm of the colony or dependency treated. As old Slow with patient application and scrupulous regard for accuracy set himself to survey the London of his day, so the workers employed in the production of this series endeavour to give a picture, complete in every particular, of the distant possessions of the Crown. But topography is only one of the features treated. Responding to modern needs and tastes, the literary investigators devote their attention to every important phase of life, bringing to the elucidation of the subjects treated the powerful aid of the latest and best methods of pictorial illustration. Thus a work is compiled which is not only of solid and enduring value for purposes of reference and for practical business objects, but is of unique interest to all who are interested in the development of the Empire.

Following closely upon the lines of the earlier works of the series on Western Australia, Natal, and Ceylon, this volume deals exhaustively with the history, administration, peoples, commerce, industries, and potentialities of the Straits Settlements and the Federated Malay States—territories which, though but comparatively little known hitherto, promise to become of very great commercial importance in the near future. By reason of their

scattered nature, wide extent, undeveloped condition, and different systems of government, the adequate treatment of them has presented no little difficulty to the compilers. But neither trouble nor expense has been spared in the attempt to secure full and accurate information in every direction, and, wherever possible, the services of recognised experts have been enlisted. The general historical matter has been written after an exhaustive study of the original records at the India Office, and it embodies information which throws a new light upon some aspects of the early life of the Straits Settlements. For the facilities rendered in the prosecution of his researches and also for the sanction freely given to him to reproduce many original sketches and scarce prints in the splendid collection at the India Office Library, Whitehall, the Editor has to offer his thanks to the India Council. In the Straits much valued assistance has been rendered by the heads of the various Government Departments, and the Editor is especially indebted to his Excellency Sir John Anderson, K.C.M.G., the Governor of the Straits Settlements and High Commissioner for the Federated Malay States, who has given every possible encouragement to the enterprise.

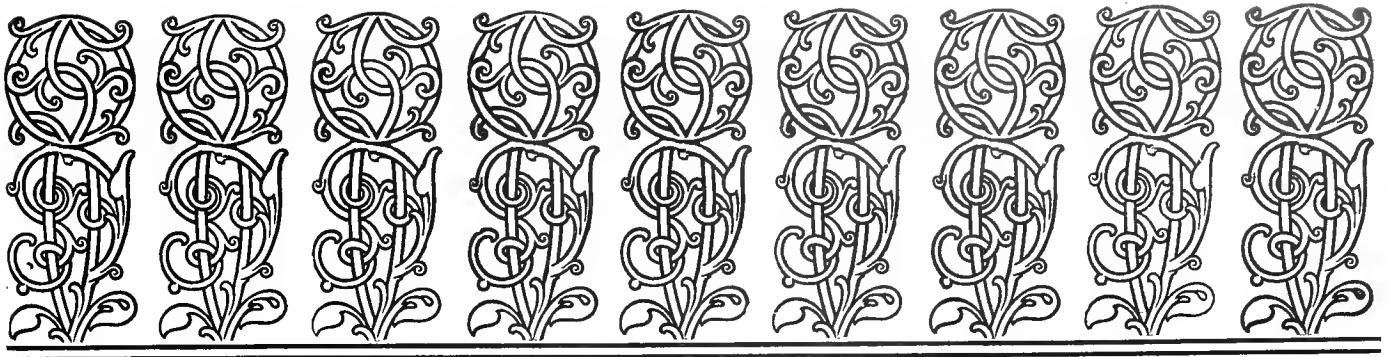
Obviously a work of this magnitude cannot be produced except at very considerable cost. As the publishers do not ask for any Government subsidy, because of the restrictions which it might impose upon them, this cost has to be met in part by receipts from the sale of copies and in part by revenue from the insertion of commercial photographs. The publishers venture to think that this fact furnishes no ground for adverse criticism. The principle is that adopted by the highest class of newspapers and magazines all over the world. Moreover, it is claimed that these photographs add to, rather than detract from, the value of the book. They serve to show the manifold interests of the country, and, with the accompanying descriptive letterpress, which is independently written by members of the staff from personal observation, they constitute a picturesque and useful feature that is not without interest to the general reader and student of economics, while it is of undoubted value to business men throughout the British Empire.

NOVEMBER, 1907.

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Twentieth Century Impressions of British Malaya:

ITS HISTORY, PEOPLE, COMMERCE, INDUSTRIES, AND RESOURCES

THE STRAITS SETTLEMENTS

By ARNOLD WRIGHT

EARLY HISTORY



NONE of the oversea possessions of the Crown, outside India and the great self-governing colonies, can compare in interest and importance with the Straits Settlements. They are situated in a region which Nature has marked out as one of the great strategic centres of the world alike for purposes of war and of commerce. "Within its narrowest limits," wrote the gifted statesman¹ to whom Britain owes the possession to-day of the most important unit of this magnificent group of colonies, "it embraces the whole of the vast Archipelago which, stretching from Sumatra and Java to the Islands of the Pacific and thence to the shores of China and Japan, has in all ages excited the attention and attracted the cupidity of more civilised nations; an area whose valuable and peculiar productions contributed to swell the extravagance of Roman luxury, and one which in more modern times has raised the power and consequence

of every successive European nation into whose hands its commerce has fallen; and which, further, perhaps in its earliest period among the Italian States, communicated the first electric spark which awoke to life the energies and the literature of Europe."

England's interest in this extensive region dates back to the very dawn of her colonial history. The foundations of the existing colonies were laid in "the spacious age" of Elizabeth, in the period following the defeat of the Spanish Armada, when the great Queen's reign was drawing to its splendid close in a blaze of triumphant commercial achievement.

Drake carried the English flag through the Straits of Malacca in his famous circumnavigation of the world in 1579. But it was left to another of the sturdy band of Elizabethan adventurers to take the first real step in the introduction of English influence into the archipelago. The Empire-builder who laid the corner-stone of the noble edifice of which we are treating was James Lancaster, a bluff old sailor who had served his apprenticeship in the first school of English seamanship of that or any other day. It is probable that he accompanied Drake on his tour round the world: he certainly fought with him in the great struggle

against the Armada. After that crowning victory, when the seas were opened everywhere to vessels bearing the English flag, men's thoughts were cast towards that Eldorado of the East of which glowing accounts had been brought back by the early adventurers. Then was laid the corner-stone of the structure which, in process of time, developed into the mighty Eastern Empire of Britain. The first direct venture was the despatch of three small ships, with Lancaster as second in command, to the East. Quitting Plymouth on April 10, 1591, these tiny vessels, mere cockboats compared with the leviathans which now traverse the ocean, after an adventurous voyage reached Pulo Pinang in June of the same year. The crews of the squadron were decimated by disease. On Lancaster's ship, the *Edward Bonaventure*, there were left of a complement of upwards of a hundred "only 33 men and one boy, of which not past 22 were found for labour and help, and of them not past a third sailors." Nevertheless, after a brief sojourn Lancaster put to sea, and in August captured a small Portuguese vessel laden with pepper, another of 250 tons burthen, and a third of 750 tons. With these valuable prizes the daring adventurer proceeded home, afterwards touch-

¹ Sir T. Stamford Raffles, "Memoir on the Administration of the Eastern Islands," in Lady Raffles's "Memoir of Sir T. Stamford Raffles," Appendix L. 25.

ing at Point de Galle, in Ceylon, to recruit. The return voyage was marked by many thrilling episodes, but eventually the ships got safely to their destinations, though of the crew of 198 who had doubled the Cape only 25 landed again in England.

The terrible risks of the adventure were soon forgotten in the jubilation which was caused by the results achieved. These were of a character to fire men's imaginations. On the one hand the voyagers had to show the valuable booty which they had captured from the Portuguese; on the other they were able to point to the breaking of the foreign monopoly of the lucrative Eastern trade which was implied in their success. The voyage marked an epoch in English commercial history. As a direct

On June 5th following the fleet reached Achin. A most cordial reception awaited Lancaster at the hands of the King of Achin. The fame of England's victory over Spain had enormously enhanced her prestige in the Eastern world, and in Achin there was the greater disposition to show friendliness to the English because of the bitter enmity of the Achinese to the Portuguese, whose high-handed dealings had created a lively hatred of their rule. Lancaster, who bore with him a letter from the Queen to the native potentate, seems to have been as clever a diplomat as he was able a sailor. The royal missive was conveyed to the native Court with great pomp. In delivering it with a handsome present, Lancaster declared that the purpose of his coming was to establish

caster was able to congratulate himself on having secured for his country a formal and explicit right to trade in Achin. The progress of events, meanwhile, was being watched with jealous anxiety by the Portuguese, who knew that the intrusion of so formidable a rival as England into their sphere of influence boded ill for the future of their power. Attempts were actually made to sterilise the negotiations, but Lancaster was too well acquainted with Portuguese wiles to be taken at a disadvantage. On the contrary, his skill enabled him to turn the Portuguese weapons against themselves. By bribing the spies sent to Achin he got information which led to the capture of a rich prize—a fully laden vessel of 900 tons—in the Straits of Malacca. Returning to Achin after this expedition, Lancaster made preparations for the homeward voyage, loading his ships with pepper, then a costly commodity in England owing to the monopolising policy of the Portuguese and the Spaniards. He seems to have continued to the end in high favour with the King. At the farewell interview the old monarch asked Lancaster and his officers to favour him by singing one of the Psalms of David. This singular request was complied with, the selection being given with much solemnity.¹ On November 9, 1602, the *Red Dragon* weighed anchor and proceeded to Bantam, where Lancaster established a factory. A second trading establishment was formed in the Moluccas. This done, the *Red Dragon*, with two of the other vessels of the fleet, steered a course homeward. The little squadron encountered a terrible storm off the Cape, which nearly ended in disaster to the enterprise. Lancaster's good seamanship, however, brought his vessels through the crisis safely. It says much for the indomitable spirit of the man that when the storm was at its height and his own vessel seemed on the point of foundering he wrote, for transmission by one of the other ships, a letter to his employers at home, assuring them that he would do his utmost to save the craft and its valuable cargo, and concluding with this remarkable sentence: "The passage to the East Indies lies in 62 degrees 30 minutes by the NW. on the America side."² Lancaster reached England on September 11, 1603. The country resounded with praises of his great achievement. Milton, as a boy, must have been deeply impressed with the episode, for it inspired some of his stateliest verse. Obvious references to Lancaster's voyages are to be found, as Sir George Birdwood has pointed out,³ in "Paradise Lost," in the poet's descriptions of Satan. Thus, in Book II. we have a presentment of the Evil One as he



PORTRAIT OF SIR FRANCIS DRAKE WITH HAWKINS AND CAVENDISH.

(Reproduced by permission of the Lords of the Admiralty from the picture in the Gallery at Greenwich Hospital.)
Drake was the first Englishman to navigate a ship through the Straits of Malacca.

result of it followed the formation of the East India Company. The various steps which led up to that important event lie beyond the province of the present narrative. It is sufficient for the purposes in hand to note that when the time had come for action Lancaster was selected by the adventurers to command the Company's first fleet, and that he went out duly commissioned by the authority of the Queen as their Governor-General.⁴ Established in the *Red Dragon*, a ship of 600 tons burthen, and with three other vessels under his control, Lancaster sailed from Woolwich on February 13, 1600-1.

¹ This point, which has been overlooked by many writers, is made clear by this entry to be found in the Hatfield Manuscripts (Historical Manuscripts Commission), Part xi. p. 18: "1600-1, Jan. 24th. Letters patent to James Lancaster, chosen by the Governor and Company of the Merchants of London trading to the East Indies as their Governor-General. The Queen approves of their choice, and grants authority to Lancaster to exercise the office."

peace and amity between his royal mistress and her loving brother the mighty King of Achin. Not to be outdone in courtesy, the Sumatran prince invited Lancaster and his officers to a magnificent banquet, in which the service was of gold, and at which the King's damsels, richly attired and adorned with jewellery, attended, and danced and sang for the guests' edification. The culminating feature of the entertainment was the investiture of Lancaster by the King with a splendid robe and the presentation to him of two *krises*—the characteristic weapon of Malaya, without which no honorific dress is considered complete by the Malays. What was more to the purpose than these honours, gratifying as they were to the Englishmen, was the appointment of two nobles, one of whom was the chief priest, to settle with Lancaster the terms of a commercial treaty. The negotiations proceeded favourably, and in due course Lan-

"Puts on swift wings and then soars
Up to the fiery concave towering high
As when far off at sea a fleet descried
Hangs in the clouds, by equinoctial winds
Close sailing from Bengala, or the isles
Of Ternate and Tidore, whence merchants bring
Their spicy drugs; they on the trading flood
Through the wide Ethiopian to the Cape
Ply, stemming nightly towards the Pole.
So seemed far off the flying fiend."

¹ Marsden's "History of Sumatra," i. p. 436.

² Hakluyt's "Principal Navigations," ii. p. 2, l. 102.

³ "Report on the Old Records of the East India Company," p. 205.

And again in Book IV. :

"So on he fares, and to the border comes
Of Eden . .
A sylvan scene .
Of stateliest view . .

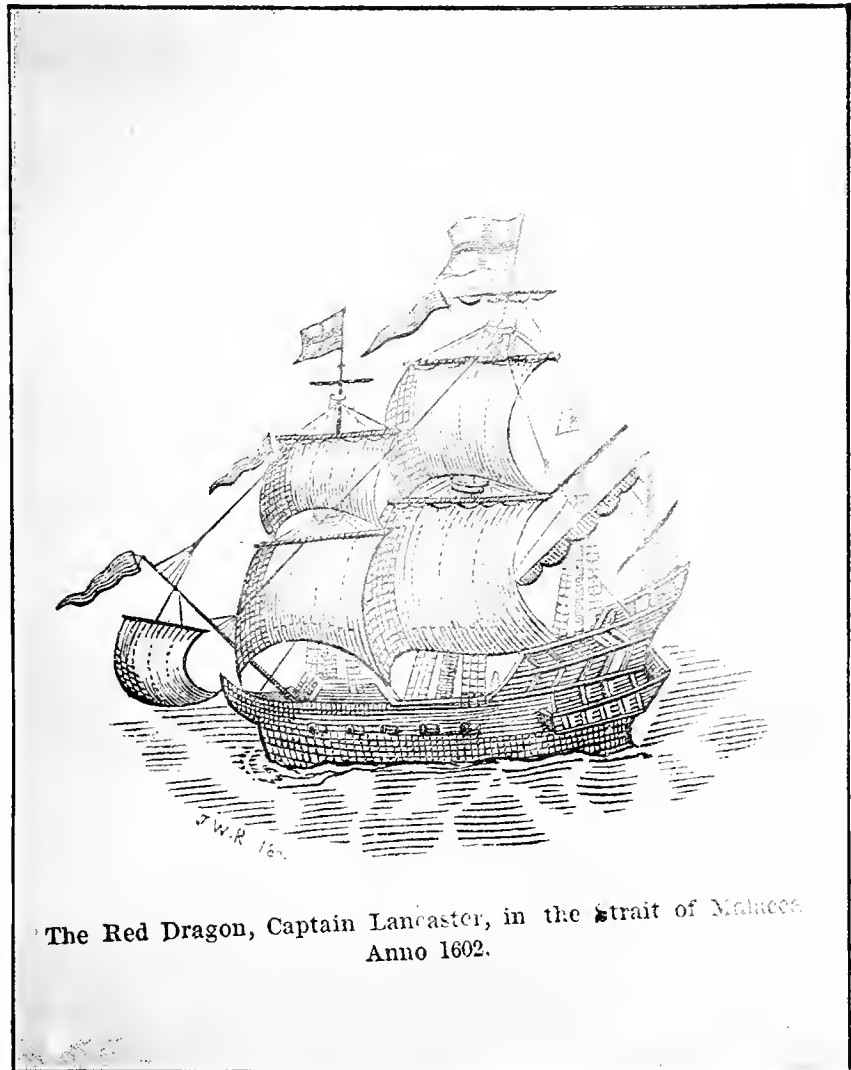
... able to drive
All sadness but despair; now gentle gales
Fanning their odoriferous wings, dispense
Native perfumes, and whisper whence they
stole
Those balmy spoils. As when to them who
sail
Beyond the Cape of Hope, and now are past
Mozambick, off at sea North East winds blow
Sabeian odours from the spicy shore
Of Araby the Blest; with such delay
Well pleased they slack their course, and many
a league
Cheer'd with the grateful smell Old Ocean
smiles:
So entertain'd those odorous sweets the fiend
Who came their bane."

This fine imagery shows how deep was the impression made upon the nation by Lancaster's enterprise. But it was in its practical aspects that the success achieved produced the most striking results. The immediate fruit of the voyage was a great burst of commercial activity. The infant East India Company gained adherents on all sides, and men put their capital into it in confident assurance that they would reap a golden return on their investment. So the undertaking progressed until it took its place amongst the great established institutions of the country. Meanwhile Lancaster dropped into a wealthy retirement. He lived for a good many years in leisured ease, and dying, left a substantial fortune to his heirs.

The history of the East India Company in its earliest years was a chequered one. The Dutch viewed the intrusion of their English rivals into the Straits with jealous apprehension, and they lost no opportunity of harassing the

trading operations of both. But the conditions of the compact were flagrantly disregarded by the Dutch, and soon the relations of the representatives of the two nations were on a more

nearly all their factories from the archipelago. Five years later the factory at Bantam was, however, re-established as a subordinate agency to Surat. It was subsequently (in 1634-



The Red Dragon, Captain Lancaster, in the Strait of Malacca.
Anno 1602.

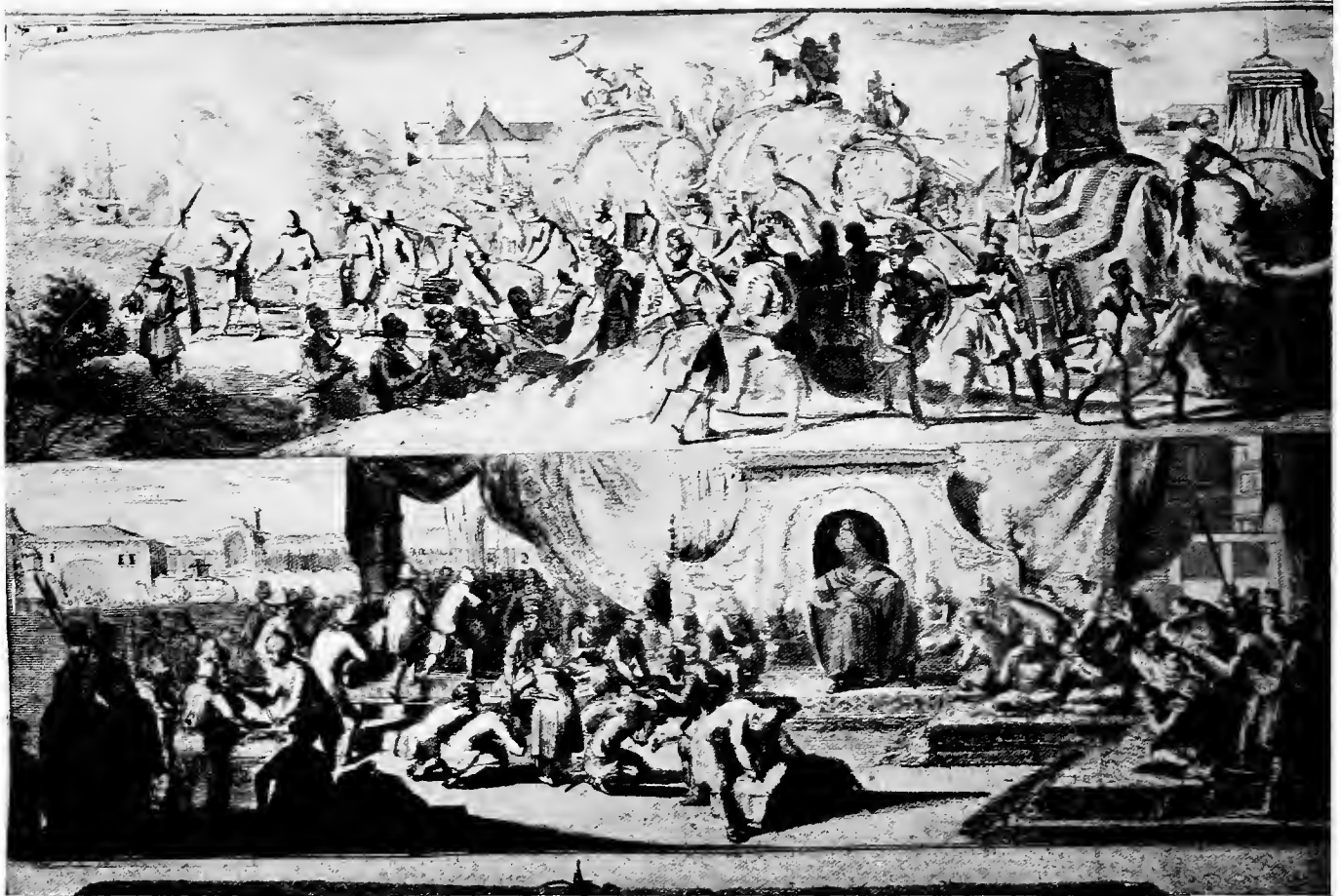


SPECIMENS OF THE MALAY KRIS.

Company's agents. In 1619 a treaty was concluded between the English and the Dutch Governments with a view to preventing the disastrous disputes which had impeded the

unfavourable footing than ever. Up to this time, says Sir George Birdwood, the English Company had no territory in sovereign right in the Indies excepting the island of Lantore or Great Banda. This island was governed by a commercial agent who had under him 30 Europeans as clerks, and these, with 250 armed Malays, constituted the only force by which it was protected. In the islands of Banda, Pulo Roon, and Rosengyn, and at Macassar and Achin and Bantam, the Company's factories and agents were without any military defence. In 1620, notwithstanding the Treaty of Defence, the Dutch expelled the English from Pulo Roon and Lantore, and in 1621 from Bantam. On the 17th February, 1622-23, occurred the famous massacre of Amboyna, which remained as a deep stain on the English name until it was wiped out by Cromwell in the Treaty of Westminster of 1654. In 1624 the English, unable to oppose the Dutch any longer, withdrew

35) again raised to an independent presidency, and for some years continued to be the chief seat of the Company's power in the Straits. The factory was long a thorn in the Dutch side, and they adopted a characteristic method to extract it. In 1677 the Sultan of Bantam had weakly shared the regal power with his son. This act led to dissensions between parent and child, and finally to open hostilities. The Dutch favoured the young Sultan and actively assisted him. The English threw the weight of their influence into the scale in favour of the father. They acted on the sound general principle of upholding the older constituted authority; but either from indecision or weakness they refrained from giving more than moral support to their *protégé*. When, as subsequently happened, the young Sultan signally defeated his father and seated himself firmly on the throne as the sole ruler of the State, they paid the penalty of their lack of initiative by losing their *pied à terre* in



EUROPEAN TRADERS AT THE COURT OF AN EASTERN PRINCE.

Bantam. On April 1, 1682, the factory was taken possession of by a party of Dutch soldiers, and on the 12th August following the

to repair the mischief caused by the Dutch. The outcome of their deliberations with the authorities at the Western India factory was

place of the one which had existed at Bantam. On arrival at their destination the envoys found established upon the throne a line of queens. The fact that a female succession had been adopted is thought by Marsden, the historian of Sumatra, to have been due to the influence exercised by our Queen Elizabeth, whose wonderful success against the Spanish arms had carried her fame to the archipelago, where the Spanish and Portuguese power was feared and hated. However that may be, the English mission was received with every mark of respect by the reigning Queen—Anayet Shah. Suspicions appear to have been entertained by the visitors that her Majesty was not a woman, but a eunuch dressed up in female apparel. Marsden, however, thinks that they were mistaken in their surmise, and he cites a curious incident related in the record drawn up by Messrs. Ord and Cawley of their proceedings as conclusive evidence that his view is the correct one. "We went to give an audience at the palace this day as customary," write the envoys; "being arrived at the place of audience with the Orang Kayos, the Queen was pleased to order us to come nearer, when her Majesty was very inquisitive into the use of our wearing periwigs, and what was the convenience of them, to all of which we returned satisfactory answers. After this her Majesty desired of Mr. Ord, if it were no affront to him, that he should take off his periwig that she might see how he appeared without it; which, according



VIEW OF THE ISLAND OF BANDA.

agent and his council were deported in Dutch vessels to Batavia. A twelvemonth later the expropriated officials were at Surat, attempting

the despatch of a mission, headed by Messrs. Ord and Cawley, two expert officials, to Achin, to set up, if possible, a factory there to take the

to her Majesty's request, he did. She then told us she had heard of our business, and would give her answer by the Orang Kayos, and so

proof against English determination. Gradually but surely the East India Company's authority at the chosen centres was consoli-

of dignity by reason of the circumstance that it was the headquarters of the Company's power in these regions. But Nature never intended it for a great commercial *entrepôt*, and of the leading factories of the East India Company it represents probably the most signal failure.

In the early half of the eighteenth century the course of British commerce in the Straits ran smoothly. It is not until we reach the year 1752 that we find any event of importance in the record. At that period a forward policy was initiated, and two new settlements were established on the Sumatra coast. To one the designation of Natal was given; the other was founded at Tappanuli. Natal in its time was an important factory, but as a centre of British commerce it has long since passed into the limbo of forgotten things. In 1760, during our war with France, a French fleet under Comte d'Estaing visited the Straits and destroyed all the East India Company's settlements on the Sumatra coast. But the mischief was subsequently repaired, and the British rights to the occupied territory were formally recognised in the Treaty of Paris of 1763. Up to this period Bencoolen had been subordinate to Madras, an arrangement which greatly militated against its successful administration. The establishment was now formed into an independent presidency, and provided with a charter for the creation of a mayor's court. The outbreak of the war with Holland brought the station into special prominence. In 1781 an expedition was despatched from it to operate against the Dutch establishments. It resulted in the seizure of Pedang and other important points in Sumatra. The British power was now practically supreme on the Sumatran coasts. But it



VIEW AT BANTAM, ISLAND OF JAVA.

(From W. Alexander's drawings to illustrate Lord Macartney's Embassy to China.)

we retired." The Queen's reply was a favourable one, but circumstances rendered it unnecessary to proceed further with the scheme of establishing a factory in Achin. It chanced that the visit of the English mission coincided with the arrival in Achin of a number of chiefs of Priaman and other places on the West Coast of Sumatra, and these, hearing of the English designs, offered a site for a factory, with the exclusive right of purchasing their pepper. Mr. Ord readily listened to their proposals, and he ultimately got the chiefs to embark with him for Madras, for the purpose of completing a formal arrangement. The business was carried through by the Governor of Madras in the beginning of the year 1685 on the terms proposed. Subsequently an expedition was fitted out with the object of establishing the factory at Priaman. A short time before it sailed, however, an invitation was received at Madras from the chiefs of Beng Kanlu (Bencoolen) to make a settlement there. In view of the fact that a considerable portion of the pepper that was formerly exported from Bantam came from this spot, it was deemed advisable that Mr. Ord should first proceed there. The English expedition arrived at Bencoolen on June 25, 1685, and Mr. Ord took charge of the territory assigned to the Company. Afterwards other settlements were formed at Indrapura and Manjuta. At Priaman the Dutch had anticipated the English action, and the idea of establishing a settlement there had to be abandoned. The Dutch also astutely prevented the creation of another English trading centre at Batang-Kapas in 1686. The unfriendly disposition shown in these instances was part of a deliberate policy of crushing out English trade in the Straits. Where factories had been founded the Dutch sought to nullify them by establishing themselves in the neighbourhood and using the utmost influence to prevent the country people from trading with them. Their machinations were not in the long run

dated, and within a few years Bencoolen assumed an aspect of some prosperity. But its progress was limited by an unhealthy situation, and by natural disadvantages of a more serious character. In the beginning of the eighteenth century the old settlement was abandoned in favour of a better site about three miles away on the bay of Bencoolen. The new town, to



ANJORE POINT, STRAITS OF SUNDA.

(From Alexander's drawings at the India Office.)

which the designation Fort Marlborough was given, was an improvement on the original settlement, and it attained to a certain position

had long been felt that an extension of British influence and power beyond Sumatra was desirable in the interests of a growing com-

merce in the Straits and for the protection of our important China trade. The occupation of Pinang in 1786, in circumstances which will be detailed at a later stage of our narrative, was

its possession less burdensome. It continued to the end of its existence a serious drag on the Company's finances.

The year 1804 is memorable in Straits history

Street. There he remained until the occupation of Pinang gave him the opportunity, for which his ardent spirit longed, of service abroad. He went out with high hopes and an invincible determination to justify the confidence reposed in him. His spare moments on the voyage were occupied in learning the Malay language and studying Malay literature. Thus he was able to land with more than a casual equipment for the work he had to do. At Pinang he continued his linguistic studies, with such good effect that in a short time he was an acknowledged authority on Malayan customs. His exceptional ability did not pass without recognition. Through Dr. Leyden, who had formed Raffles's acquaintance in Pinang, Lord Minto, then Governor-General of India, heard of this brilliant young official who was making so distinguished a reputation in paths not usually trodden by the Company's junior servants. A visit to Calcutta in 1807 by Raffles was an indirect consequence of the introduction. Lord Minto received the young man kindly, and discussed with him the question of the extension of British influence in the Malay Archipelago. Raffles ended by so impressing the statesman with his grasp of the situation that the latter conferred upon him the position of Governor-General's Agent in the Eastern seas. This extraordinary mark of favour was completely justified when, four years later, Lord Minto conducted in person an expedition for the conquest of Java. The expeditionary force consisted of nearly six thousand British and as many Indian troops. Ninety ships were required for the transport of the force, which was at the time the largest ever sent to those seas by a European Power.



SIR T. STAMFORD RAFFLES.

(From the portrait by G. F. Joseph, A.R.A., in the National Portrait Gallery.)

the result. Nine years later Malacca, captured from the Dutch, was added to our possessions. These important centres gave a new strength and significance to our position in the Straits. But no change was made in the administrative system until 1802, when an Act of Parliament was passed authorising the East India Company to make their settlement at Fort Marlborough a factory subordinate to the presidency of Fort William in Bengal, and to transfer to Madras the servants who, on the reduction of the establishment, should be supernumerary. The change was prompted by economical considerations. Bencoolen had always been a very expensive appanage of the East India Company, and the progress of events did not tend to make

as marking the advent to this important centre of British influence of one who has carved in indelible letters his name and fame upon British colonial history. In September of that year there landed at Pinang Thomas Stamford Raffles, the man to whom more than to any other Britain owes her present proud position in the Straits of Malacca. Raffles came out with no other advantages than his natural endowments. The son of a sea captain engaged in the West India trade, he was born on board his father's ship on July 5, 1781. His educational training was of the briefest. After a few years' schooling at Hammersmith he, at the early age of fourteen, entered the East India Company's service as a clerk in Leadenhall



THE FIRST EARL OF MINTO.

(From a portrait by James Atkinson in the National Portrait Gallery.)

Raffles was chosen by Lord Minto as his chief intelligence officer. He discharged his part with the zeal and acumen which distinguished him. But it was a time for all of great anxiety,

as the surveys of the archipelago at that period were very inadequate, and no small peril attended the navigation of so considerable a fleet of transports as that which carried the expeditionary force. The course which Raffles advised for the passage of the ships was severely criticised by naval authorities. But Lord Minto placed confidence in his intelligence officer's knowledge and judgment, and elected to take his advice. The result was the triumphant vindication of Raffles. The fleet, sailing from Malacca on June 11, 1811, reached Batavia early in August without a serious casualty of any kind; and the army, landing on the 4th of that month, occupied Batavia on the 9th, and on the 25th inflicted a signal defeat on the Dutch forces under General Janssens. The battle so completely broke the power of the Dutch that Lord Minto within six weeks was able to re-embark for India. Before leaving he marked his sense of Raffles's services by appointing him Lieutenant-Governor of the newly conquered territory. Raffles's administration of Java brought out his greatest qualities. Within a remarkably short time he had evolved order out of chaos and placed the dependency on the high road to affluent prosperity. When at the end of five years the time came for him to lay down the reins of office, he left the island with an overflowing treasury and a trade flourishing beyond precedent. Returning to England in 1816 with health somewhat impaired by his arduous work in the tropics, Raffles hoped for a tangible recognition of his brilliant services. But his success had excited jealousy, and there were not wanting detractors who called in question certain aspects of his administration. It is unnecessary for present purposes to go into those forgotten controversies. Suffice it to say that the attacks were so far successful that no better position could be found for Raffles than the Lieutenant-Governorship of Bencoolen, a centre whose obscurity had become more marked since the occupation of Pinang.

Raffles assumed the office which had been entrusted to him with the cheerful zeal which was characteristic of the man. But even his sanguine temperament was not proof against the gloomy influences which pervaded the place. An earthquake which had occurred just before he landed had done great damage to the station, and this disaster had accentuated the forlornness of the outlook. Raffles drew a vivid picture of the scene which confronted him in a letter written on April 7, 1818, a few days after landing. "This," he wrote, "is without exception the most wretched place I ever beheld . . . the roads are impassable, the highways in the town overrun with rank grass, the Government house a den of ravenous dogs and polecats. The natives say that Bencoolen is now a *Tani mati* (dead land). In truth I could never have conceived anything half so bad. We will try and make it better, and if I am well supported from home the West Coast may yet be turned to account." The moral condition of the place was in keeping with its physical aspect. Public gaming and cock-fighting were not only practised

under the eye of the chief authority, but publicly patronised by the Government. This laxity had its natural consequences in an excess of criminality. Murders were daily committed and robberies perpetrated which were never traced; profligacy and immorality obtruded themselves in every direction.¹

The truth is that Bencoolen at this time was decaying of its own rottenness. Throughout its existence it had been a sink of corruption and official extravagance, and these qualities had honeycombed it to a point almost of complete destruction. A story familiar in the Straits illustrates aptly the traditions of the station. At one period there was a serious discrepancy—amounting to several thousand dollars—between the sum to the credit of the public account and the specie in hand. Naturally the authorities in Leadenhall Street demanded an explanation of this unpleasant circumstance. They were told that the blame was due to white ants, though it was left to conjecture whether the termites had demolished the money or simply the chest which contained it. The directors made no direct comment upon this statement, but a little later despatched to Bencoolen, unasked, a consignment of files. At a loss to know why these articles had been sent out, the Bencoolen officials sought an explanation. Then they were blandly told that they were to be used against the teeth of the white ants should the insects again prove troublesome. It is probable that this was a sort of Leadenhall Street Roland for a Bencoolen Oliver, for just previous to this incident the home authorities had made themselves ridiculous by solemnly enjoining the Bencoolen officials to encourage the cultivation of white pepper, that variety being most valuable. On that occasion it had been brought home to the dense Leadenhall Street mind that black and white pepper are from identical plants, the difference of colour only arising from the method of preparation, the latter being allowed to ripen on the vine, while the former is plucked when green. Mistakes of the character of this one, it appears, were not uncommon in the relations of the headquarters with Bencoolen. An almost identical incident is brought to light in one of Raffles's letters. After he had been some time at Bencoolen a ship was sent out to him with definite instructions that it should be loaded exclusively with pepper. Owing to its extreme lightness, pepper alone is an almost impossible cargo, and it was the practice to ship it with some heavy commodity. Acting on these principles, Raffles, in anticipation of the vessel's arrival, had accumulated a quantity of sugar for shipment. But in view of the peremptoriness of his orders he withdrew it, and the vessel eventually sailed with the small consignment of pepper which was possible having regard to the safety of the vessel.

Bencoolen from the beginning to the end of its existence as an English trading centre was but a costly white elephant to the East India Company. Raffles's opinion upon it was that "it was certainly the very worst selection that could have been made for a settlement. It is

¹ "Memoir of Sir T. Stamford Raffles," p. 297.

completely shut out of doors; the soil is, comparatively with the other Malay countries, inferior; the population scanty; neighbourhood or passing trade it has none; and further, it wants a harbour, to say nothing of its long reputed unhealthiness and the undesirable state of ruin into which it has been allowed to run." Yet at this period the administration of the settlement involved an expenditure of £100,000 a year, and the only return for it, as Raffles contemptuously put it, was "a few tons of pepper." In the view of the energetic young administrator the drawbacks of the place were accentuated by the facility with which the pepper trade was carried on by the Americans without any settlement of any kind. In a letter to Marsden, with whom he kept up an active correspondence, Raffles wrote under date April 28, 1818: "There have been no less than nineteen Americans at the northern ports this season, and they have taken away upwards of 60,000 pekuls of pepper at nine dollars. It is quite ridiculous for us to be confined to this spot in order to secure the monopoly of 500 tons, while ten times that amount may be secured next door without any establishment at all."

The wonder is that, with practically no advantages to recommend it, and with its serious drawbacks, Bencoolen should so long have remained the Company's headquarters. The only reasonable explanation is that the directors held it as a counterpoise to the Dutch power in these waters. Dutch policy aimed at an absolute monopoly, and it was pursued with an arrogance and a greed which made it imperative on the guardians of British interests in these latitudes that it should be resisted with determination. Resisted it was, as the records show, through long years, but it cannot truly be said that in dissipating energies and substance at Bencoolen the Company adopted a sensible course. By their action, indeed, they postponed for an unnecessarily protracted period the seating of British power in the Straits in a position adequate to the great trade and the commanding political interests which Britain even at that period had in the East. But no doubt the consolidation of our position in India absorbed the energies and the resources of the Company in the eighteenth century, and prevented them from taking that wider view which was essential. That the authorities in India were not unmindful of the importance of extending British influence in the Straits is shown by the readiness with which, when the value of the position had been brought home to them by Light, they took the necessary steps to occupy Pinang in 1786. Still, the full lesson of statesmanship had yet to be taught them, as is indicated by the fact that within eight years of the hoisting of the British flag on Prince of Wales Island, as it was officially designated, its abandonment in favour of a station on the Andamans was seriously proposed. It remained for Raffles to teach that lesson. How his instruction was given and the results which flowed from it, are matters which must be dealt with in a separate section.

¹ *Ibid.*, p. 463.

SINGAPORE.

CHAPTER I.

THE OCCUPATION AND THE FIGHT AGAINST
DUTCH PRETENSIONS AND OFFICIAL
JEALOUSY.

THE retrocession of Malacca under the terms of the Treaty of Vienna was almost universally felt throughout the Straits to be a great blow to British political and commercial influence. Regarded at home as a mere pawn to be lightly sacrificed on the diplomatic chess-board, the settlement throughout the Eastern seas enjoyed a prestige second to that of hardly any other port east of Calcutta, and its loss to those on the spot appeared a disaster of the first magnitude. There was substantial reason for the alarm excited. The situation of the settlement in the very centre of the Straits gave its owners the practical command of the great highway to the Far East. It was the historic centre of power to which all Malaya had long been accustomed to look as the seat of European authority; it was a commercial emporium which for centuries had attracted to it the trade of these seas. But these were not the only considerations which tinged the minds of the British community in the Straits with apprehension when they thought over the surrender of the port, with all that it implied. From the Dutch settlements across the sea were wafted with every

man, the Governor of Pinang, to number twelve thousand men, including a considerable proportion of highly-trained European troops,



CHANTREY'S BUST OF SIR STAMFORD
RAFFLES.

(From the "Memoir of Sir T. Stamford Raffles.")

had been concentrated in Netherlands India. With it was a powerful naval squadron, well manned and equipped. These and other circumstances which were brought to light indi-

absolute domination of the Straits of Malacca and of the countries bordering upon that great waterway.

One of the first public notes of alarm at the ominous activity of the Dutch was sounded by the commercial men of Pinang. On June 8, 1818, the merchants of that place sent a memorial to Government inviting the attention of the Governor to the very considerable intercourse now carried on by British subjects in India "with the countries of Perak, Salangore, and Riho in the Straits of Malacca, and the island of Singha, and Pontiana and other ports on the island of Borneo," and suggesting—in view of the transfer of Malacca and the probable re-adoption by the Dutch of their old exclusive policy, by which they would "endeavour to make such arrangements with, and to obtain such privileges from, the kings or chiefs of those countries as might preclude British subjects from the enjoyment of the present advantageous commerce they now carry on"—the expediency of the British Government "endeavouring to make such amicable commercial treaties and alliances with the kings and chiefs of these places as may effectually secure to British subjects the freedom of commerce with those countries, if not on more favourable terms, which, from the almost exclusive trade British subjects have carried on with them for these twenty years past, we should suppose they might even be disposed to concede."

There is no evidence that any formal reply was ever made to this representation, but that it was not without fruit is shown by the subsequent action of the Government. They penned an earnest despatch to the Supreme Government, deploring the cession of the port and pointing out the serious effect the action taken was likely to have on British trade and prestige. Meanwhile Mr. Cracroft, Malay translator to the Government, was sent on a mission to Perak and Selangor, with instructions to conclude treaties if possible with the chiefs of those States. At the same time a despatch was forwarded to Major Farquhar, the British Resident at Malacca, directing him to conduct a similar mission to Riau, Lingin, Pontiana, and Siack. Mr. Cracroft, after a comparatively brief absence, returned with treaties executed by both the chiefs to whom he was accredited. Major Farquhar's mission proved a far more difficult one. Embarking at Malacca on July 19th, he made Pontiana his first objective, as he had heard of the despatch of a Dutch expedition from Batavia to the same place, and was anxious to anticipate it if possible. He, however, brought up off Riau for the purpose of delivering letters, announcing his mission, to the Raja Muda, the ruling authority of the place, and to the Sullan of Lingin, who could be reached from that quarter. After a tedious passage he arrived at Pontiana on August 3rd, but, to his mortification, found that the Dutch had anticipated him and had occupied the place. Dissembling his feelings as best he



THE ROADS, BATAVIA.

(From Von de Velde's "Gesigtenuit Neerlands Indie.")

ship rumours of preparations which were being made for the new régime which the reoccupation of Malacca was to usher in. An imposing military force, estimated by Colonel Banner-

cated that the reoccupation of Malacca was to be the signal for a fresh effort on the part of the Dutch to secure that end for which they had been struggling for two centuries—the

¹ "Straits Settlements Records," No. 66

could, he after a brief interval weighed anchor and directed his course to Lingén. Here he was told that the political authority was vested in the Raja Muda of Riau, to whom application for the treaty must be made. Acting on the suggestion, Farquhar went to Riau, and concluded what he then regarded as a very satisfactory arrangement. Subsequently he visited Bukit Bahoo in Siack, and concluded a like treaty there on August 31st. Returning to Malacca, Farquhar forwarded the treaties to Pinang with a covering despatch of much interest in the light of subsequent events. In this communication the writer expressed his desire to put before the Governor of Pinang some considerations relative to the situation created by the retrocession to the Dutch of Malacca, "the Key of the Straits"—an event which, in his view, could not be too much deplored. The provident measures adopted of concluding alliances with native States would, he said, prove of much ultimate benefit in preserving an open and free trade. But however strong might be the attachment of the native chiefs to the British, and however much they might desire to preserve the terms of the treaties inviolate, it would be quite impossible for them to do so unless strenuously supported and protected by our influence and authority. In the circumstances it seemed to him that "the most feasible, and indeed almost only, method to counteract the evils which at present threaten to annihilate all free trade to the Eastern Archipelago would be by the formation of a new settlement to the eastward of Malacca." "From the observations I have been able to make on my late voyage, as well as from former experience, there is," Farquhar continued, "no place which holds out so many advantages in every way as do the Kariman Islands, which are so situate as to be a complete key to the Straits of Singapore, Dryon, and Soban, an advantage which no other place in the Straits of Malacca possesses, as all trade, whether coming from the eastward or westward, must necessarily pass through one or other of the above straits. A British settlement, therefore, on the Karimans, however small at first, would, I am convinced, very soon become a port of great consequence, and not only defray its own expenses, but yield in time an overplus revenue to Government." The Karimuns, Farquhar went on to say, were uninhabited, but as they were attached to the dominions of the Sultan of Johore, he suggested that means should be adopted of obtaining a regular transfer of the islands from that potentate.

In forwarding Farquhar's despatches to the Governor-General, Colonel Bannerman drew attention in serious terms to the menace of the Dutch policy in regard to native States. He pointed out that they had twelve thousand troops in their possessions, and that the presence of this force between India and China involved a distinct danger to British interests. He did not, however, support Farquhar's suggestion in regard to the Karimun Islands, on the ground that "the expense of maintaining a settlement on an uninhabited island would be enormous," and that "the insulated situation of Kariman and its remoteness from all support would require a considerable military force to

guard it against the large fleets of piratical prowls infesting that part of the Straits, as well as against the nations of the adjoining countries."

Finally he stated that the subject was under the consideration of the Government of Bengal.

In a later despatch, dated the 7th of Novem-



THE STRAITS OF SUNDA.

(From a sketch in the India Office.)

Before he had received any intimation as to the views held by Colonel Bannerman, Farquhar, deeming that the matter was one of urgency, took upon himself the responsibility of writing to the Raja Muda of Riau, asking him if he were willing to forward the transfer of the Karimun Islands to the British. The Raja replied cautiously that, though he had no objection to the British examining the islands, he did not deem himself in a position to come to any definitive arrangement. In transmitting this information to Colonel Bannerman, Farquhar reasserted the desirability of acquiring the Karimuns, and stated that he thought a small force—"two companies of native infantry, with a proportion of artillery assisted by a few hundred convicts"—would be sufficient to garrison it.

While the arrangements for the transfer of Malacca were in progress a claim was raised by the Dutch to the suzerainty of Riau and Perak on the ground that they were dependencies of Malacca, and reverted to them with that settlement, in spite of the fact that immediately after the capture of Malacca in 1795 the Sultan of Riau was restored to the full enjoyment of his sovereign rights by the British.

Farquhar, writing from Malacca to Bannerman on the 22nd of October, stated that he had been questioned by the Dutch Commissioners as to the intentions of his Government in regard to the formation of a settlement to the eastward of Malacca, and had informed them officially that friendly communications had already been made with the constituted authorities of Lingén and Riau, and their permission obtained for examining and surveying the Karimun and neighbouring islands, and also a general concurrence in the views of his Government.

ber, Farquhar enclosed a communication from the Dutch Commissioners raising definitely the question of the vassalage of the States of Lingén, Riau, &c., arising out of old treaties said to have been formed with those States thirty or forty years previously. In the letter from the Dutch was intimated in the most explicit terms a firm determination on the part of their Government not to permit the Raja of Johore, Pahang, &c., to cede to the British the smallest portion of his hereditary possessions.

In a despatch dated November 21, 1818, Bannerman forwarded Farquhar's letter and the Dutch Commissioners' communication to the Governor-General with the remark, "No sanction or authority has been given to Major Farquhar to negotiate for the Kariman Islands, or even to discuss the question with the Dutch authorities." "My letters to the Governor-General," Bannerman added, "exemptify to his Excellency in Council rather the prevalence of an opinion adverse to their occupation than any sanction to the discussion of the question itself." The communication proceeded: "It appears to the Governor in Council that the late discussions have had a tendency to stamp the Kariman Islands with a degree of importance which their value cannot sanction; but at the same time they have led to a more complete development of the views of general aggrandisement with which the Netherlands Government are actuated, and it may be feared that the pretensions of that Power to the undivided sovereignty in the Eastern seas, or the tenacity with which they are prepared to support their claims, will be productive of considerable disadvantage to British interests unless counteracted by timely arrangements."

Such was the position of events at the end of

November as far as Pinang was concerned. But in the interval between the first raising of the question and the transmission of Colonel Bannerman's warning despatch to the Governor-General there had been important developments in another quarter.

In the early days of his exile at Bencoolen, brooding over the situation in which the Treaty of Vienna had placed British power in the Straits, Raffles was quick to see that the time had come for a new departure in policy if British power was to hold its own in this part of the globe. His earliest correspondence from the settlement indicates his anxiety on the point. In a letter dated April 14, 1818, and despatched a week or two after his arrival, he wrote: "The Dutch possess the only passes through which ships must sail into this archipelago, the Straits of Sunda and of Malacca; and the British have not now an inch of ground to stand upon between the Cape of Good Hope and China, nor a single friendly port at which they can water or obtain refreshments. It is indispensable that some regular and accredited authority on the part of the British Government should exist in the archipelago, to declare and maintain the British rights, whatever they are, to receive appeals, and to exercise such wholesome control as may be conducive to the preservation of the British honour and character. At present the authority of the Government of Prince of Wales Island extends no further than Malacca, and the Dutch would willingly confine that of Bencoolen to the almost inaccessible and rocky shores of the West Coast of Sumatra. To effect the objects contemplated some convenient station within the archipelago is necessary; both Bencoolen and Prince of Wales Island are too far removed, and unless we succeed in obtaining a position in the Straits of Sunda, we have no alternative but to fix it in the most advantageous position we can find within the archipelago; this would be somewhere in the neighbourhood of Bintang."¹

Bintang, or Bentan as it is now called, is an island in the Riau Strait, about 30 miles from Singapore at the nearest point. The reference shows that Raffles had a clear conception of the importance of a good strategic as well as a favourable trading position, and knew exactly where this was to be found. There is reason to think that he actually had Singapore in his mind even at this early period. His correspondence suggests that his thoughts had long been cast in that direction, and other circumstances make it inherently probable that a definite scheme for establishing a British settlement there was actually formed by him before he left England. The point is not very material. Even assuming that Raffles had not the undivided honour of discovering, or, more properly, rediscovering, Singapore, it was beyond all reasonable question he who gave the proposal for the occupation of the point living force, and ensured its success by a series of well-planned and cleverly executed measures, followed by the initiation of an administrative policy marked by statesmanlike judgment.

Once having got into his mind the idea of the necessity of counteracting Dutch influence

by the establishment of a new settlement, Raffles, with characteristic energy, proceeded to enlist the support of the authorities. Within a few months of his landing at Bencoolen he was on his way to India to lay his plans before the Supreme Government. At Calcutta he had several conferences with the Marquess of Hastings, the then Governor-General, and put before him the case for the adoption of a forward policy. He advocated, his biographer says, no ambitious scheme. "In his own words, he neither wanted people nor territory; all he asked was permission to anchor a line-of-battle ship and hoist the English flag at the mouth either of the Straits of Malacca or of Sunda, by which means the trade of England would be secured and the monopoly of the Dutch broken."² As a result of the discussions it was decided to concede to the Dutch their pretensions in Sumatra, to leave to them the



FRANCIS RAWDON, FIRST MARQUESS OF HASTINGS.

(From an engraving by Clent in the British Museum.)

exclusive command of the Straits of Sunda, and "to limit interference to measures of precaution by securing a free trade with the archipelago and China through the Straits of Malacca." In order to effect this and at the same time to protect the political and commercial interests in the Eastern seas generally, it was deemed essential that some central station should be occupied to the southward of Malacca. Finally, it was agreed that Raffles should be the agent of the Governor-General to carry out the policy decided upon, and Major Farquhar was directed by the Calcutta Government to postpone his departure and join Raffles in his mission. Raffles, writing to Marsden under date November 14, 1818, himself sums up the results of his mission in this way: "I have now to inform you that it is determined to keep the command of the Straits of Malacca by establishments at Achin and Rhio, and that I leave Calcutta in a fortnight as the agent to effect this important object. Achin I conceive

to be completely within our power, but the Dutch may be beforehand with us at Rhio. They took possession of Pontiano and Malacca in July and August last, and have been bad politicians if they have so long left Rhio open to us." In a letter penned twelve days later to the Duchess of Somerset, Raffles says: "I have at last succeeded in making the authorities in Bengal sensible of their supineness in allowing the Dutch to exclude us from the Eastern seas, but I fear it is now too late to retrieve what we have lost. I have full powers to do all that we can; and if anything is to be done I think I need not assure your grace that it shall be done and quickly done." It seems probable that in the interval between these two letters information had reached Calcutta of the Dutch occupation of Rhio (Riau). Whether so or not, Raffles, it is clear from a later letter addressed to Marsden from "off the Sandheads" on December 12, 1818, had by the time he started on his homeward voyage turned his thoughts from Riau in the direction of Singapore. "We are now," he writes, "on our way to the eastward in the hope of doing something, but I much fear that the Dutch have hardly left us an inch of ground to stand upon. My attention is principally turned to Johore, and you must not be surprised if my next letter to you is dated from the site of the ancient city of Singapura." This letter is important as an indication that Raffles's designs were tending towards Singapore before he left Calcutta and had had an opportunity of consulting Major Farquhar.

On arrival at Pinang, Raffles found a very discouraging situation. He was met with the probably not unexpected news that the Dutch had compelled the Rajas of Riau and Lingin to admit their troops into the former settlement and to permit their colours to fly at Lingin, Pahang, and Johore; while an additional example of their aggressiveness was supplied by the arrest of the Sultan of Palembang and the occupation of his capital with a thousand troops, five hundred of whom were Europeans in a high state of discipline. In transmitting information of these acts to the Governor-General, Colonel Bannerman had penned a despatch in terms which were no doubt communicated to Sir Stamford Raffles. In this document the Governor of Pinang observed that he thought that the Dutch action "must prove to the Supreme Government the full nature of those encroachments and monopolies to which these acts will naturally tend. The Governor in Council was satisfied that nothing less than the uncontrolled and absolute possession of the Eastern trade would satisfy the rapacious policy of the Dutch Government." The despatch went on to point out that the Dutch had now complete control of every port eastward of Pinang, and had besides every means, in a very superior military and naval armament, to frustrate any attempt of the British Government "to negotiate even a common commercial alliance with any one of the States in the Eastern seas." Finally the despatch despairingly remarked, "To effect therefore among them any political arrangements as a counterpoise to the influence of that nation, it is needless to disguise, is now beyond the power of the British Government in India."

These concluding words supply a keynote to

¹ "Memoir of Sir T. S. Raffles," p. 307.

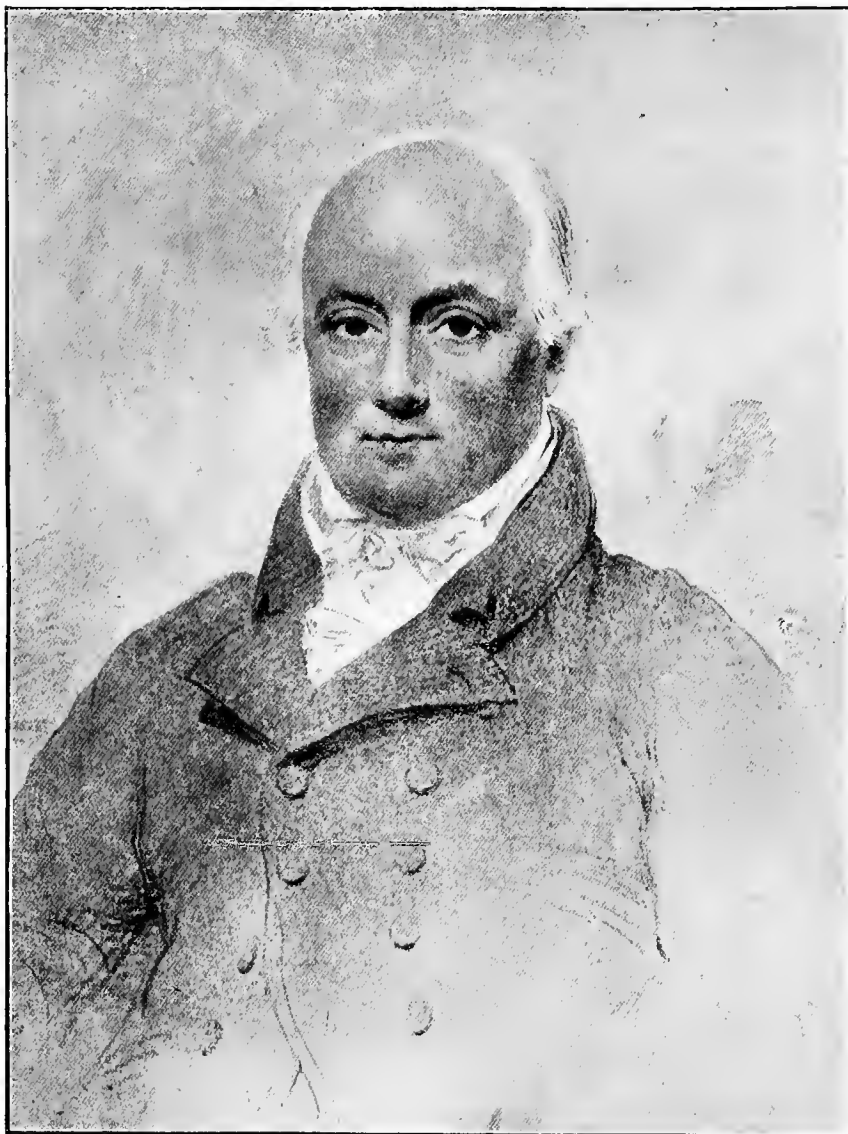
² Ibid., p. 370.

the attitude of Colonel Bannerman. He had clearly been overwhelmingly impressed with Dutch activity and the resolution with which they pursued their aims, and thought that the position was beyond retrieval. He was not a strong official. His despatches show him to have been an opinionated and somewhat irascible man, intolerant of criticism, and, though genial in his social relations, endowed with more than a common share of official arrogance. Mingled with these qualities was a constitutional timidity which prevented him from taking any course which involved risk or additional responsibility. He was, in fine, the very worst type of administrator to deal with a crisis such as that which had arisen in the Straits. In receiving Raffles and communicating his views on the complicated situation that had developed, he seems to have given full rein to his pessimism. He was, indeed, so entirely convinced that the position was irretrievable that he had apparently made up his mind to thwart Raffles's mission by every means in his power. It is doing no injustice to him to say that wedded to a sincere belief in the futility of further action was a feeling of soreness that this important undertaking had been launched without reference to him and placed under the charge of an official who held a less exalted position than himself. In the recorded correspondence¹ between himself and Raffles we find him at the very outset taking up a position of almost violent hostility and obstructiveness. The controversy was opened by a letter addressed by Bannerman to Raffles immediately after the latter's arrival, detailing the acts of Dutch aggressiveness and affirming the undesirability of further prosecuting the mission in the circumstances. To this Raffles replied on January 1, 1819, saying that although Riau was preoccupied, "the island of Singapore and the districts of Old Johore and the Straits of Indugeeree on Sumatra offer eligible points for establishing the required settlement," and declaring his inclination to the policy of proceeding at once to the eastward with a respectable and efficient force. Bannerman, in answer to this communication, wrote on the 3rd of January protesting against Raffles's proposed action and refusing to grant the demand which apparently had been made for a force of 500 men to assist him in carrying out his designs. In taking up this strong line Bannerman does not appear to have carried his entire Council with him. One member—Mr. Erskine—expressed his dissent and drew upon himself in consequence the wrath of his chief, who in a fiery minute taunted him with vacillation on the ground that he had at the outset been in agreement with his colleagues as to the inadvisability of the prosecution of the mission. Raffles was not the man to be readily thwarted, and we find him on the 4th of January directing a pointed inquiry to Bannerman as to whether he positively declined to aid him. Thus brought to bay, the Governor found it expedient to temporise. He wrote saying that he was willing to give military aid, but that he did so only on Raffles's statement that he had authority from the Governor-General apart from the written instructions, the terms of

¹ "Straits Settlements Records," No. 182A.

which were relied upon by Bannerman as justifying the attitude he had assumed. The bitter, unreasonable spirit which Raffles encountered produced upon him a natural feeling of depression. "God only knows," he wrote to Marsden on January 16, 1819, "where next you may hear from me, but as you will be happy to learn of the progress of my mission, I will not lose the present opportunity of informing you how I go on. Whether anything

to his destination, but that he had a definite idea in his mind appears from a letter he wrote the same day to Mr. Adam, the Secretary to the Supreme Government. In this he said: "The island of Singapore, independently of the straits and harbour of Johore, which it both forms and commands, has, on its southern shores, and by means of the several small islands which lie off it, excellent anchorage and smaller harbours, and seems in every



COLONEL BANNERMAN.

(From an original drawing in the possession of the Rev. J. H. Bannerman, Vicar of St. Stephen's, Congleton, Cheshire.)

is to be done to the eastward or not is yet very uncertain. By neglecting to occupy the place we lost Rhio, and shall have difficulty in establishing ourselves elsewhere, but I shall certainly attempt it. At Achin the difficulties I shall have to surmount in the performance of my duty will be great and the annoyance severe, but I shall persevere steadily in what I conceive to be my duty." In this letter to Marsden ignorance is professed by Raffles as

respect most peculiarly adapted for our object. Its position in the Straits of Singapore is far more convenient and commanding than even Rhio for our China trade, passing down the Straits of Malacca, and every native vessel that sails through the Straits of Rhio must pass in sight of it." Raffles went on to say that there did not appear to be any objection "to a station at Singapore, or on the opposite shore towards Point Romania, or on any other of the smaller



VIEW OF THE JUNGLE, SINGAPORE.

(From Captain Bethune's "Views in the Eastern Archipelago.")

islands which lie off this part of the coast. The larger harbour of Johore," he added, "is declared by professional men whom I have consulted, and by every Eastern trader of experience to whom I have been able to refer, to be capacious and easily defensible, and the British flag once hoisted, there would be no want of supplies to meet the immediate necessities of our establishment."

Three days after the despatch of this letter Raffles sailed on his eventful mission. Major Farquhar, who from the records appears to have been at Pinang at the time, was completely won over to his views—"seduced" is the phrase which Colonel Bannerman used later—and accompanied him. It says much for the strained character of the relations which existed at the moment between Raffles and the Pinang Government that in quitting the harbour the former neglected to notify his departure. Slipping their anchors, the four vessels of his little fleet left at night-time without a word from Raffles to the Government. His mission being a secret one of the highest importance, he probably felt indisposed to supply more information about his movements than was absolutely necessary to the hostile officialdom of Pinang. However that may be, the omission to give notice of sailing appears to have been part of a deliberate policy, for when some weeks later one of Raffles's vessels had again to leave port, its

commander departed without the customary formality, with the result that Colonel Bannerman penned a flaming despatch to the Governor-General invoking vengeance on the culprit.

The mystery in which Raffles's intentions and movements were, we may assume, purposely enshrouded at this period has resulted in the survival of a considerable amount of doubt as to the actual course of events. It has even been questioned whether he was actually present at Singapore when the British flag was hoisted for the first time. The records, however, are absolutely conclusive on this point. Indeed, there is so much direct evidence on this as well as on other aspects of the occupation that it is remarkable there should have been any room for controversy as to the leading part which Raffles played in the transaction.

When Raffles sailed from Pinang, it is probable that he had no fixed design in regard to any place. He knew generally what he wanted and he was determined to leave no stone unturned to accomplish his end. But beyond a leaning towards Singapore as in his view the best centre, he had, it would seem from the nature of his movements, an open mind on the question of the exact location of the new settlement. In the archives at the India Office¹ there exists a memorandum,

¹ "Straits Settlements Records," No. 10.

drawn up by Mr. Benjamin S. Jones, who was at the time senior clerk at the Board of Control, detailing the circumstances which led up to the occupation of Singapore. This document is dated July 20, 1820, and it was probably prepared with a view to the discussion then proceeding with the Dutch as to the legality of the occupation. As a statement of the official views held at the time in regard to Raffles's action it is of peculiar interest, and it may be examined before we come to deal with the movements of the mission. At the outset there is given this explanation of the causes which led to its despatch:

"The Governor-General in Council, deeming it expedient to secure the command of the Straits of Malacca in order to keep open a channel for British commerce, apparently endangered by the schemes of exclusive policy pursued by the Netherlandish Government, determined to despatch Sir T. S. Raffles for the purpose of improving the footing obtained at Rhio. In his instructions dated December 5, 1818, it was observed that if the Dutch had previously occupied Rhio it might be expedient to endeavour to establish a connection with the Sultan of Johore, but as so little was known respecting that chief, Sir T. S. Raffles was informed that it would be incumbent upon us to act with caution and circumspection before we entered into any engagements with him. It was further observed that there was some

reason to think that the Dutch would claim authority over the State of Johore by virtue of some old engagements, and though it was possible that the pretension might be successfully combated, it would not be consistent with the policy and views of the Governor-General in Council to raise a question of this sort with the Netherlands authorities. But in the event of his procuring satisfactory information concerning Johore, Sir T. S. Raffles was instructed, on the supposition of Rhio being preoccupied by the Dutch, to open a negotiation with the chief of Johore on a similar basis to that contemplated at Rhio."

Then follows a relation of the circumstances under which Singapore was selected by Raffles.

"In order to avoid collision with the Dutch authorities, Sir T. S. Raffles determined to avoid Rhio, but to endeavour to establish a footing on some more unoccupied territory in which we might find a port and accommodation for our troops, and where the British flag might be displayed pending a reference to the authorities in Europe. With this view he proceeded to Singapore. On his arrival off the town a deputation came on board with the compliments and congratulations of the chief native authority and requested to know the object of the visit. Having inquired whether there was any Dutch settlement and flag at Singapore and at Johore, and whether the Dutch had by any means attempted to exercise an influence or authority over the ports, the deputation replied that Johore Lama, or Old Johore, had long been deserted; that the chief authority over Singapore and all the adjacent islands (excepting those of Lingan and Rhio) then resided at the ancient capital of Singapore, where no attempts had yet been made to establish the Dutch power and where no Dutch flag would be received."

Such were the bald facts of the occupation as officially related about eighteen months after the hoisting of the British flag in the ancient Malay capital. The account may be supplemented with evidence from other quarters. Nothing is said in Mr. Jones's memorandum about visits paid by the mission to any other spot than Singapore, but it is familiar knowledge that before proceeding to Singapore Raffles put in at the Karimun Islands and at Siack. His reasons for visiting these places may be conjectured from the recital given of the events which preceded his arrival at Pinang. Major Farquhar, as we have seen, was strongly in favour of the establishment of a port on the Karimun Islands—so strongly, indeed, that he had gone beyond his official province to prepare the way for an occupation, if such were deemed desirable by the higher authorities. What would be more natural in the circumstances than that he should induce Raffles at the very earliest moment to visit the spot which had struck him on his voyage to Pontiana as being so peculiarly adapted to the purposes of the new settlement? Whatever the underlying motive, we have interesting evidence of the circumstance that the Karimuns were visited, and that Raffles found there ample and speedy proof that the port was entirely unsuitable. The facts are set forth in a report dated March 1, 1819, presented to the Pinang Government by Captain Ross, of the East

India Company's Marine. This functionary, it appears, had on the 15th of January proceeded to the Karimun Islands to carry out a survey in accordance with official instructions, prompted, doubtless, by Major Farquhar's advocacy of the port. His report was entirely unfavourable to the selection of the islands. "The Small Kariman," he wrote, "rises abruptly from the water all round, and does not afford any situation for a settlement on it. The Great Kariman on the part nearest to the small one is also very steep, and from thence to the southward forms a deep bay, where the land is principally low and damp, with much mangrove along the shore, and three fathoms water at two and a half miles off. The channel between the two Karimans has deep water, fourteen and fifteen fathoms, in it, but it is too narrow to be used as a harbour." Sir Stamford Raffles was furnished with Captain Ross's opinion immediately on his arrival, and it was that apparently which caused him to turn his attention to Singapore. Recognising the value of expert marine opinion, he took Captain Ross with him across the Straits. The results of the survey which that officer made were embodied in a report, which may be given as an interesting historical document associated with the earliest days of the life of the settlement. Captain Ross wrote:

"Singapore Harbour, situate four miles to the NNE. of St. John's Island (in what is commonly called Singapore Strait), will afford a safe anchorage to ships in all seasons, and being clear of hidden danger, the approach to it is rendered easy by day or night. Its position is also favourable for commanding the navigation of the strait, the track which the ships pursue being distant about five miles; and it may be expected from its proximity to the Malayan islands and the China Sea that in a short time numerous vessels would resort to it for commercial purposes.

"At the anchorage ships are sheltered from ENE. round to north and west as far as SSW. by the south point of Johore, Singapore, and many smaller islands extending to St. John's, and thence round to the north point of Batang (bearing ESE.) by the numerous islands forming the southern side of Singapore Strait. The bottom, to within a few yards of shore, is soft mud and holds well.

"The town of Singapore, on the island of the same name, stands on a point of land near the western part of a bay, and is easily distinguished by there being just behind it a pleasant-looking hill that is partly cleared of trees, and between the point on which the town is situate and the western one of the bay there is a creek in which the native vessels anchor close to the town, so it may be found useful to European vessels of easy draft to refill in. On the eastern side of the bay, opposite to the town, there is a deep inlet lined by mangroves, which would also be a good anchorage for native boats; and about north from the low sandy point of the bay there is a village inhabited by fishermen, and a short way to the eastward there is a passage through the mangroves leading to a fresh-water river. . . .

"The coast to the eastward of the town bay is one continued sandy beach, and half-mile

to the eastward of the eastern point of the bay, or two and a half from the town, there is a point where the depth of water is six or seven fathoms at three or four hundred yards from the shore, and at eight hundred yards a small bank with about three fathoms at low water. The point offers a favourable position for batteries to defend ships that may in time of war anchor near to it.

"The tides during the napes are irregular at two or three miles off shore, but close in otherwise. The rise and fall will be about 10 and 12 feet, and it will be high water on full and change at eight and a half hours. The latitude of the town is about 1° 15' North, and variation of the needle observed on the low eastern point of the bay is 2° 9' East."

Nothing hardly could have been more satisfactory than this opinion by a capable naval officer upon the maritime aspects of Singapore. With it in his possession Raffles had no difficulty in coming to a decision. His experienced eye took in the splendid possibilities which the island offered for the purposes in hand. A practically uninhabited island with a fine roadslead, it could, with a minimum of difficulty and expense, be made into a commercial centre, while its commanding position in the narrowest part of the Straits of Malacca gave it a political value beyond estimate. Impressed with these features of the situation, and swayed also, we may reasonably assume, by the classical traditions of the spot, Raffles on January 29, 1819,² ten days after quitting Pinang, hoisted the British flag on the island. The natural jubilation he felt at the accomplishment of his mission found vent in a letter to Marsden dated three days later. In this he wrote: "Here I am at Singapore, true to my word, and in the enjoyment of all the pleasure which a footing on such classic ground must inspire. The lines of the old city and of its defences are still to be traced, and within its ramparts the British Union waves unmoleted." In the midst of his self-gratulation Raffles was not unmindful of the dangers which still hindered his plans from the jealousy of his rivals and the ignorance and indifference of the authorities at home. He made a special appeal to Marsden for support on behalf of his most recent attempt to extend British influence. "Most certainly," he wrote, "the Dutch never had a factory in the island of Singapore; and it does not appear to me that their recent arrangements with a subordinate authority at Rhio can or ought to interfere with our permanent establishment here. I have, however, a violent opposition to surmount on the part of the Pinang Government."

Raffles no doubt had in his mind when he penned this appeal the possible effects of Dutch strenuousness combined with Pinang hostility on the weak and vacillating mind (as it appeared markedly at this time) of the Indian Government and the India Board. His position, however, had been greatly strengthened by arrangements which, after landing on the island, he had found it possible to make with the Dato' Temenggong of Johore,

¹ "Straits Settlements Records," No. 70, p. 432.

² In Raffles's "Memoir," by his wife, the date of the hoisting of the flag is given as the 29th of February, but this is an obvious blunder.

a high State official with great ill-defined powers, which placed him in a position almost of equality with the Sultan. This individual was resident on the island at the time of the visit of the mission, and he sought an interview with Raffles, in order to offer the British envoy his assistance in the execution of his designs. It is probable that the offer was prompted more by hatred of the Dutch than love of the British. But Raffles was in no mood to examine too closely into the motives which dictated the Temenggong's action. Realising the value of his support, he concluded with him, on January 30th, a provisional understanding for the regularising of the occupation of the island. The Temenggong appears to have represented himself as the possessor of special rights, but Raffles deemed it expedient to secure the confirmation of the grant at the hands of the Sultan. It happened that at this time the ruling chief was Sultan Abdul Rahman, a man who was supported by the Dutch and was completely under their influence. No arrangement was possible with him, and Raffles must have known as much from the very first. But his fertile intellect speedily found a way out of the difficulty. The British envoy gathered from the Temenggong, and possibly was aware of the fact previously, that Abdul Rahman was the younger of two sons of the previous Sultan, and as his brother was living he was consequently a usurper. Without loss of time Raffles, through the Temenggong, sent to Riau for the elder brother, Tunku Hussein, and on the latter's

arrival in Singapore duly proclaimed him Sultan of Johore. Afterwards a formal treaty, dated February 6, 1819, was drawn up in which the new Sultan joined with the Temenggong in granting the British the right to settle on the island. This treaty was strengthened by three further agreements, one dated June 26, 1819, another, June, 1823, and the third, November 19, 1824. But before the final treaty was concluded, and Raffles's dream of British domination at this point was realised, many a battle against prejudice and stupidity had to be fought.

In a despatch dated February 13, 1819, reporting to the Supreme Government the occupation of the island, Raffles gave a masterly summary of its features and advantages. "Our station at Singapore," he wrote, "may be considered as an effectual check to the rapid march of the Dutch in the Eastern Archipelago, and whether we may have the power hereafter of extending our stations or be compelled to confine ourselves to this factory, the spell is broken, and one independent port under our flag may be sufficient to prevent the recurrence of the system of exclusive monopoly which the Dutch once exercised in these seas and would willingly re-establish. Situated at the extremity of the peninsula, all vessels to and from China *via* Maccas are obliged to pass within five miles of our headquarters, and generally pass within half a mile of St. John's, a dependent islet forming the western point of the bay, in which I have directed a small post to be fixed, and from whence every ship can

be boarded if necessary, the water being smooth at all seasons. The run between these islands and the Carimons, which are in sight from it, can be effected in a few hours, and crosses the route which all vessels from the Netherlands must necessarily pursue when bound towards Batavia and the Eastern islands.

"As a port for the refreshment and refitment of our shipping, and particularly for that portion of it engaged in the China trade, it is only requisite for me to refer to the able survey and report of Captain Ross, and to add to it that excellent water in convenient situations for the supply of ships is to be found in several places, and that the industrious Chinese are already established in the interior and may soon be expected to supply vegetables, &c., &c., equal to the demand. The port is plentifully supplied with fish and turtle, which are said to be more abundant here than in any part of the archipelago. Rice, salt, and other necessities are always procurable from Siam, the granary of the Malay tribes in this quarter. Timber abounds in the island and its vicinity; a large part of the population are already engaged in building boats and vessels, and the Chinese, of whom some are already engaged in smelting the ore brought from the tin mines on the neighbouring islands, and others employed as cultivators and artificers, may soon be expected to increase in a number proportionate to the wants and interests of the settlement. . .

"A measure of the nature of that which we have adopted was in some degree necessary to evince to the varied and enterprising popula-



THE JOHORE RIVER.

(From "Skizzen aus Singapur und Djohor.")

tion of these islands that our commercial and political views in this quarter had not entirely sunk under the vaunted power and encroachment of the Dutch, and to prove to them that we were determined to make a stand against it. By maintaining our right to a free commerce with the Malay States and inspiring them with a confidence in the stability of it, we may contemplate its advancement to a much greater extent than has hitherto been enjoyed. Independently of our commerce with the tribes of the archipelago, Singapore may be considered as the principal *entrepôt* to which the native traders of Siam, Cambodia, Champa, Cochin China, and China will annually resort. It is to the Straits that their merchants are always bound in the first instance, and if on their arrival they can find a market for their goods and the means of supplying their wants, they will have no possible inducement to proceed to the more distant, unhealthy, and expensive port of Batavia. Siam, which is the granary of the countries north of the Equator, is rapidly extending her native commerce, nearly the whole of which may be expected to centre at Singapore. The passage from China has been made in less than six days, and that number is all that is requisite in the favourable monsoon for the passage from Singapore to Batavia, Pinang, or Achin, while two days are sufficient for a voyage to Borneo."¹

Singapore at the time of the British occupation was a mere squalid fishing village, backed by a wild, uninhabited country, the haunt of the tiger and other beasts of prey. But it was a place with a history. Six centuries before it had been the Constantinople of these Eastern seas, the seat of Malay learning and commerce, the focus of the commerce of two oceans and of part of two continents. In the section of the work treating of the Federated Malay States a lengthy sketch is given of the rise of the Malay power, and it is only necessary here to deal very briefly with the subject. The most widely accepted version of the foundation of Singapore is that contained in the "Sejarah Melayu," or "Malay Annals," a famous work produced at Goa in the early seventeenth century from a Malay manuscript. The story here set forth brings into prominence a line of Malay kings whose ancestry is traced back by the record to Alexander the Great. The first of the line, Raja Bachitram Shah (afterwards known as Sang Sapurba), settled originally in Palembang, Sumatra, where he married a daughter of the local prince. He had a son, Sang Nila Utama, who was domiciled in Bentan, and who, like his father, formed a connection by marriage with the reigning dynasty. Finding Bentan too circumscribed for his energies, Sang Nila, in 1160, crossed the channel to Singapore and laid the foundations of what subsequently became known as the Lion City. Concerning this name Sir Frank Swettenham, the historian of the Malays, writes: "Singa is Sanscrit for a lion and Pura for a city, and the fact that there are no lions in that neighbourhood now cannot disprove the statement that Sang Nila Utama saw in 1160, or thereabouts, an animal which he called by that name—an animal more particularly described by the annalist as very 'swift and beautiful, its body bright red, its

¹ "Straits Settlements Records," No. 182.

head jet black, its breast white, in size rather larger than a he-goat.' That was the lion of Singapura, and whatever else is doubtful the name is a fact; it remains to this day, and there is no reason why the descendant of Alexander should not have seen something which suggested a creature unknown either to the Malay forest or the Malay language. It is even stated, on the same authority, that Singapura had an earlier name, Tamasak, which is explained by some to mean 'a place of festivals.' But that word, so interpreted, is not Malay, though it has been adopted and applied to other places which suggest festivals far less than this small tropical island may have done, even so early as the year 1160. It is obvious that the name Singapura was not given to the island by Malays, but by colonists from India, and if there were an earlier name, Tamasak or Tamasha, that also would be of Indian origin. The fact proves that the name Singapura dates from a very early period, and strongly supports the theory that the Malays of our time are connected with a people who emigrated from Southern India to Sumatra and Java, and thence found their way to the Malay Peninsula."²

Under Sang Nila's rule Singapore grew and flourished, and when he died, in 1208, he left it a place of considerable importance. His successors strengthened its position until it attained to a degree of prestige and importance without parallel in the history of any port in these seas. Its prosperity appears to have been its ruin, for it attracted the jealous notice of a Javanese prince, the Raja of Majapahit, and that individual formed a design to conquer the city. He was beaten off on the first attempt, but a second expedition despatched in 1377 achieved its object through the treachery of a high official. The inhabitants were put to the sword by the conquerors, and those of them who managed to escape ultimately settled in Malacca, where they founded a new city. After this Singapore declined in power, until it finally flickered out in the racial feuds which preceded the early European conquests.

Raffles remained only a short time at Singapore after the occupation. His mission to Achin, which was associated with the succession to the throne, brooked no delay. Moreover, he doubtless felt that, as far as the local situation was concerned, he was quite safe in leaving British interests in the capable hands of Major Farquhar. That Raffles appreciated to the fullest extent the value of the new settlement he had established is shown by his correspondence at this period. In a letter to the Duchess of Somerset from Pinang, whither he had returned to take up the threads of his new mission, he wrote under date February 22, 1819, describing the position of Singapore. "This," he said, "is the ancient maritime capital of the Malays, and within the walls of these fortifications, raised not less than six centuries ago, I have planted the British flag, where, I trust, it will long triumphantly wave." On June 10th, when he had returned to Singapore after the completion of his work in Achin, he wrote to Colonel Addenbroke, the

² "British Malaya," by Sir Frank Swettenham, p. 13.

equerry to Princess Charlotte, explaining in a communication of considerable length the political aspects of the occupation. "You will," he said, "probably have to consult the map in order to ascertain from what part of the world this letter is dated. I shall say nothing of the importance which I attach to the permanence of the position I have taken up at Singapore; it is a child of my own. But for my Malay studies I should hardly have known that such a place existed; not only the European but the Indian world was ignorant of it. I am sure you will wish me success; and I will therefore only add that if my plans are confirmed at home, it is my intention to make this my principal residence, and to devote the remaining years of my stay in the East to the advancement of a colony which, in every way in which it can be viewed, bids fair to be one of the most important, and at the same time one of the least troublesome and expensive, which we possess. Our object is not territory, but trade; a great commercial emporium and a fulcrum whence we may extend our influence politically as circumstances may hereafter require. By taking immediate possession we put a negative to the Dutch claim of exclusion, and at the same time revive the drooping confidence of our allies and friends. One free port in these seas must eventually destroy the spell of Dutch monopoly, and what Malta is in the West, that may Singapore be in the East."³

These and other letters we have quoted, interesting in themselves as reflections of the mind of Raffles at this eventful period, are of special value from the light they throw on the controversy which from time to time has arisen as to Raffles's title to be regarded as the founder of Singapore. From beginning to end there is no sort of suggestion that the scheme, as finally carried out, was not Raffles's own. On the contrary, there is direct evidence that he acted independently, first in the statement of Lady Raffles that the plan was in his mind before he left England, and, second, in his letter to Marsden from off the Sandheads, in which he specifically indicates Singapore as the possible goal of his mission.

Sir Frank Swettenham very fairly states the case in favour of Raffles in the chapter in his work⁴ in which he deals with the early history of Singapore. "It is more than probable," he says, "that Raffles, by good luck and without assistance from others, selected Singapore as the site of his avowedly anti-Dutch pro-British station. The idea of such a port was Raffles's own; for it is probable that his instructions were drafted on information supplied by himself, and in that case it is noticeable that Rhio and Johore are indicated as likely places and not Singapore; he went south with the express object of carrying out his favourite scheme before his masters would have time to change their minds, or his rivals to anticipate his design. Colonel Farquhar was only there to help his senior, and it is certain that if there had been no Raffles in 1819 there would have been no British Singapore to-day."

The actual occupation of Singapore was only the beginning of Raffles's work. Obvious as

³ "Memoir of Sir T. S. Raffles," p. 380.

⁴ "British Malaya," p. 70.

the advantages of the situation were to those who knew the Straits, and palpable as was the necessity of strengthening British influence in these seas if it was not entirely to be wiped out, there continued a resolute opposition to the scheme on the part of the Pinang authorities. The hostility of these narrow-minded bureaucrats went to lengths which seem perfectly incredible in these days. Immediately on receipt of the news of the occupation, on February 14, 1819, Bannerman sat down and indited a minute which, with perfect frankness, revealed the jealous sentiments which animated the writer. He wrote: "The time is now come for throwing aside all false delicacy in the consideration of Sir Stamford Raffles's views and measures. I have long believed that there was a good deal of personal ambition and desire of distinction in his proceeding to the eastward and forming a settlement—at any rate, to add to his old, worn-out establishment at Bencoolen (so styled by himself in a letter to the Court of Directors dated 12th of April last). He has now obtained an island, which he is most anxious to aggrandise as soon as possible at the expense of his neighbours, and with as large a regular force as that stationed at Fort Marlborough. I have no doubt he has already determined to come and make Singapore the seat of his government, and Bencoolen its dependency.

"I shall now only add that before the expiration of many months I feel convinced the merchants at Calcutta will learn that this new settlement may intercept the trade of this port, but can never restore the commerce they formerly enjoyed with the Eastern Archipelago, as the occupation by the Dutch of Java, Banca, the Moluccas, Rhio, the greater part of the Celebes, and of Borneo must enable that Power to engross the principal share."¹ The petty spite of this diatribe is only exceeded by the colossal self-complacency and shortsightedness which it displays. And its tone was thoroughly in keeping with the dealings of the Pinang Government with the infant settlement. After Raffles had left Singapore to prosecute his mission to Achin, information was brought to the new settlement by Captain Ross, the officer who made the preliminary survey of Singapore, that the Dutch Governor of Malacca had strongly recommended the Government of Java to send up a force to seize the British detachment at Singapore. As in duty bound, Farquhar communicated the news to Colonel Bannerman, with a request for reinforcements to enable him to maintain his post in the event of attack. Colonel Bannerman's reply was a violently worded despatch refusing the aid asked.

"It must be notorious," he wrote in a minute he penned on the subject, "that any force we are able to detach to Singapoer could not resist the overpowering armament at the disposal of the Batavia Government, although its presence would certainly compel Major Farquhar to resist the Netherlands, even to the shedding of blood, and its ultimate and forced submission would tarnish the national honour infinitely more seriously than the degradation which would ensue from the retreat of the small party now at Singapoer.

¹ "Straits Settlements Records," No. 182A.

"Neither Major Farquhar's honour as a soldier nor the honour of the British Government now require him to attempt the defence of Singapoer by force of arms against the Netherlands, as he knows Sir Stamford Raffles has occupied that island in violation of the orders of the Supreme Government, and as he knows that any opposition from his present small party would be an useless and reprehensible sacrifice of men, when made against the overwhelming naval and military force that the Dutch will employ. Under these circumstances I am certain that Major Farquhar must be certain that he would not be justified in shedding blood in the maintenance of his post at present."

Colonel Bannerman went on to state that he therefore proposed to send by the despatch prahu to Major Farquhar a letter in this tenor, together with other papers, and at the same time to forward a temperate and firm remonstrance to the Dutch Governor of Malacca, by means of which he hoped any violent projected measures would be deprecated without affecting in the slightest degree the national honour and credit. He also proposed that, as no other opportunity would probably occur for several weeks, a transport should be sent to Singapore with a further supply of six thousand dollars. "This last I am, however, surprised to learn that he should require so soon, for his small detachment has not been forty days at Singapoer before it appears to have expended so large a sum as 15,000 dollars which was taken with it."

The minute proceeded: "In proposing to send this transport to Major Farquhar I have another object in view. I have just had reason to believe that the *Ganges* and *Nearchus* (the only two vessels now at Singapoer) are quite incapable of receiving on board the whole of the detachment there in the event of Major Farquhar's judgment deciding that a retreat from the port would be most advisable. If, therefore, one of the transports is victualled equal to one month's consumption for 250 men and sent to Singapoer with authority given to Major Farquhar to employ her should her services be requisite, that officer will then have ample means for removing, whenever indispensably necessary, not only all his party, but such of the native inhabitants as may fear the Dutch vengeance, and whom it would be most cruel to desert."

The minute went on to say that the transport would be a means of withdrawing the Singapoer garrison in a British ship and saving the national character from a very great portion of the disgrace and mortification of having Major Farquhar embarked by the Dutch on their own ships.

Colonel Bannerman concluded as follows:

"However invidious the task, I cannot close this minute without pointing out to the notice of our superiors the very extraordinary conduct of the Lieutenant-Governor of Bencoolen. He posts a detachment at Singapoer under very equivocal circumstances, without even the means of coming away, and with such defective instructions and slender resources that, before it has been there a month, its commander is obliged to apply for money to this Government, whose duty it becomes to offer

that officer advice and means against an event which Sir Stamford Raffles ought to have expected, and for which he ought to have made an express provision in his instructions to that officer.

"My letters of the 15th and 17th February will prove that upon his return from Singapoer I offered him any supplies he might require for the detachment he had left there, and also earnestly called upon him to transmit instructions to Major Farquhar for the guidance of his conduct in the possible event of the Netherlands attempting to dislodge him by force of arms. Did he avail himself of my offer? No, he set off for Achin and left Major Farquhar to shift for himself. In fact, he acted (as a friend of mine emphatically observed) like a man who sets a house on fire and then runs away." This extraordinary effusion reveals the animus and stupidity with which Raffles was pursued in the prosecution of his great design. But it does not stand alone. While Bannerman was doing his best to destroy Raffles's work by withholding much-needed support from the tiny force planted at Singapoer, he was inditing highly-coloured despatches to the authorities in Calcutta and at home on the mischievousness of the policy that had been embarked upon. In one of these communications despatched to the Court of Directors on March 4, 1819, shortly after the news of the occupation had been received at Pinang, the irate official wrote: "My honourable employers will observe that the Governor-General in Council was pleased to grant the Lieutenant-Governor of Bencoolen a special commission to visit this presidency to execute important duties belonging to this Government, and already recommended by me under the most favourable auspices, and to make me the instrument of assisting that gentleman to aggrandise his own name and settlement at the expense of the character, dignity, and local influence of this Government." To Calcutta Bannerman addressed despatches condemning in unsparing terms the action that had been taken, and confidently looking for support in the line of policy he had pursued in opposition to Raffles. There was at the outset a disposition on the part of the Supreme Government to think that in despatching Raffles on his mission they had been precipitate. Influenced by the news of Dutch aggressiveness, and impressed also probably by Bannerman's gloomy vaticinations upon the situation, they addressed a letter to Pinang expressing the view that it might be desirable to relinquish the mission. But their hesitation was only temporary. With the receipt of Raffles's own communications there was borne in upon them the importance of upholding his action. Then the storm broke upon Colonel Bannerman for the part he had played in obstructing the mission. In a despatch dated April 8, 1819, the Governor-General poured upon the unfortunate Governor a volume of censure such as has rarely been meted out to a high official. "With regard to the station established at Singapoer," said the Governor-General, "though we are not prepared to express any final opinion upon the determination adopted by Sir Stamford Raffles to occupy that harbour, we cannot think it was within the province of your Government to pronounce

a decisive opinion upon a violation of his instructions. Commissioned and entrusted by this Government, to this Government alone he was answerable. The instructions under which he acted, and which were communicated to your Government that you might the more readily promote the object, were adapted to the port of Rhio chiefly, and the probability that the Dutch might anticipate us there rendered it necessary to prescribe a line which was in that contingency to be followed with the utmost exactness. The same principle was in the subsequent instructions extended to Johore. In both cases the injunctions referred to the possible event of an apparent right having been actually advanced by the Dutch. But though the spirit of inculcation to avoid collision with the Dutch applied itself to any other position, it necessarily did so with a latitude suited to circumstances.

"We think your Government entirely wrong in determining so broadly against the propriety of the step taken by Sir Stamford Raffles on a simple reclamation from the Governor of Malacca, which, whether well or ill founded, was to be looked for as certain. . . .

"Under these circumstances it does not appear to us that any doubts which may be excited at the present stage of the business could be a legitimate principle for your guidance, so as to exonerate you from the obligation of fulfilling our directions for your supporting Sir Stamford Raffles with a moderate force should he establish a station on the Eastern sea. So far do we regard you from being freed from the call to act upon our instructions, that we fear you would have difficulty in excusing yourselves should the Dutch be tempted to violence by the weakness of the detachment at Singapore and succeed in dislodging it. Fortunately there does not appear the likelihood of such an extremity. Representations will be made to this Government, and investigations must be set on foot; in the interval which these will occupy, we have to request from your Government every aid to the factory at Singapore. The jealousy of it which we lament to have been avowed and recorded would find no tolerance with the British Government should misfortune occur and be traceable to neglects originating in such a feeling. Whether the measure of occupying it should ultimately be judged to have been indiscreetly risked or otherwise, the procedure must be upheld, unless we shall be satisfied (which is not now the case) that perseverance in maintaining the port would be an infraction of equity."

In a private letter, of somewhat earlier date, the Governor-General explained at some length the principles which had guided him in entrusting the mission to Raffles. He wrote: "It is impossible to form rational directions for the guidance of any mission without allowing a degree of discretion to be exercised in contingencies which, though foreseen, cannot be exactly measured, but the particular principle by which Sir Stamford Raffles was to be ruled was so broadly and positively marked as to admit no excuse for proceedings inconsistent with its tenor. For that reason I have to infer the unlikelihood of his hazarding anything contrary to our wishes. .

"We never meant to show such obsequiousness to the Dutch as to forbear securing those interests of ours which they had insidiously and basely assailed out of deference to the title which they were disposed to advance of supremacy over every island and coast of the Eastern Archipelago. It was to defeat that profligate speculation that we commissioned Sir Stamford Raffles to aim at obtaining some station which would prevent the entire command of the Straits of Malacca from falling into the hands of the Dutch, there being many unpossessed by them and not standing within any hitherto asserted pretensions."

Bannerman replied to this letter in a "hurried note," in which he said that he bowed with deference to his lordship's views. "I have," he went on, "received a lesson which shall teach me how I again presume to offer opinions as long as I live." He trusted his lordship would perceive from their despatch in reply "that our respect and attachment have in no degree abated, and that though we have not the elation of success we still do not possess the sullenness of discomfiture." The despatch referred to (dated May 18, 1819), entered at length into the controversy, extenuating the course that the Pinang authorities had taken, and asking that if Singapore was retained it should be placed under the Pinang Government. The despatch concluded:

"I am sorry, my lord, to have trespassed so long on your time, but I have a whole life of character to defend, and in this vindication I hope I have not borne harder than what is necessary upon Sir S. Raffles and others. I have taken particular care to have here no personal controversy or cause of personal dispute with that gentleman. On the contrary he and his amiable lady have received from me since their first arrival from Calcutta every personal civility and attention which your Excellency had desired me to show them in your lordship's private communication of the 29th of November, and which my public situation here rendered it incumbent on me to offer. Illiberal or malicious revenge, I thank God, my heart knows not, and has never known. The revenge which may be apparent in this address is only such as justice imperiously required and morality sanctioned. Its only objects were to procure reparation for the injury I have sustained, and to promote the just ends of punishment."

Just prior to the receipt of the final crushing despatch from the Governor-General, Colonel Bannerman had forwarded to the Court of Directors at home a long communication, in which he marshalled, not without skill, the familiar arguments against the occupation of Singapore. He concluded with this passage: "It will now remain for the Honourable Court to decide whether the occupation of Singapore by Sir Stamford Raffles is an equivalent for the certain ill-will it has excited against us from the Dutch authorities in India, for the enormous expense it has saddled on the India Company, and for the probable disaster it has entailed on all the negotiations contemplated between the two Courts in Europe." This communication was written on the 24th of June. A week later another letter was forwarded. It was couched

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in terms indicative of the heaviness of the blow which had fallen upon the old soldier-administrator. Bannerman wrote: "We now beg leave to submit to your Honourable Court the letter which we have received from the Most Noble the Governor-General in Council in reply to all our despatches and references on the subject of the Achin mission and Sir Stamford Raffles's Eastern mission, and we feel the most poignant sorrow in acquainting your Honourable Court that this despatch conveys to us sentiments of reproof and animadversion from that exalted authority instead of approval and commendation, which we confess to have expected with the fullest confidence.

"We had as full a knowledge of the instructions of the Supreme Government on these matters as Sir S. Raffles himself had, unless (which our duty will not allow us to believe) Sir S. Raffles had actually, as he always stated to our President, other verbal orders from the Governor-General which appeared diametrically opposite to the spirit and letter of his written instructions, and we had certainly as lively and a more immediate interest from proximity to uphold the welfare and advantage of the public interest in this quarter."

The despatch proceeded to state that the Governor and his Council offered "such an explanation as a sense of duty and a regard for our personal honour and reputation point out to us"; and then added that if their remarks had the effect of averting from that Government the accusation of its being actuated by jealousy or other motives of an invidious nature they would be fully satisfied. Then followed this parting shot at the occupation:

"Relative to the new establishment of Singapore, your Honourable Court will now be enabled to judge whether the violent measure of occupying such in defiance of the Dutch claims will eventually prove more beneficial to your or the national interests in the Eastern Archipelago than would have been effected by the adoption of the mild, conciliating, and, we may say, economical policy recommended so strenuously by this Government in pursuance of the original views of the Governor-General. The commercial advantages of Singapore, whilst the Dutch hold the places of growth and manufacture of the great staples of the Eastern Archipelago, appear to us more than problematical. Your Honourable Court may recollect that the first occupation of this island gave rise to similar extravagant prognostications of great commercial benefits, so little of which have ever been realised, although it has cost the India Company a debt of nearly four million sterling in enlarging and improving its capacity. . . . On the other hand, the political advantages of Singapore in time of war appear to us still less, and by no means necessary whilst in possession of such immense resources in India, which we can always bring in less than a month after the declaration of war against any settlements that the Dutch may form in these Straits."

Colonel Bannerman was not content to rely on the despatches for his justification. Accompanying them he sent letters to the Chairman and Deputy-Chairman of the Court, in which he said that he hoped and trusted that all his proceedings in respect to Singapore "will bear

me out in the declaration which I now solemnly and on my honour and conscience utter, that the interests and only the interests of my honourable employers have influenced and directed the whole of my conduct, and that I had on the occasion no other personal interest excepting a very strong one not to do what I considered my duty from the view of the very event which has now happened—the possibility of my opposition to Sir Stamford Raffles being imputed to so base and ignoble a motive as petty jealousy.” The Court of Directors proved scarcely more sympathetic than the Supreme Government had shown themselves. They replied in a despatch in which, while conceding that Bannerman had been actuated by a sense of duty, they expressed regret that he had been betrayed by the warmth of discussion into an imputation upon Sir Stamford Raffles’s motives “totally irreconcilable with every principle of public duty.” The unfortunate Governor was saved this final stinging rebuke. Before the despatch reached Pinang—before, indeed, it was written—he had gone to his last account. Worn out with worry and depressed by the mortification of defeat, he died on August 1, 1819. He was in some respects an excellent administrator, but he lacked conspicuously the qualities of foresight and force of character necessary in such a situation as that in which he found himself in the closing days of his career. His treatment of Sir Stamford Raffles and his general handling of the crisis precipitated by the aggressive policy of the Dutch will always remain a monumental example of official incapacity.

While the authorities at home were not disposed to back up Colonel Bannerman, they were little inclined to support Sir Stamford Raffles. When news of the occupation reached London, the Secret Committee of the East India Company, who had previously written to Lord Hastings disapproving of the mission, wrote a violently worded despatch in which they declared that “any difficulty with the Dutch will be created by Sir Stamford Raffles’s intemperance of conduct and language.” They graciously intimated, however, that they would await the further explanations of Lord Hastings “before retaining or relinquishing Sir Stamford Raffles’s acquisition at Singapore.”

Downing Street joined with Leadenhall Street in angry pronouncements upon what both regarded as an ill-advised and ill-timed display of excessive zeal on the part of a reckless subordinate. A premonition of the storm must have been borne in upon Raffles, for at the very earliest stage of the occupation he took measures to explain the importance of Singapore to influential personages at home who would be able to raise their voices with effect in the event of any retrograde policy being favoured. To Marsden he wrote at regular intervals with the express object, we may assume, of enlisting his powerful support. On January 31, 1819, the day of the signature of the treaty with the Dato’ Temenggong, Raffles addressed the following to his friend:

“This place possesses an excellent harbour and everything that can be desired for a British port, and the island of St. John’s, which forms the SW. point of the harbour. We have commanded an intercourse with all the ships

passing through the Straits of Singapore. We are within a week’s sail of China, close to Siam and in the very seat of the Malayan Empire. This, therefore, will probably be my last attempt. If I am deserted now I must fain return to Bencoolen and become philosopher.”

Writing later, on February 19th, Raffles says:

“In short, Singapore is everything we could desire, and I may consider myself most fortunate in the selection; it will soon rise into importance, and with this single station alone I would undertake to counteract all the plans of Mynheer; it breaks the spell, and they are no longer the exclusive sovereigns of Eastern seas.”

Again, under date June 15, 1819, Raffles writes:

“I am happy to inform you that everything is going on well here; it bids fair to be the next port to Calcutta; all we want now is the certainty of permanent possession, and this, of course, depends on authorities beyond our control. You may take my word for it this is by far the most important station in the East, and as far as naval superiority and commercial interests are concerned, of much higher value than whole continents of territory.”

Raffles’s unwavering confidence in the future of Singapore, expressed so trenchantly in these letters, convinced his friends at home of the value of the acquisition he had made; but his enemies and rivals were persistent, and for a long time the fate of the settlement hung in the balance. Echoes of the discussions from time to time reached Raffles in the Straits, and he was naturally affected by them. More in sorrow than in anger we find him writing on July 17, 1820: “I learn with much regret the prejudice and the malignity by which I am attacked at home for the desperate struggle I have maintained against the Dutch. Instead of being supported by my own Government, I find them deserting me and giving way in every instance to the unscrupulous and enormous assertions of the Dutch. All, however, is safe so far, and if matters are only allowed to remain as they are, all will go well. The great blow has been struck, and, though I may personally suffer in the scuffle, the nation must be benefited. Were the value of Singapore properly appreciated, I am confident that all England would be in its favour. It positively takes nothing from the Dutch, and is to us everything; it gives us the command of China and Japan, *via* Siam and Cambodia, Cochin China, &c., to say nothing of the islands themselves. . . . Let the commercial interests for the present drop every idea of a direct trade to China, and let them concentrate their influence in supporting Singapore, and they will do ten times better. As a free port it is as much to them as the possession of Macao; and it is here their voyages should finish. . . . Singapore may as a free port thus become the connecting link and grand *entrepôt* between Europe, Asia, and China; it is, in fact, fast becoming so.”

Again, writing on July 22, 1820, Raffles further alludes to the talk of abandonment. “It appears to me impossible that Singapore should be given up, and yet the indecisive manner in which the Ministers express themselves, and

the unjust and harsh terms they use towards me, render it doubtful what course they will adopt.”

Happily his confidence in the convincing strength of the arguments for retention was justified. The Marquess of Hastings, after his first lapse into timidity, firmly asserted the British claim to maintain the occupation. In replying to a despatch from Baron Vander Capellan, Governor-General of Netherlands India, protesting against the British action, his lordship maintained that the chiefs who ceded Singapore were perfectly independent chiefs, fully competent to make arrangements with respect to Singapore. He intimated, however, that if it should prove on fuller information that the Netherlands Government possessed a right to the exclusive occupation of Singapore, the Government would, “without hesitation, obey the dictates of justice by withdrawing all our establishments from the place.” Some time later, in July, 1819, the Marquess of Hastings addressed another despatch, in which he outlined at some length the views of the Supreme Government of India in reference to the Dutch claims. He affirmed that a manifest necessity existed for counteracting the Dutch exertions to secure absolute supremacy in the Eastern seas; that the views of the British Government had always been confined to the security of British commerce and the freedom of other nations; that it was held that the Dutch had no just claim founded on engagements which might have been made with the native princes before the transfer of Malacca in 1795; that their only right depended on the treaty concluded at Riau on November 26, 1818, but which was subsequent to the one entered into by Major Farquhar on the part of the British Government with the Government of Riau as an independent State in the August preceding; that under this view the Dutch had adopted the most injurious and extraordinary proceeding of making a treaty declaring that of the British to be null and void; and that the Dutch authorities who transferred Malacca in 1795 had declared that Riau, Johore, Pahang and Lingin, through the first of which the Dutch claimed Singapore, were not dependencies of Malacca. In a further despatch, dated August 21, 1819, Hastings closed the controversy, as far as his Government was concerned, by reaffirming the untenability of the Dutch claims and declaring that the sole object of the British Government was to protect its own interests against what had appeared an alarming indication of pretensions to supremacy and monopoly on the part of the Netherlandish authorities in seas hitherto free to all parties. The dispute continued to rage in Europe for some time after this, the Dutch pressing their claims with characteristic tenacity upon the attention of the British Government. Indeed, it was not until 1824, when a general settlement was arrived at between the two Governments, that the final word was said on the subject of Singapore. The advocacy of powerful friends whose aid Raffles was able to invoke unquestionably had considerable influence in securing the ultimate verdict in favour of retention. But the concession was grudgingly made, and Raffles was left to reap

the reward of his prescient statesmanship in the knowledge that he had won for his country this great strategical centre in the Eastern sea.

It is a chapter in British colonial history which redounds little to the credit of either the British official world or the British people. Their sole excuse is that they were ignorant and acted ignorantly. The age was one in which scant thought was given to questions of world policy, which now are of recognised importance. Moreover, long years of war, in which the country had been reduced to the point of exhaustion, had left people little in the mood to accept new responsibilities which carried with them the possibility of international strife. Still, when every allowance is made for the circumstances of the time, it must be conceded that the treatment of Raffles at this period, and the subsequent neglect of his memory, have left an indelible stain upon the reputation of his countrymen for generosity.

CHAPTER II.

THE BUILDING OF THE CITY.

VIEWING the Singapore of to-day, with its streets thronged with a cosmopolitan crowd drawn from every quarter of the globe, its bustling wharves instinct with a vigorous commercial life, and its noble harbour, in which float every kind of craft, from the leviathan liner of 10,000 tons to the tiny Malay fishing boat, it is difficult to realise that less than a century ago the place was nothing more than a small Malay settlement, in which a mere handful of natives eked out a precarious existence by fishing, with an occasional piratical raid on the adjoining coasts. Yet if there is one fact more conclusive than another in the history of this great port, it is that it is a pure product of British foresight, energy, and commercial aptitude. Discovering an incomparable position, the Empire builders, represented by Raffles and his lieutenants and successors, dug deep and wide the foundations of the city, and the genius and enterprise of British merchants did the rest. Sometimes it has happened that a great colonial city has attained to eminence through accidental causes, as, for example, in the cases of Kimberley and Johannesburg. But Singapore owes nothing of its greatness to adventitious aids. As we have seen in the extracts cited from Raffles's letters, its ultimate position of importance in the Empire was accurately forecasted; before one stone had been laid upon another the founders knew that they were designing what would be no "mean city"—a commercial *entrepôt* which would vie with the greatest in the East.

From the practical point of view there were many advantages in the situation which Raffles found when he occupied Singapore. Rights of property there were none outside the interests of the overlord, which were readily satisfied by the monetary allowance provided for under the treaties with the Sultan and the Temenggong. There was no large resident population to cause trouble and friction, and

there were no local laws to conflict with British juridical principles. In fine, Raffles and his associates had a clean slate on which to draw at their fancy the lines of the settlement. They drew with perspicacity and a courageous faith in the future. We catch occasional glimpses of the life of the infant settlement as reflected in the official literature of the period or in the meagre columns of the Pinang newspaper. In the very earliest days of the occupation an incoming ship from China reports, we may imagine with a sharp note of interrogation, the presence of four ships in the roadstead at Singapore and of tents on the shore. The Stores Department is indented on for building materials, food supplies, and for munitions of war, including a battery of 18-pounder guns, with a hundred rounds of ammunition per gun. Invalids from the island arrive, and are drafted to the local hospital for treatment. Then comes crowning evidence that the settlement is really growing and thriving in this interesting domestic announcement in the columns of the *Prince of Wales Island Gazette* of August 7, 1819. "Singapore birth.—On the 25th of July, Mrs. Barnard of a daughter. This is the first birth at the new settlement."

The first official step in the creation of the new Singapore was the issue on February 6, 1819, by Sir Stamford Raffles, of a proclamation announcing the conclusion of the treaty which made the place a British settlement. Simultaneously Raffles addressed to Colonel Farquhar (as he had now become) a letter instructing him as to the course he was to pursue in all matters affecting the settlement. By this time the general lines of the new town had been provisionally settled. The site of the settlement was fixed on the identical spot which Raffles believed, from the perusal of Malayan history, was occupied by the old city. Beyond the erection of a few temporary buildings and the tracing of one or two necessary roads, little seems to have been done during the first few months of the occupation, probably because of the uncertainty in which the future of the place was enshrouded in consequence of the political complications. But on Raffles's return to Singapore on the completion of his mission to Achin, he devoted himself in earnest to the task of devising arrangements for the administration of the important port which his instinct told him would spring up phoenix-like out of the ashes of the dead and half-forgotten Malay city. The plan which he finally evolved is sketched in an elaborate letter of instructions, dated June 26, 1819, which he addressed to Farquhar just prior to his second departure from the island. The European town, he directed, should be erected without loss of time. This, he estimated, should extend along the beach for a distance of 200 yards from the lines as far eastward as practicable, and should include as much of the ground that had already been cleared of the Bugis as was required, the occupants being reimbursed for the expense they had been put to in making the clearances, and given other ground in lieu of the sites first chosen. He directed that for the time being the space lying between the new road and the beach should be reserved for Government,

while the area on the opposite side of the road should be immediately marked out into twelve separate allotments, with an equal frontage, to be appropriated to the first respectable European applicants. In practice it was found impossible to adhere to this plan. The merchants were indisposed to build along the north beach on the space allotted to them, owing to the inconvenience to shipping resulting from the low level of the beach. Farquhar, to relieve the situation, granted them permission to appropriate the Government reserved land on the left bank of the river, on the understanding that they must be prepared to move if required to do so. In October, 1822, when Raffles returned to take over the Government of the island, he found that a number of houses had already been built on the reserved ground. He appointed a committee consisting of three disinterested persons—Dr. Wallich of Calcutta, Dr. Lumsdaine and Captain Salmond of Bencoolen—to assist him in fixing a new site for the town. After much consideration it was decided to level a small hill on the south side, on the site of what is now Commercial Square, and with the earth from this hill to raise the land on the south bank of the river and so create new building sites. This scheme was ultimately carried out, and in association with it were executed arrangements for the expropriation on fair terms of all who had built with the Resident's permission on the north bank. A few of the buildings on this side were allowed to remain and were subsequently used for public offices.

While the levelling operations for the new settlement were proceeding the workmen unearthed near the mouth of the river a flat stone bearing an inscription in strange characters. Of the finding of this relic and its subsequent fate we have a vivid contemporary description in a Malay work written by Abdullah, Raffles's old assistant. Abdullah wrote: "At the time there was found, at the end of the Point, buried in jungle, a smooth square-sided stone, about 6 feet long, covered with chiselled characters. No one could read the characters, for they had been exposed to the action of the sea-water for God knows how many thousands of years. When the stone was discovered people of every race went in crowds to see it. The Hindus said the writing was Hindu, but they could not read it. The Chinese said it was Chinese. I went with Sir Stamford Raffles and the Rev. M. Thompson and others, and to me it seemed that the letters resembled Arabic letters, but I could not decipher them owing to the ages during which the stone had been subject to the rise and fall of the tides.

"Numbers of clever people came to read the inscription; some brought soft dough and took an impression, while others brought black ink and smeared it over the stone in order to make the writing plain. Every one exhausted his ingenuity in attempts to ascertain the nature of the characters and the language, but all without success. So the stone remained where it lay, with the tide washing it every day. Then Sir Stamford Raffles decided that the writing was in the Hindu character, because the Hindus were the first people to come to these parts, to Java, Bali, and Siam, whose people are all descended from Hindus.

But not a man in Singapore could say what was the meaning of the words cut on that stone; therefore only God knows. And the stone remained there till Mr. Bonham became Governor of Singapore, Pinang, and Malacca (1837-43). At that time Mr. Coleman was the Government engineer at Singapore, and he, sad to tell, broke the stone. In my opinion it was a very improper thing to do, but perhaps it was due to his stupidity and ignorance and because he could not understand the writing that he destroyed the stone. It never occurred to him that there might be others more clever than himself who could unravel the secret; for I have heard that there are those in England who are able to read such a riddle as this with ease, whatever the language, whoever the people who wrote it. As the Malays say, 'What you can't mend, don't destroy.'

It is difficult to find a more adequate characterisation of this piece of silly vandalism on the part of Mr. Coleman than that contained in Abdullah's scathing criticism. The motives which prompted the act are difficult to conceive, but whatever they were the secret of the stone was effectually concealed by the destructive operations. Some fragments collected subsequently found their way to Calcutta, to supply the savants there with a knotty problem to puzzle over, and from time to time discussion has arisen in Singapore itself over the historic débris. We are still, however, as far as ever from discovering the key to the mystery. Perhaps the most plausible explanation is that of Lieutenant Begbie, who writing in 1834, suggested that the stone was identical with a tablet or tablets mentioned in the "Malay Annals" and relating to a conflict between a Singapuri Samson named Badang and a rival from the Coromandel coast. Badang won great fame as the victor in the fight, and when he died he was buried at the mouth of the Singapore river, and the Coromandel King sent two stones to place over his grave. The stone unearthed at the building of the town, it was argued by Lieutenant Begbie, must have been one of these. The controversy may be left at this point. It is really now only of interest to illustrate the paucity of the antiquarian remains of which Singapore can boast.

Farquhar's share in the building of the new settlement was a considerable one. He cleared the jungle and drove roads in all directions, always with a keen eye to future possibilities. Perhaps his finest conception was the esplanade, which is still one of the most attractive features of the city. While the work of laying out the new port was proceeding, merchants, both European and native, attracted by the news of the occupation and the promise it brought of future prosperity, were flocking to the spot, eager to have a share in the trade which they rightly calculated was bound to grow up under the protecting shadow of the British flag. Farquhar may be left to tell the story of this early "rush." In a letter to Raffles, dated March 21, 1820, he wrote: "Nothing can possibly exceed the rising trade and general prosperity of this infant colony; indeed, to look at our harbour just now, where upwards of twenty junks, three of which are from China

and two from Cochin China, the rest from Siam, and other vessels are at anchor, besides ships, brigs, prows, &c., &c., a person would naturally exclaim, Surely this cannot be an establishment of only twenty months' standing! One of the principal Chinese merchants has told me in the course of conversation that he would be very glad to give 500,000 dollars for the revenue of Singapore five years hence; merchants of all descriptions are collecting here so fast that nothing is heard in the shape of complaint but the want of more ground to build on. The swampy ground on the opposite side of the river is now almost covered with Chinese houses, and the Bugis village is become an extensive town. Settlements are forming up the different rivers, and from the public roads which have been made the communication to various parts of the country is now quite open and convenient."

In July of the same year Raffles himself, in a letter to a friend in England, describes in glowing terms the progress of the work of development. "My settlement," he wrote, "continues to thrive most wonderfully; it is all and everything I could wish, and if no untimely fate awaits it, it promises to become the emporium and pride of the East." Happily no untimely fate did overtake it. Despite the jealousy and obstructiveness of Pinang, notwithstanding the indifference and neglect of the home authorities and apprehensions born of "a craven fear of greatness," the progress of the port was continuous. Two years and a half after the occupation we find Raffles estimating that the exports and imports of Singapore by native boats alone exceeded four millions of dollars in the year, and that during the whole period of the brief life of the settlement no fewer than 2,889 vessels had entered and cleared from the port, of which 383 were owned and commanded by Europeans. In 1822 the tonnage had risen to 130,689 tons, and the total value of the trade to upwards of eight millions of dollars. Two years later the annual trade had increased in value to upwards of thirteen millions of dollars. It would be difficult to discover in the whole history of British colonisation, fruitful as it is in instances of successful development, a more remarkable example of rapid growth.

No small share of the brilliant success achieved in the founding of Singapore was unquestionably due to the liberal policy Raffles introduced from the outset. He foresaw that to attempt to build up the prosperity of the place on the exclusive principles of the Dutch, or even on the modified system of restrictive trade obtaining at our own ports, would be to foredoom the settlement to failure. The commerce of the port, to obtain any degree of vigour, he understood, must be absolutely unfettered. Again and again he insists upon this point in his correspondence, pleading and fighting for the principle with all the earnestness of his strenuous nature. Free the trade was from the beginning, and though later attempts were made to tamper with the system, Singapore has continued to this day in the enjoyment of the liberal and enlightened constitution with which Raffles endowed it.

Many stupid things were done by the

authorities in connection with the early history of Singapore, but it will always remain to their credit that they entrusted to Raffles the task of establishing the administrative machinery there on a permanent footing. Ordered from Bencoolen to Singapore in September, 1822, Raffles, with a light heart and heightened expectations, embarked upon what was to him a labour of love. His wide experience in Java and at Bencoolen, aided by his natural ability, enabled him without difficulty to devise a sound working constitution for the new colony. Recognising that the prosperity of the settlement depended upon adequate facilities for shipping, he caused the harbour and the adjacent coasts to be carefully surveyed from Diamond Point to the Karimun Islands. The sale of land was carefully regulated, with due regard, on the one hand, to Government interests, and on the other to the development of trade. For the better safeguarding of rights he caused a land registry to be established—a step which proved of immense value in the later history of the colony. A code of regulations designed to suit the needs of a mixed community of the class of that already settled in the town was drawn up, and Raffles himself sat in court to enforce them. He also established a local magistracy as a means of strengthening the administration of the law and creating a sense of responsibility in the community. As in Bencoolen he had interested himself in the moral well-being of those entrusted to his charge, so here he gave serious consideration to the problem of training the youths of the settlement to be good citizens. The outcome of his deliberations was the framing of a scheme for the founding of an institution for the study of Chinese and Malay literature. Early in 1822 the project assumed a practical shape in the establishment of the famous Singapore Institute. It was Raffles's desire to give further strength to the cause of educational progress in the colony by the transfer to Singapore of the Anglo-Chinese College at Malacca. But his proposals under this head were thwarted by the action of a colleague and the idea had reluctantly to be abandoned.

By the beginning of June, 1823, Raffles had so far advanced the work entrusted to him that he was able to hand over the charge of the settlement to Mr. Crawford, who had been appointed to administer it. Somewhat earlier Raffles is revealed writing to a friend contrasting the bustle and prosperity of Singapore with the stagnation and costliness of his old charge. "At Bencoolen," he wrote, "the public expenses are more in one month than they are at Singapore in twelve. The capital turned at Bencoolen never exceeds 400,000 dollars in a year, and nearly the whole of this is in Company's bills on Bengal, the only returns that can be made; at Singapore the capital turned in a year exceeds eight millions, without any Government bills or civil establishment whatever." Further suggestive facts were given by Raffles in a letter he wrote to the Supreme Government on January 15, 1823. In this he stated that the average annual charge for the settlement for the first three years of its establishment had not exceeded 60,000 Spanish dollars. "I had

† "Memoir of Sir T. S. Raffles," p. 532.

anticipated," he proceeded, "the satisfaction of constructing all necessary public buildings free of expense to Government and of delivering over charge of the settlement at the end of the present year with an available revenue nearly equal to its expenses, and it is extremely mortifying that the irregularities admitted by the local Resident oblige me to forego this arrangement." The irregularities alluded to in this despatch were committed by a local official employed in connection with the land transfers. He was a man of indifferent character who ought never to have been appointed to the post, and Farquhar's laxity in this and other respects drew upon him the severe censure of Raffles. The relations between the two became exceedingly strained in consequence. Eventually Farquhar resigned, and his resignation was accepted, Mr. Crawford, as has been stated, being appointed as his successor. If the course of official life at Singapore in these days did not run smoothly, nothing could have been more harmonious than Raffles's relations with the mercantile community. In striking contrast with the contemptuous indifference displayed by the Indian bureaucrats who ruled in the Straits towards the civil community, Raffles deferred to it in every way compatible with the Government interests. The principles which guided him in this particular are lucidly set forth in a despatch he wrote to the Supreme Government, dated March 29, 1823. "I am satisfied," Raffles wrote, "that nothing has tended more to the discomfort and constant jarrings which have hitherto occurred in our remote settlements than the policy which has dictated the exclusion of the European merchants from all share, much less credit, in the domestic regulation of the settlement of which they are frequently its most important members." These liberal sentiments supply the key to Raffles's remarkable success as an administrator, and they help to an understanding of the affectionate warmth with which the European community took leave of him in the farewell address they presented on his departure from the settlement.

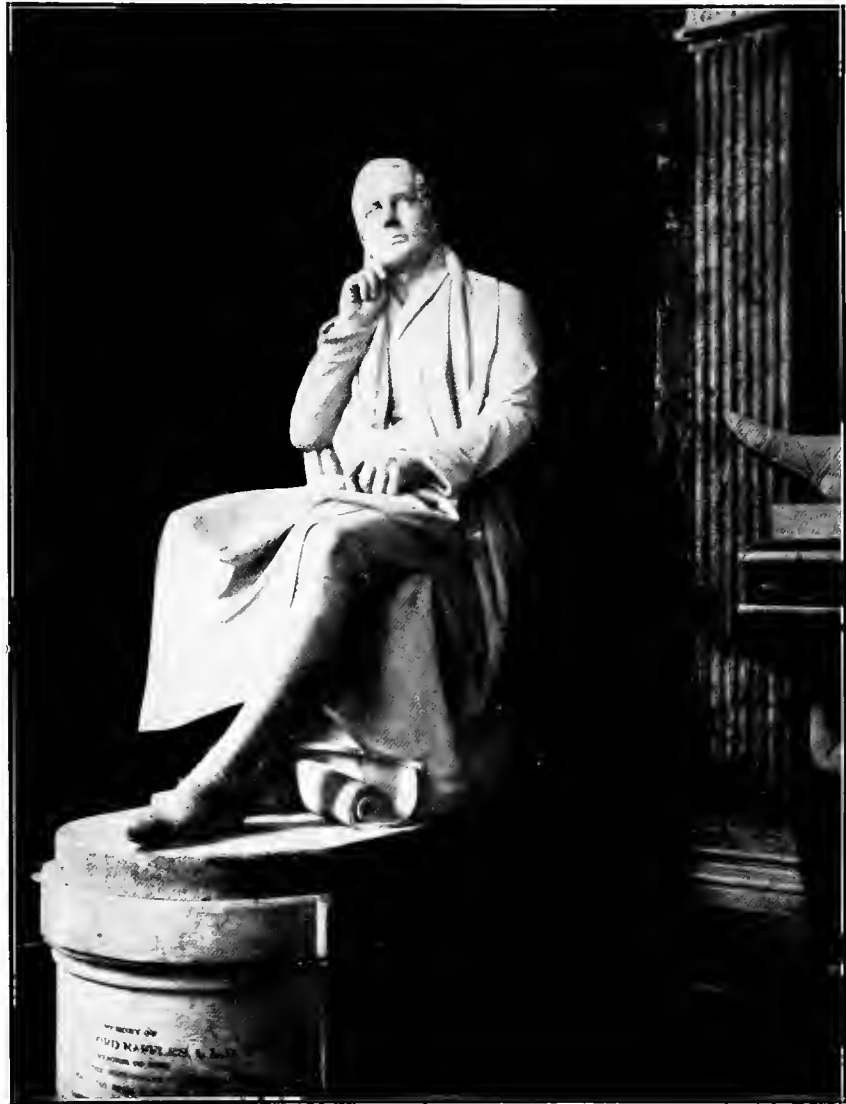
"To your unwearied zeal, your vigilance, and your comprehensive views," the memorialists said, "we owe at once the foundation and the maintenance of a settlement unparalleled for the liberality of the principles on which it has been established; principles the operation of which has converted, in a period short beyond all example, a haunt of pirates into the abode of enterprise, security, and opulence. While we acknowledge our peculiar obligations to you, we reflect at the same time with pride and satisfaction upon the active and beneficent means by which you have promoted and patronised the diffusion of intellectual and moral improvement, and we anticipate with confidence their happy influence in advancing the cause of humanity and civilisation."

In the course of his reply in acknowledgment of the address Raffles wrote: "It has happily been consistent with the policy of Great Britain and accordant with the principles of the East India Company that Singapore should be established as a free port, that no sinister, no sordid view, no considerations either of political importance or pecuniary advantage, should interfere with the broad and liberal principles on

which the British interests have been established. Monopoly and exclusive privileges, against which public opinion has long raised its voice, are here unknown, and while the free port of Singapore is allowed to continue and prosper, as it hitherto has done, the policy and liberality of the East India Company, by whom the settlement was founded and under whose protection and control it is still administered, can never be disputed. That Singapore

settlement, I beg that you will accept my most sincere thanks. I know the feeling which dictated it, I acknowledge the delicacy with which it has been conveyed, and I prize most highly the gratifying terms to me personally in which it has been expressed."

An affecting description of Raffles's departure from Singapore has been left in the Malay work already referred to by his servant and friend, Abdullah. After mentioning various gifts that



STATUE OF SIR STAMFORD RAFFLES IN WESTMINSTER ABBEY.

(Photographed specially for this work by permission of the Dean of Westminster.)

will long and always remain a free port, and that no taxes on trade or industry will be established to check its future rise and prosperity, I can have no doubt. I am justified in saying this much, on the authority of the Supreme Government of India, and on the authority of those who are most likely to have weight in the councils of our nation at home. For the public and peculiar mark of respect which you, gentlemen, have been desirous of showing me on the occasion of my departure from the

were made to him by the administrator and letters recommending him to officials as one to be trusted, Abdullah writes: "I could not speak, but I took the papers, while the tears streamed down my face without my being conscious of it. That day to part with Sir Stamford Raffles was to me as the death of my parents. My regret was not because of the benefits I had received or because of his greatness or attractions; but because of his character and attainments, because every word he said was sincere



HENDON CHURCH AND CHURCHYARD, IN WHICH SIR STAMFORD RAFFLES IS BURIED.

(The supposed position of the grave is the spot under the centre window in the middle foreground.)

and reliable, because he never exalted himself or depreciated others. All these things have remained in my heart till now, and though I have seen many distinguished men, many who were clever, who were rich, who were handsome—for character, for the power of winning affection, and for talent and understanding, I have never seen the equal of Sir Stamford Raffles; though I die and live again, I shall never find his peer. . . . When I had received the two letters, Sir Stamford and his lady went down to the sea, accompanied by an immense crowd of people of every nationality. I also went with them, and when they reached the ship they went on board. A moment later preparations were made to heave up the anchor, and Sir Stamford sent for me. I went into his cabin, and saw that he was wiping the tears from his eyes. He said, 'Go home; you must not grieve, for, as I live, we shall meet again.' Then Lady Raffles came in and gave me twenty-five dollars, saying, 'This is for your children in Malacca.' When I heard that my heart was more than ever fired by the thought of their kindness. I thanked her and shook them both by the hand; but I could not restrain my tears, so I hurriedly got into my boat and pulled away. When we had gone some distance I looked back and saw Sir Stamford gazing from the port. I saluted him and he waved his hand. After some moments the sails filled and the ship moved slowly away."

This was Raffles's last view of Singapore. He proceeded to his charge at Bencoolen to resume the old life of masterly inactivity. But he fretted under the chains which bound him to the Far East, and longed to be once more in the Old Country to spend what he felt would be the short remaining period of his life.

Broken in health, weary in spirit, but with eager anticipations of a pleasant reunion with old friends, he with Lady Raffles embarked



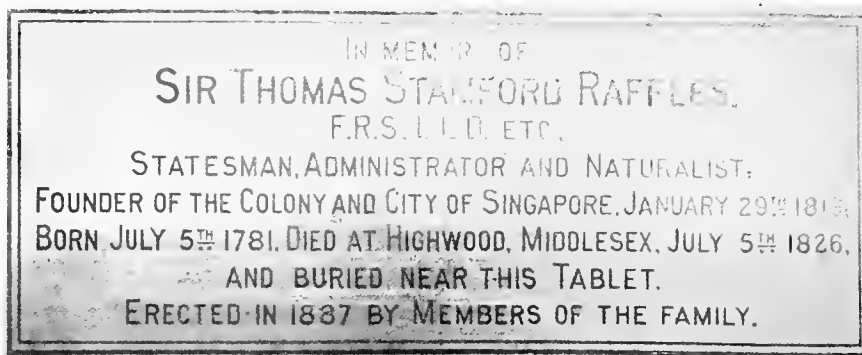
"RAFFLESIA" ARNOLDI.

(The gigantic parasitic plant of Java and Sumatra discovered by Raffles.)

on February 2, 1824, on a small vessel called the *Fame* for England. Before the ship had barely got out of sight of the port a fire broke out in

the spirit store below Raffles's cabin, and within a short period the entire vessel was a mass of flames. With difficulty the passengers and crew escaped in boats, but all Raffles's manuscripts and his natural history collections, the product of many years' assiduous labour, perished. The loss was from many points of view irreparable, and, coming as it did after a succession of misfortunes, told on Raffles's already enfeebled constitution. But outwardly he accepted the calamity with philosophic calm, and prepared at once to make fresh arrangements for the return voyage. Another ship was fortunately available, and in this he and his wife made the voyage to England. There he met with every kindness from influential friends, and he settled down to a country life at Highwood Hill, Middlesex, having as his neighbour William Wilberforce, between whom and him there was a close tie of interest in their mutual horror of the slave trade. Here he died, after an attack of apoplexy, on July 5, 1826, and was buried in Hendon churchyard. His last days were clouded with troubles arising out of claims and charges made against him by the narrow-minded oligarchy of Leadenhall Street, who dealt with Raffles as they might have done with a refractory servant entitled to no consideration at their hands. It has remained for a later generation to do justice to the splendid qualities of the man and the enormous services he rendered to the Empire by his vigorous and far-seeing statesmanship.

Singapore's progress in the years immediately following Raffles's departure was steadily maintained by a wise adherence to the principles of administration which he had laid down. Mr. Crawford, his successor in the administration, was a man of broad and liberal views, who had served under Raffles in Java, and was imbued with his enlightened sentiments as to the conduct of the administration of a colony which depended for its success upon the unrestrained operations of commerce. In handing over charge to him Raffles had provided him with written instructions emphasising the importance of early attention "to the beauty, regularity, and cleanliness of the settlement," and desiring him in particular to see that the width of the different roads and streets was fixed by authority, and "as much attention paid to the general style of building as circumstances admit." These directions Crawford kept well in mind throughout his administration, with the result that the town gradually assumed



TABLET TO SIR STAMFORD RAFFLES IN HENDON CHURCH,

an architectural dignity at that time quite unknown in the European settlements in the East. The value of land in 1824, though small in comparison with the price now realised for property in the business quarter of Singapore, was very satisfactory, having regard to the brief period of the occupation and the uncertainty of the political situation. For plots with a 50-foot frontage on the river and 150 feet deep, 3,000 dollars were paid, in addition to an annual quit-rent of 38 dollars. Residential plots with an area of 1,200 square yards realised 400 dollars, in addition to an annual quit-rent of 28 dollars.¹

At this time there were twelve European firms of standing established in the settlement in addition to many reputable Chinese and Malay traders. Such was the growth of the commerce of the place that Crawford was impelled on August 23, 1824, to address a long despatch to the Supreme Government pleading for the establishment of a judicial department to deal with the many and complicated legal questions that were constantly arising. The charter of Prince of Wales Island, he thought, might be taken as a safe precedent, but he respectfully suggested that the judicial authority should be separate and distinct from the executive, "as the surest means of rendering it independent and respectable." It took the Calcutta authorities a considerable time to digest this question, but in the long run Crawford's recommendations were adopted. On March 6, 1827, an official notification was issued to the effect that a Court of Judicature would be opened in Singapore, and that as a consequence the Resident's Court would be closed. The establishment of the judicial system followed upon the definitive occupation of the island, under the terms of the diplomatic understanding arrived at in London on March 17, 1824, between the British and the Dutch Governments. Under the agreement the Dutch formally recognised the British right to the settlement, and Crawford was instructed to give the fullest effect to it by completing a final treaty with the Sultan and the Temenggong. With some difficulty the compact was made on August 2, 1824. By its provisions the island of Singapore was ceded absolutely to the British Government, together with the sovereignty of the adjacent seas, straits, and islets to the limit of ten geographical miles from the Singapore coasts, and, acting on instructions, Crawford, on August 3, 1824, embarked in the ship *Malabar* on a voyage round the island, with the object of notifying to all and sundry that the British really had come to stay.

CHAPTER III.

EARLY DAYS—THE FIRST NEWSPAPER.

DURING the period of Crawford's administration Singapore was under the control of the Supreme Government; but in 1826 the settlement was incorporated with Pinang and Malacca in one Government, and Mr.

¹ Resident-General's Report, *Journal of the Indian Archipelago*, ix. 468.

Fullerton, a Madras civilian, was sent out as Governor, with Pinang as the seat of government. Meantime, Singapore had felt itself important enough to support a newspaper. This organ, the *Singapore Chronicle and Commercial Advertiser*, was a tiny sheet of four quarto pages, badly printed on rough paper, but answering, it may be supposed, all the needs of the infant settlement. Mr. C. B. Buckley, in his erudite "Anecdotal History of Old Times in Singapore," in alluding to this journal, states that in 1884 it was not possible to find any

are missing, as they must have contained much that was of interest. Mr. Crawford seems to have been a frequent contributor to the columns, and he was a writer of no mean literary skill, as his official despatches and his later contributions to the *Edinburgh Review* clearly attest. Still, the files, even in their incomplete condition, are highly instructive and illuminating as guides to the life of the settlement in the dawn of its existence. The first fact that is impressed upon the reader is the censorship which was then maintained



ONE OF THE EARLIEST COPIES EXTANT OF THE "SINGAPORE CHRONICLE."

copy of the paper before 1831, and "there is not probably one in existence." Mr. Buckley, happily for the historian of Singapore, is mistaken. At the India Office there is preserved a practically complete file of the paper, commencing with the seventy-third number, published on January 4, 1827. From inscriptions on the papers it appears that copies were regularly forwarded to Leadenhall Street for the information of the Court of Directors, and were bound up and kept for reference among the archives of the Secret Committee. It is unfortunate that the three earliest years' files

over the press in these settlements as in other territories under the administration of the East India Company. In the second number of the surviving copies of the journal we are confronted with this letter:

"SIR,—By desire of the Hon. Governor in Council I beg to forward for your guidance the enclosed rules applicable to the editors of newspapers in India and to intimate to you that the permission of Government for the publication of the *Singapore Chronicle and Commercial Advertiser* is granted to you with

the clear understanding that you strictly adhere to these regulations.

"As you will now refrain from publishing anything in your paper which will involve an infringement of these rules it will no longer be necessary for you to submit for approval the proof sheet of each number of the *Chronicle* previous to its publication.

"I am, Sir,

"Your obedient servant,

"JOHN PRINCE,

"Resident Councillor.

"SINGAPORE, Feb. 20, 1827."

The "Hon. Governor in Council" of this communication was, of course, Mr. Fullerton. This gentleman came from India filled with the characteristic hatred of the Anglo-Indian official of a free press. The smallest criticism of official action he resented as an insult; a slighting reference to himself personally he regarded as *lèse majesté*. Apparently he had expected that his edict would be received with submissive respect by those whom it concerned. But he had reckoned without the spirit of independence which characterised the budding journalism of the Straits. The editor of the *Chronicle*, in publishing the Resident Councillor's letter, accompanied it with this comment:

"We cannot err in saying that we receive these regulations with all the deference which an intimation of the wishes of the Government ought to command. They can form, however, but a feeble barrier against 'offensive remarks' whilst there is a press in England over which the *sic volo, sic jubeo* of Indian authority can have no control. The rulers of India might as well attempt, like a celebrated despot of old, to enchain the waves as to place restrictions upon the press of England, and whilst that is the case their measures will be unsparingly censured whenever they shall deserve it, and the remarks issuing from that source, no matter how contraband, will find their way round the Cape, and will be here read by all those, to a man, who would have read them had they been printed originally on the spot. When this is so very plain, it is really no easy matter for the governed to discover the object of such regulations, unless, indeed, it be to prevent the evil effect which the remarks of wicked editors might be expected to produce upon the 'reading public' among that lettered, and to the influence of the press most susceptible people, the Malays."

This was bad enough in the eyes of the autocrat of Pinang, but there was worse to follow. On February 15, 1827, the editor, in referring to the suspension of a Calcutta editor for criticisms of official action in the Burmese War, remarked sarcastically that "however culpable the editor may have been in other respects, he has not perpetrated in his remarks the sin of novelty." Mr. Fullerton was furious at the audacity of the Singapore scribe, and caused to be transmitted to him what the *Chronicle* in its issue of March 29th described as "a very severe secretarial reprimand." He was still not intimidated, as is shown by the pointed announcement in the same number of the issue in Bengal of "a very ably conducted paper" under the name of

the *Calcutta Gazette*, with the motto, "Freedom which came at length, though slow to come." However, the official toils were closing around him. Peremptory orders were issued from Pinang for the muzzling of the daring journalist. The editor seems to have got wind of the pleasant intentions of the Government, and indulged in this final shriek of liberty:

"GHOST OF THE CENSORSHIP.

"We thought that the censorship had been consigned to the 'tomb of the Capulets,' that common charnel-house of all that is worthless. Either we were mistaken, however, in supposing it thus disposed of, or its ghost, a spirit of inquiet conscience, continues to haunt these settlements. It is said to have been wandering to and fro, and to have arrived lately from Malacca in a vessel from which we would it had been exorcised and cast into the sea.

"The paper is going to the press, and we have but brief space in which to say that we have this moment heard that it is currently and on strong authority reported that Government has re-established the censorship in this settlement. That this is not yet the case we know, having received no official intimation to that effect, and until we receive this 'damning proof' we will not believe that Government can have lapsed into a measure which will reflect on them such unspeakable discredit. We have heard much alleged against the present Government of Pinang, some part of which, since kings themselves are no longer deemed impeccable, may be just—but we never heard our rulers deemed so weak, so wavering, so infirm of purpose, as to promulgate a set of admirable regulations to-day, and *presto!* to revoke them to-morrow, restoring a censorship which of their own free motion and magnanimous accord they had just withdrawn, for what reason no sane person will be able to divine, unless it should chance to be for the very simple one of putting it on again. Should the Government have been guilty of an imbecility such as report assigns them, the world (if it ever hears of it) will very naturally conclude that the removal of the censorship was a mere bait for applause in the expectation that Government would never be called upon for the exercise of the virtues of magnanimity and forbearance, and that editors could on all occasions shape *their* sentiments and the expression of them by the line and rule of secretarial propriety."

The "intelligent anticipation" displayed by the editor in this clever and amusing comment was speedily justified by facts. On the morning following the publication of the paper in which it appears, the journalist received a letter from the Government at Pinang informing him that in future he must submit a proof of his paper previous to publication to the Resident Councillor. The official version of the episode is to be found in a letter from Mr. Fullerton to the Court of Directors, dated August 29, 1827. In this the Governor wrote: "In consequence of some objectionable articles in the *Singapore Chronicle*, we considered it necessary to establish rules similar to those established by the Supreme Government in 1818. This order was given under the supposition that the press was perfectly free, but it appearing that the censor-

ship had been previously imposed and that the very first publication subsequent to its removal having contained matter of a most offensive nature, we were under the necessity of re-imposing the censorship and censuring the editor. The proof sheet of each paper was also directed to be submitted in future to the Resident Councillor, which was assented to by Mr. Loch."

From this point the *Singapore Chronicle* presents the spectacle of decorous dulness which might be looked for in the circumstances. But the Old Adam peeps out occasionally, as in a racy comment on the intimation of a Batavian editor that he intended to answer all attacks on Dutch policy in his journal, or in the rather wicked interpolation of rows of asterisks after an article from which the stinging tail has obviously been excised. Later, Mr. Loch again got into collision with Pinang, and there must have been rejoicing in official altitudes when, on March 26, 1829, he intimated that he was retiring from the editorship. The new editor was a man of a somewhat different stamp, judging from his introductory article. In this he intimated that he made no pretensions whatever to literary or scientific attainments. "The pursuits to which from a very early age we have been obliged to devote ourselves," he wrote, "have precluded the possibility of our giving much attention to the cultivation of letters, so that our readers must not expect such valuable dissertations on the subjects we have alluded to as appeared in the first and second volumes of this journal." While the new editor was thus modest about his qualifications, he was not less strong in his opposition to the censorship than his predecessor. Shortly after he was inducted into the editorial chair he thus inveighed against the apathy of the general public on the subject: "An individual here and there touched with plebeianism may entertain certain unmannerly opinions as old-fashioned as the Glorious Revolution, but *Monsieur notre frère* may depend upon it that the mass of the public are not affected by this leaven, nor can be spurred into complaint by anything short of a stamp regulation or some other process of abstraction, the effects of which become more speedily tangible to their senses than the evils arising from restriction upon the freedom of publication."

Harassed by official autocrats and hampered by mechanical difficulties, the Singapore journalism of early days left a good deal to be desired. Nevertheless, in these "brief and abstract chronicles" of the infant settlement we get a vivid picture of Singapore life as it was at that period. Sir Stamford Raffles's shadow still rested over the community. Now we read an account of his death with what seems a very inadequate biography culled from "a morning paper" at home, and almost simultaneously appears an account of a movement for raising some monument to his honour. Later, there are festive gatherings, at which "the memory of Sir Stamford Raffles" is drunk in solemn silence. Meanwhile, a cutting from a London paper gives us a glimpse of Colonel Farquhar as the principal guest at an influentially attended banquet in the city. Local news consists mostly of records of the arrival

of ships. Occasionally we get a significant reminder of what "the good old times" in the Straits were like, as, for example, in the announcement of the arrival of a junk with a thousand Chinese on board on the verge of starvation because of the giving out of supplies, or in the information brought by incoming boats of bloody work by pirates a few miles beyond the limits of the port. Or again, in a report (published on September 11, 1828) of the arrival of the *Abercrombie Robinson*, an East Indiaman from Bombay, after a voyage during which twenty-seven of the crew were carried off by cholera. On April 17, 1827, there is great excitement over the arrival in port of the first steamship¹ ever seen there—the Dutch Government vessel, *Vander Capellan*. The Malays promptly christen her the *Kapal Asaf*, or smoke vessel, and at a loss to discover by what means she is propelled, fall back on the comfortable theory that her motion is caused by the immediate agency of the evil one. Socially, life appears to run in agreeable lines. Now the handful of Europeans who compose the local society are foregathering at the annual assembly of the Raffles Club, at which there is much festivity, though the customary dance is not given, out of respect for the memory of the great administrator who had just passed away. At another time there is a brilliant entertainment at Government House in honour of the King's birthday, with an illumination of the hill which evokes the enthusiastic admiration of the reporter. Some one is even heroic enough to raise a proposal for the construction of a theatre, while there is a lively polemic on the evergreen subject of mixed bathing.

From the point of view of solid information these early Singapore papers are of exceptional interest and value. In them we are able to trace political currents which eddied about the settlement at this juncture, threatening at times to overwhelm it. One characteristic effusion of the period is an editorial comment on an announcement conveyed by a Pinang correspondent that the Government there was framing some custom-house regulations for Singapore, and was about to convene a meeting of Pinang merchants for the purpose of approving them. "Offensive remarks levelled at Councillors are prohibited," wrote the scribe in sarcastic allusion to the press regulations, "otherwise, though not disciples of Rochefoucauld, we might have ventured to doubt whether the merchants of Penang are precisely the most impartial advisers that Government could have selected as guides in a course of custom-house legislation for the port of Singapore."

"It is to be hoped the merchants of Penang may be cautious in what they approve. Trade may be as effectually injured by regulations as by customs-house exactions, and every new regulation added to the existing heap may be looked upon as an evil. Here it is the general

¹ "On the 17th April the Dutch steam vessel *Vander Capellan* arrived here from Batavia, having made the passage from the latter place in seven hours. She is the first vessel that has ever been propelled by steam in these Straits, and the second steam vessel employed to the eastward of the Cape, the *Diana*, of Calcutta, which proved of much service in the Burmese War, being the first."—*Singapore Chronicle*, April 26, 1827.

opinion that the extent of the trade of these ports is already known with sufficient accuracy for every wise and beneficent purpose; that perfect exactness cannot be attained, and if it could, would be useless; but that if the Court of Directors shall, notwithstanding, with the minuteness of retail grocers, persist in the pursuit of it and adopt a system of petty and vexatious regulations (the case is a supposed one), it will be attended with inconvenience to the merchants and detriment to the trade and prosperity of these settlements."

These spirited words are suggestive of the prevalent local feeling at the time as to the interference of Pinang. Obviously there was deep resentment at the attitude implied in the reported statement that the concerns of Singapore were matters which Pinang must settle. Singapore at this time was decidedly "feeling its feet," and was conscious and confident of its destiny. A Calcutta paper having ventured upon the surmise that "Singapore is a bubble near exploding," the editor promptly took up the challenge in this fashion:

"Men's predictions are often an index to their wishes. Fortunately, however, the prosperity of Singapore is fixed on too firm a foundation to be shaken by an artillery of surmises. Those who lift up their voices and prophesy against this place may, therefore, depend upon it they labour in a vain vocation unless they can at the same time render a reason for the faith that is in them by showing that the causes which have produced the past prosperity of the settlement either have ceased to operate or soon will do so. Till this is done their predictions are gratuitous and childish."

Side by side with this note appeared a description of the Singapore of that day written by a Calcutta visitor. It was intended, it seemed, as a refutation of the bursting bubble theory, and it certainly is fairly conclusive proof of its absurdity. "Here," wrote the visitor, "there is more of an English port appearance than in almost any place I have visited in India. The native character and peculiarities seem to have merged more into the English aspect than I imagined possible, and I certainly think Singapore proves more satisfactorily than any place in our possession that it is possible to assimilate the Asiatic and the European very closely in the pursuits of commerce. The new appearance of the place is also very pleasing to the eye, and a great relief from the broken down, rotten, and decayed buildings of other ports in the peninsula. The regularity and width of the streets give Singapore a cheerful and healthy look, and the plying of boats and other craft in its river enlivens the scene not a little. At present here are no fewer than three ships of large burden loading for England. The vessels from all parts of the archipelago are also in great numbers and great variety. At Penang and Malacca the godowns of a merchant scarcely tell you what he deals in, or rather proclaim that he does nothing from the little bustle that prevails in them; here you stumble at every step over the produce of China and the Straits in active preparation for being conveyed to all parts of the world."

These shrewd observations speak for them-

¹ Ibid., March 15, 1827.

selves, but if additional evidence is needed it is supplied by the population returns of the period which figure in the columns of the paper. Exclusive of the military, the inhabitants of Singapore in 1826 numbered, according to official computation, 10,307 males and 3,443 females. The details of the enumeration may be given, as they are of considerable interest:

	Males.	Females.
Europeans	69	18
Armenians	16	3
Native Christians	128	60
Arabs	18	8
Chinese	5,747	341
Malays	2,501	2,289
Bugis	666	576
Javanese	174	93
Natives of Bengal	209	35
Natives of the Coast		
of Coromandel	772	5
Coffries	2	3
Siamese	5	2
Totals	10,307	3,443

The points of interest in this table are the smallness of the European population and the numerical strength of the Chinese community. The latter, it will be seen, numbered more than half the entire population and considerably exceeded the Malays. The circumstance shows that from the very outset of Singapore's career the Chinese played a leading part in its development. Keen traders as a race, they recognised at once the splendid possibilities of the port for trade, and they no doubt appreciated to the full the value of the equal laws and opportunities which they enjoyed under the liberal constitution with which Raffles had endowed the settlement.

Mr. Fullerton, besides placing shackles on the press, distinguished himself by a raid on "interlopers," as all who had not the requisite licence of the East India Company to reside in their settlements were regarded. Most writers on Singapore history have represented his action in this particular as an independent display of autocratic zeal. But the records clearly show that he was acting under explicit instructions from the Court of Directors to call upon all European residents in the settlement to show their credentials. The circular which Fullerton issued brought to light that there were 26 unlicensed persons in the settlement, besides those who had no other licence than that of the local authority. The matter was referred home for consideration, with results which appear in the following despatch of September 30, 1829:

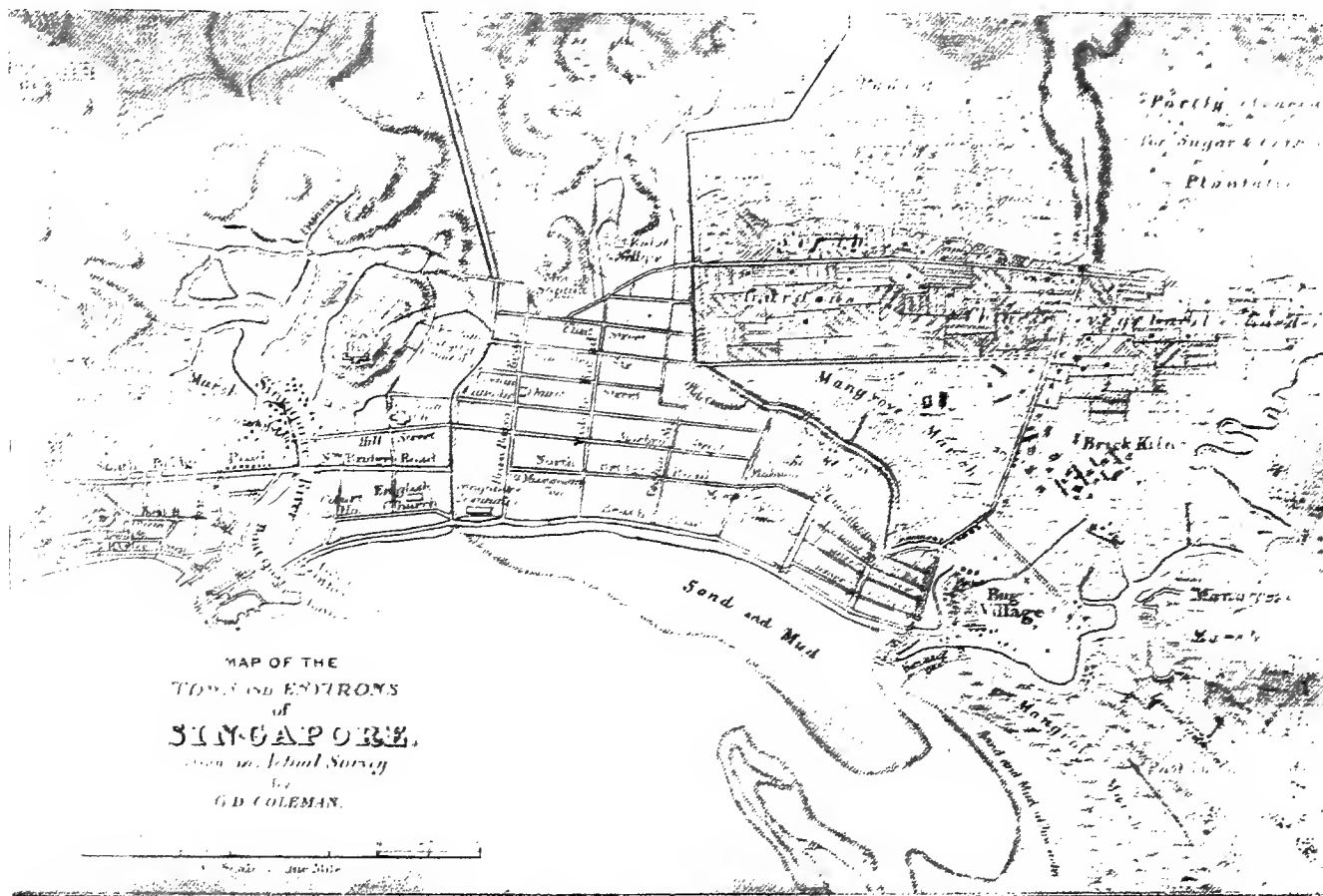
"The list which you have furnished of Europeans resident at this last settlement (Singapore) includes a considerable number of persons who have received no licence from us. We approve of your having made known to each of these individuals his liability to removal at our pleasure. Under the peculiar circumstances of this settlement it has not been our practice to discourage the resort of Europeans thither for the purpose of following any creditable occupation, and we perceive that all those who have recently arrived there have obtained respectable employment. We therefore shall make no objection to their continuance at the settlement while they fulfil

what you are to consider as the implied condition of our sufferance in all such cases, that of conducting themselves with propriety."¹

This incident made Mr. Fullerton very unpopular with the European inhabitants, and about the same time he incurred the disfavour of the native population by the introduction of drastic land regulations based on the Madras model. The necessity for some action seems to have been urgent, judging from the tenor of an entry in the Singapore records under date August 29, 1827. It is here stated that during the administration of Mr. Crawford great laxity

payment at the rate of two rupees per acre of the land surveyed. Up to September 18, 1829, the ground covered included 4,909 acres of Singapore, 1,038 of St. George's in Blakang Mati Island, and 215 of Gage Island. It was then recommended that the survey should embrace the Bugis town, Rocher river, and Sandy Point, "by which the brick kilns and all the unoccupied land in that direction will be brought into the survey, as well as all the forts connected with the plan of defence." The proposals were adopted, and the survey finally completed by Mr. Coleman.

demurred to this, and declined to make any advance without direct authority. Thereupon the Recorder refused to proceed to Malacca and Singapore. Finding him obdurate, the Governor himself went to discharge the judicial duties in those ports. Before leaving he made a call for certain documents from the Court of Judicature, and received from Sir J. T. Claridge a flat refusal to supply them. Not to be frustrated, Mr. Fullerton summoned a full court, and he and the Resident Councillor, as the majority, carried a resolution directing the documents to be supplied, and as a consequence



MAP OF SINGAPORE IN 1837.

was manifested in respect of the grant of location tickets. Those outstanding issued by Mr. Crawford alone (all for land in the vicinity of the town) amounted to within 14,000 acres of the whole computed area of the island, "although but a very inconsiderable space is cleared, and the greater part of the island is still an impenetrable forest." An almost necessary outcome of the new land system was the commencement of a topographical survey of the island. The work was entrusted to Mr. George D. Coleman, the gentleman responsible for the act of vandalism narrated in the previous chapter. Mr. Coleman erred on this occasion, but his name will always be linked with some of the most useful work associated with the building of Singapore. The survey was undertaken by Mr. Coleman independently on the basis of

¹ "Straits Settlements Records," No. 195.

CHAPTER IV.

INTRODUCTION OF THE JUDICIAL SYSTEM—THE DAWN OF MUNICIPAL GOVERNMENT.

THE arbitrariness shown by Mr. Fullerton in his administrative acts was extended to his relations with his official colleagues, and brought him into collision more than once with them. The most violent of these personal controversies, and in its effects the most important, was a quarrel with Sir J. T. Claridge, the Recorder, over a question relating to the latter's expenses on circuit. Sir J. T. Claridge contended that the demand made upon him under the new charter to hold sessions at Singapore and Malacca entitled him to special expenses, and that these should be paid him before he went on circuit. Mr. Fullerton

they were supplied. Following upon these incidents Sir J. T. Claridge paid a visit to Calcutta, with the object of consulting his judicial brethren there on the points at issue in his controversy with the Governor. Apparently the advice given to him was that he had made a mistake in declining to transact his judicial duties. At all events, on returning to Pinang he intimated his readiness to proceed to Malacca and Singapore. The journey was undertaken in due course, but on arriving at Singapore Sir J. T. Claridge cast a veritable bomb into Government circles by a declaration from the bench that the Gaming Farm, from which a substantial proportion of the revenue of the settlement was derived, was illegal. Reluctantly the authorities relinquished the system, which had proved so convenient a means of filling their exchequer, and which

they were prepared to defend on the ground even of morality. In the meantime the struggle between the two functionaries had been transferred to Leadenhall Street, and from thence came, in the latter part of 1829, an order for Sir J. T. Claridge's recall. The Recorder was at first disposed to complete the judicial work upon which he was engaged, but Mr. Fullerton would not hear of his remaining in office a minute longer, and he eventually embarked for England on September 7, 1829, much, no doubt, to the relief of his official associates at Pinang. On arrival home Sir J. T. Claridge appealed to the Privy Council against his recall, but without avail. The Council, while holding that no imputation rested upon his capacity or integrity in the discharge of his judicial functions, considered that his conduct had been such as to justify his dismissal. The effect of the decision was to re-establish the court under the old charter, and Sir Benjamin Malkin was sent out as Recorder. He assumed his duties in the Straits in 1833.

The introduction of a regular judicial system had one important consequence not contemplated probably by the officialdom of the Straits when the charter was given. It opened the way to municipal government. Early in 1827 a body called the Committee of Assessors was appointed in Pinang to supervise the cleansing, watching, and keeping in repair of the streets of the settlement, and the following editorial notice in the *Singapore Chronicle* of April 26th of the same year appears to indicate that an analogous body was set up in Singapore:

"We adverted a short time ago to the improvements carrying on and contemplated by the Committee of Assessors, and we hope that the kindness of our friends will enable us in a future number to give a detailed account of them all. We understand that the Government, with their accustomed liberality wherever the interests of the island are concerned, have not only warmly sanctioned, but have promised to bear half the expenses of the projected new roads; and we hope that their aid will be equally extended to the other improvements which are projected."

The editor went on to suggest the holding of a lottery as a means of raising funds. This question of funds was a difficulty which apparently sterilised the nascent activities of the pioneer municipal body. At all events its existence was a brief one, as is evident from a presentment made by the grand jury at the quarter sessions in February, 1829, over which Sir J. T. Claridge presided. The grand jury requested the authorities "to take into consideration the expediency and advantage of appointing a committee of assessors, chosen from amongst the principal inhabitants of the settlement, for the purpose of carrying into effect without delay a fair and equitable assessment of the property of each inhabitant in houses, land, &c., for the maintenance of an efficient night police, and for repairing the roads, bridges, &c." The suggestion called forth the following observations from the Recorder:

"As to that part of your presentment which relates to roads and bridges and that which relates to the police, I must refer you to the

printed copies of the charter (page 46) by which the court is authorised and empowered to hold a general and quarter sessions of the peace, and to give orders touching the making, repairs, and cleansing of the roads, streets, bridges, and ferries, and for the removal and abatement of public nuisances, and for such other purposes of police, and for the appointment of peace officers and the trial and punishment of misdemeanours, and doing such other acts as are usually done by justices of the peace at their general and quarter sessions in England as nearly as circumstances will admit and shall require." The Recorder then stated the manner in which these matters were conducted in England, and concluded by observing that "as it would be nugatory to empower the court of quarter sessions to give orders touching the several matters specified unless they have also the means of carrying such orders into effect, I think the court of quarter sessions may legally make a rate for the above purpose."

In consequence of this the magistrates convened a meeting of the principal inhabitants to discuss the matter. At this gathering they proposed as a matter of courtesy to admit a certain number of merchants to act with them as assessors, but at the same time gave the meeting to understand that they alone possessed the power to enforce the payment of the assessments. None of the merchants, however, would consent to act. They declined on the ground that as they possessed no legal authority to act they could exercise no efficient check. They intimated, furthermore, that they had complete confidence in the integrity of the present bench. Subsequently the magistrates issued a notification that a rate of 5 per cent. would be made on the rents of all houses in Singapore. There was at the outset some disposition on the part of the officials to question the legality of this assessment, but in the end the magistrates' power to make a rate was acknowledged and Singapore entered smoothly upon its municipal life.

Some years later the Committee of Assessors here and at Malacca and Pinang developed into a Municipal Board, constituted under an Act of the Legislative Council of India. The authority consisted of five Commissioners, two of whom were nominated by the Government and three elected by ratepayers who contributed 25 dollars annually of assessed taxes.

Though to a certain extent these were days of progress in Singapore, some of the official records read strangely at the present time, when Singapore is one of the great coaling stations and cable centres of the world. Take the following entry of June 21, 1826, as an example: "We are not aware of any other means of procuring coal at the Eastern settlements excepting that of making purchases from time to time out of the ships from Europe and New South Wales. Under instructions received from the Supreme Government we made a purchase a short time since of forty tons of the article from the last-mentioned country at the price of 14 Spanish dollars per ton." The spectacle of the Singapore Government relying upon passing ships for their supplies of coal is one which will strike the present-day resident in the Straits as comic. But it is not, perhaps, so amusing as the attitude taken up by the Leadenhall Street

magnates on the subject of telegraphy. In 1827, the Inspector-General having urged the expediency of establishing telegraphic communication between several points on the main island, the local Government directed him to submit an estimate of the probable cost of three telegraph stations, and meantime they authorised the appointment of two Europeans as signalmen on a salary of Rs. 50 a month. In due course the minute relating to the subject was forwarded home, with a further proposal for the erection of a lighthouse. The Court of Directors appear to have been astounded at the audacity of the telegraphic proposal. In a despatch dated June 17, 1829, they wrote: "You will probably not find it expedient to erect at present the proposed lighthouse at Singapore, and we positively interdict you from acting upon the projected plan for telegraphic communication. We can conceive no rational use for the establishment of telegraphs in such a situation as that of Singapore." "No rational use" for telegraphs in Singapore! How those old autocrats of the East India Office would rub their eyes if they could see Singapore as it is to-day—the great nerve centre from which the cable system of the Eastern world radiates! But no doubt the Court of Directors acted according to the best of their judgment. Singapore in those far-off times wanted many things, and telegraphic communication might well appear an unnecessary extravagance beside them. For example, the island was so defenceless that in 1827, on the receipt of a false rumour that war had been declared between Great Britain and France and Spain, orders had to be given for the renewal of the carriages of guns at the temporary battery erected on the occupation of the island and for "the clearing of the Point at the entrance to the creek for the purpose of laying a platform battery." About the same time we find the Resident Councillor urging the necessity of erecting public buildings, "the few public buildings now at Singapore being in a very dilapidated state, and others being urgently required to be built." Meanwhile, he intimates that he has "engaged a new house, nearly completed, for a court-house and Recorder's chambers at a yearly rental of 6,000 dollars for three years, it being the only house in the island adapted for the purpose." Another passage in the same communication states that owing to the "very improper and inconvenient situation of the burial ground on the side of Government Hill" the Inspector-General had selected "a more suitable spot in the vicinity of the town, which we have directed to be walled in."

Sir J. T. Claridge's judicial dictum that "gambling was an indictable offence" was a source of considerable embarrassment to the Government. The substantial sum derived from the farming of the right to keep licensed gaming-houses could not be readily sacrificed. On the other hand, it was manifestly impossible to disregard the opinion of the highest judicial authority in the settlements. Acting in a spirit of indecision, the Government reluctantly suspended the Gaming Farm system. The disorganisation to the finance which resulted from the action was considerable, and with the departure of Sir J. T. Claridge it seems to have

been felt that his opinion might be disregarded. The machinery consequently was set in motion again after the issue of a minute by Mr. Fullerton affirming the legality of this method of raising the revenue. The effect upon the revenue was very marked. The receipts advanced from Rs. 95,482.11.10 in 1829-30 to Rs. 177,880.15 in the year 1830-31.

The Singapore administration as a whole at this juncture was in a state of no little confusion, owing to changes which were impending in the constitution of the Straits. In 1827 Lord William Bentinck, the Governor-General, had descended upon the settlements infused with what the local officialdom regarded as an unholy zeal for economy. On arriving at Pinang he professed not to be able to see what the island was like for the number of cocked hats in the way. Forthwith he proceeded to cut down the extravagant establishment maintained there. He visited Singapore, and his sharp eye detected many weak points in the administrative armour. The official shears were exercised in various directions, and retrenchment was so sternly enforced that Mr. Fullerton felt himself constrained to withdraw the official subsidies, or, as they preferred to regard them, subscriptions, from the local press. The Malacca editor kicked against the pricks, and found himself in difficulties in consequence. At Singapore a more philosophical view was taken of the Government action. It was argued that if Government was at liberty to withdraw its subscription the editor was free

to withhold his papers and close his columns to Government announcements. Acting on this principle, he informed the authorities that they could no longer be supplied with the



LORD WILLIAM BENTINCK.

(From an engraving in the British Museum.)

eleven free copies of the journal they had been in the habit of receiving. The officials retorted with a more rigorous censorship. And so the battle was waged until Mr. Fullerton finally

shook the dust of the Straits from his feet in the middle of 1830. Before this period arrived a great change had been made in the government of Singapore. As a result of Lord William Bentinck's visit the settlement, in common with Pinang and Malacca, were in 1830 put under the control of the Government of Bengal. The change was sanctioned in a despatch of the Supreme Government dated May 25, 1830. In this communication the headquarters of the new administration was fixed at Singapore, with Mr. Fullerton as "Chief Resident" on a salary of Rs. 36,000. Under him were a First Assistant, with a salary of Rs. 24,000, and a Second Assistant, with Rs. 10,000. The chief officials at Pinang and Malacca were styled Deputy-Residents, and their emoluments were fixed at Rs. 30,000 for the former and Rs. 24,000 for the latter. Two chaplains, with salaries of Rs. 9,600, and a missionary, with Rs. 2,500, were part of the establishment.

Mr. Fullerton remained only a few months in chief control at Singapore. Before he handed over control to his successor, Mr. Ibbetson, he penned a long and able minute on the trade of the three settlements. He gave the following figures as representative of the imports and exports for the official year 1828-29:

			Rs.
Imports	...	...	1,76,40,969½
Exports	...	...	1,58,25,997½

This paragraph relative to the method of



SINGAPORE FROM THE ESPLANADE.

(From Captain Bethune's "Views in the Eastern Archipelago," published 1847.)

trading followed in Singapore is of interest from the light it throws on the early commercial system of the settlement : " In considering the extent of the trade at Singapore, rated not in goods but in money, some reference must be had to the peculiar method in which all commercial dealings are there conducted ; the unceasing drain of specie leaves not any scarcely in the place. Specie, therefore, never enters into any common transaction. All goods are disposed of on credit, generally for two months, and to intermediate native Chinese merchants, and those at the expiration of the period deliver in return not money, but articles of Straits produce adapted to the return cargo ; the value on both sides of the transaction is rated from 25 to 30 per cent. beyond the sum that would be paid in ready cash ; and as the price current from which the statement is rated is the barter and not the ready money price, the real value of the trade may be computed 30 per cent. under the amount stated." ¹

About this period a curious question, arising out of the occupation of the island, gave a considerable amount of trouble to the authorities. By the terms of the Treaty of 1815 the United States trade with the Eastern dependencies of Great Britain was confined to Calcutta, Madras, Bombay, and Pinang. The construction put upon this provision by the Straits officials was that Singapore, even when under the government of Pinang, was not a port at which the citizens of the United States could trade. The consequence was that American ships, then very numerous in these seas, touched only at Singapore and proceeded to Riau, where they shipped cargo which had been sent on from the British port. The practice was not only irksome to the Americans, but it was detrimental to British trade in that it diverted to the Dutch port much business which would otherwise have been transacted at Singapore. Eventually, in March, 1830, the Singapore Government, yielding to the pressure which was put upon them, agreed to allow American vessels to trade with Singapore. But they intimated that " it must be understood that such permission cannot of itself legalise the act should other public officers having due authority proceed against the ships on the ground of illegality." The concession was freely availed of, and the mercantile marine of the United States played no small part in the next few years in building up the great trade which centred at the port.

Mr. Ibbetson retired from the government in 1833, and was succeeded by Mr. Kenneth Murchison, the Resident Councillor at Singapore. After four years' tenure of the office Mr. Murchison proceeded home, handing over charge temporarily to Mr. Samuel G. Bonham. Mr. Church was sent out from England to fill the vacant office, but he remained only a few months. On his departure Mr. Bonham was appointed as his successor, and held the appointment until 1843. During his administration the trade of the port greatly increased. Ships of all nations resorted to the settlement as a convenient calling place on the voyage to and from the Far East, while it more and more became an *entrepôt* for the trade of the Eastern

seas. On the outbreak of the China War its strategic value was demonstrated by the ready facilities it afforded for the expeditious despatch of troops and stores to the theatre of war. For nearly three years it formed the rendezvous as well as in great measure the base of the expeditionary force, and unquestionably no small share of the success of the operations was due to the fact that the Government had this convenient centre with its great resources at their disposal. These were halcyon days for Singapore merchants, and, indeed, for residents

imagine that these waters were almost within living memory infested with bloodthirsty pirates, who prosecuted their operations on an organised system, and robbed and murdered under the very guns of the British settlements. Such, however, was the case, as is attested not merely in the works of passing travellers but in the formal records of Government and the proceedings of the courts. Singapore itself, without doubt, was, before the British occupation, a nest of pirates. Thereafter the piratical base was transferred to the Karimun Islands, and from



A MALAY PRAHU.

(From a sketch in the India Office.)

of all descriptions. So flourishing was the settlement that there were some who thought that the progress was too rapid to be really healthy. One writer of the period confidently ¹ declared that the trade of the port had reached its maximum, and that the town had attained to its highest point of importance and prosperity. " Indeed," he added, " it is at the present moment rather overbuilt." Alas ! for the reputation of the prophet. Since the time his prediction was penned Singapore has considerably more than quadrupled in trade and population, and its maximum of development is still apparently a long way off.

CHAPTER V.

PIRACY IN THE STRAITS—STEAM NAVIGATION —FISCAL QUESTIONS.

A BLOT, and a serious one, upon the government of the Straits Settlements up to and even beyond this period was the piracy which was rife throughout the archipelago. At the present day, when vessels of all classes sail through the Straits with as little apprehension as they navigate the English Channel, it is difficult to

time to time, even after the Dutch annexation of the islands in 1827, these were a favourite resort of the roving hordes which battered on the trade of the new British port. The native chiefs were usually hand in glove with the pirates, and received toll of their nefarious trade. Thus we find Mr. Fullerton, in a communication to Government, writing in April, 1829 : " Of the connection of the Sultan of Johore, residing under our protection at Singapore, and his relatives, the chiefs of Rhio and Lingen, with the pirates to the eastward there is little doubt, and there is some reason to believe that the ex-Raja of Quedah, residing under our protection at this island [Pinang], if he does not directly countenance the piratical proceedings of his relatives, does not use any means seriously to discourage them." ² The usual prey of the pirates was the native junks which traded between China and the Straits ports. But European vessels were attacked when the venture could be undertaken with impunity, and interspersed in the prosaic records of the dull round of ordinary administration are thrilling and romantic accounts of captive Englishmen, and even Englishwomen, detained in bondage in the then remote interior by native chiefs to whom they had been sold by pirates. Spasmodic efforts were made by the authorities from time to time

¹ " Report of the East India Company's Affairs, 1831-32," Part II. p. 656.

² " Trade and Travel in the Far East," by G. F. Davidson, p. 69.

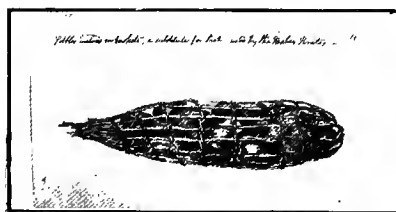
³ " Straits Settlements Records," No. 184.

to grapple with the evil, but, apart from a little bloodshed and a liberal expenditure of ammunition, the results were practically nil. The elusive pirates, in the face of the superior force which went out after them, showed that discretion which is proverbially the better part of valour. They lived to fight another day, and not infrequently that other day was one in the immediate future, for the intelligence system of the bands was well organised, and they usually knew the exact limits of the official action.

The commercial community of Singapore waxed very restive under the repeated losses to which they were subjected by the piratical depredations. In an article on piracy on June 17, 1830, the *Singapore Chronicle* stigmatised in sharp terms the supineness of the British and Dutch authorities in permitting the organised system of piracy which then existed in the Straits. After stating that there was a total stagnation of trade owing to rovers hovering within gunshot of Singapore river, the writer proceeded: "Our rulers say: 'Let the galled jade wince.' They wander the Straits in well-armed vessels and may well feel apathy and security, but were one of the *select*, a governor or resident or deputy, to fall into the hands of pirates, what would be the consequence? We should then have numerous men-of-war, cruisers, and armed boats scouring these seas. Indeed, to produce such an effect, though we wish no harm, and would exert ourselves to the utmost for his release, we would not care to hear of such an event. We have heard or read of a bridge in so dilapidated a condition that in crossing it lives were frequently lost. No notice was ever taken of such accidents! At length, woe to the time! on an unlucky morning the servant maid of Lady Mayo, unfortunately for herself and the public, let a favourite pug dog (a poodle) drop over the parapet into the water. The poor dear animal was drowned. What was the consequence of such a calamity? Was the bridge repaired? No, but a new one was built!"

The lash of the writer's satire was none too severe, and it seems not to have been without effect, for shortly afterwards a man-of-war was sent to cruise about the entrance to the harbour. But the measure fell very short of what was needed. The pirates, fully advised of the vessel's movements, took care to keep out of the way, and when some time afterwards it was removed from the station their operations were resumed with full vigour. So intolerable did the situation at last become that in 1832 the Chinese merchants of the port, with the sanction of the Government, equipped at their own expense four large trading boats fully armed to suppress the pirates. The little fleet on sallying out fell in with two pirate prahus, and succeeded in sinking one of them. The Government, shamed into activity by this display of private enterprise, had two boats built at Malacca for protective purposes. They carried an armament of 24-pounder guns, and were manned by Malays. It was a very inadequate force to cope with the widespread piracy of the period, and the conditions not materially improving, petitions were in 1835 forwarded by the European inhabitants of Singapore to the King and to the Governor-General, praying

for the adoption of more rigorous measures. In response to the appeal H.M. sloop *Wolf* was sent out with a special commission to deal with the pirates. Arriving on March 22, 1836, she conducted a vigorous crusade against the marauders. The pirates were attacked in their lairs and their boats either captured or destroyed. One of the prahus seized by the *Wolf* was 54 feet long and 15 feet beam, but the general length of these craft was 56 feet. They were double-banked, pulling 36 oars—18 on each side. The rowers were of the lower castes or slaves. Each prahu had a stockade not far from the bow, through which was pointed an iron 4-pounder. There was another stockade aft on which were stuck two swivels, and around the sides were from three to six guns of the same description.¹ The brilliant work done by the *Wolf* was greatly appreciated by the mercantile community at Singapore. To mark "their grateful sense of his unwearied and successful exertions" the European and Chinese merchants presented to Captain Stanley, the commandant of the *Wolf*, a sword of honour, and a public dinner was given to him and his officers on June 14, 1837, at which most complimentary speeches were delivered. Severely as the pirates had been handled by the *Wolf*, the iniquitous trade had only been



PEBBLES ENCLOSED IN BASKET.

(A substitute for shot, used in old times by the Malay pirates. From a sketch in the India Office.)

scotched. It developed into activity again and again subsequently, and was not finally wiped out until after repeated expeditions had been conducted against the marauders. As far as piracy on the open sea was concerned the development of steam navigation did more than anything else to remove the curse from the Straits. The first experience of the ruffians of the new force had in it an element of grim amusement. In 1837 the *Diana*, a little steam consort of the *Wolf*, was cruising in the Straits when she fell in with a pirate flotilla. The marauders, thinking she was a sailing-boat on fire, and therefore an easy prey for them, bore down upon her, firing as they approached. To their horror the *Diana* came up close against the wind and then suddenly stopped before the leading prahu, pouring a deadly fire into the pirate ranks. The process was repeated before each craft of the flotilla, with the result that the force in the end was almost annihilated. Profiting by their bitter experience on this and other occasions, the pirates confined their operations to those parts of the coast on which the shallow waters and numerous creeks provided a safe refuge in case of attack by war vessels, and so they contrived to postpone for years the inevitable end of the system which had flourished for ages in the archipelago.

¹ "Anecdotal History of Singapore."

The introduction of steam navigation into the Straits had such wide-reaching effects on the trade of Singapore that a reference to the subject falls naturally into a survey of the history of the settlement. In an earlier part of this work we have seen that to the Dutch belongs the honour of placing the first steam vessel on the Straits. The *Vander Capellan* was not what would be considered in these days a success. It steamed only a few knots an hour, could keep the sea merely for a very short time, and its passages were frequently interrupted by breakdowns of the machinery. Still, its performances were sufficiently remarkable to suggest the enormous possibilities of the new force in the usually calm waters of the Straits. After its appearance a scheme was mooted for the establishment of a steam service between Singapore, Batavia, Malacca, Pinang, and Calcutta. The expectation was that the passage from the former port to Calcutta, which in the case of sailing ships occupied five weeks, would not take more than eight days. Nothing came of the project immediately. The pioneers were before their time. They had to reckon with an immense amount of prejudice on the part of vested interests and a still larger degree of honest incredulity as to the financial practicability of working so expensive an agency as steam appeared to be. We get a vivid impression of the doubtful attitude of the Singapore community in the columns of the *Singapore Chronicle* in 1828. The Malacca paper about the middle of that year published an article enthusiastically recommending the introduction of steam navigation. The Singapore editor in the issue of his paper of October 23rd, commenting on this, said: "That it would be an agreeable, if not in other respects a very useful, thing to have a steam vessel between the settlements, which might visit now and then Calcutta, Java, or China, everyone is agreed. The only question, but rather a material one, is—would it pay? Supposing the vessel purchased and ready for sea, would the money received for freight and passage pay the interest of the outlay? Would it pay the heavy and constantly recurring charges of a competent commander, an engineer, a crew, fuel, the expenses of frequent repairs, including the loss of time consumed in them?" The Malacca scribe, not deterred by this copious dash of cold water, reiterated his strong belief in the virtues of steam power. Thereupon the *Singapore Chronicle* remarked that it did not know how its Malacca contemporary reconciled his contempt of rhetoric "with the bold dash of it contained in his assertion that a steam vessel or two in the Straits would have the marvellous effect of doubling the commerce of those settlements." The Malacca journal retorted by citing the fact that fifty years previously it took more than a fortnight to go from London to Edinburgh, while the proprietors of the wagons used to advertise days previously for passengers. "Now," he went on, "there are no less than two thousand coaches which daily leave and arrive at London from all parts of the kingdom." He argued from this that steam navigation, despite its costliness and the difficulties which attended it, was bound to be successful. While this lively polemic was

proceeding the Government of the settlements had before it a serious proposal to provide a steamer to maintain communication between Pinang, Malacca, and Singapore. The suggestion arose out of the difficulty of holding the courts of quarter sessions at each of the three ports at the regular periods enjoined in the charter. Sir J. T. Claridge, the Recorder, pointed out that if sailing vessels were used at least two months of his time would be occupied annually in travelling between the ports. He urged that the solution of the difficulty was the provision of a steamer, which would enable him to do the journey from Pinang to Singapore in three days, and to return *via* Malacca in the same period. The Supreme Government declined to provide the steam vessel on the ground that the cost would be prohibitive. After this the question of steam navigation slumbered for some years. When next it was seriously revived it was in the form of a proposal for a monthly service from Singapore to Calcutta. A company was formed under the name of the New Bengal Steam Fund, with shares of Rs. 600 each. As many as 2,475 shares were taken up by 706 individuals, and the project, with this substantial financial backing, assumed a practical shape. Eventually, in 1841 the committee of the fund entered into an agreement with the P. & O. Company, and transferred its shares to that company. From this period development of steam navigation was rapid, until the point was reached at which the Straits were traversed by a never-ending procession of steam vessels bearing the flags of all the great maritime nations of the world.

An early outcome of the establishment of steam navigation in the Straits was the introduction of a regular mail service. The first contract for the conveyance of the mails was made between the P. & O. Company and the Government in 1845. Under the terms of this arrangement the company contracted to convey the mails from Ceylon to Pinang in forty-five hours, and from thence to Singapore in forty-eight hours. The first mail steamer despatched under the contract was the *Lady Wood*, which arrived at Singapore on August 4, 1845, after an eight-day passage from Point de Galle. She brought the mails from London in the then marvellous time of forty-one days. The first homeward mail was despatched amid many felicitations on the expedition which the new conditions made possible in the carrying through of business arrangements. Unhappily, before the mail steamer had fairly cleared the harbour it was discovered that the whole of the prepaid letters had, through the blundering of some official, been left behind. This *contretemps* naturally caused much irritation, but eventually the community settled down to a placid feeling of contentment at the prospect which the mail system opened up of rapid and regular intercourse with Europe and China and the intermediate ports.

From time to time, as Singapore grew and its revenues increased, attempts were made to tamper with the system of Free Trade on which its greatness had been built. As early as 1829, when the temporary financial difficulty created by the enforced suspension of the Gaming Farm system necessitated a consideration of the question of creating new sources

of revenue, we find Mr. Presgrave, who was in temporary charge of the administration at Singapore, suggesting a tax on commerce as the only means of supplying the deficiency. He expressed the view that such an impost would not injure the rising commerce of the island provided judicious arrangements were made for exempting native trade from some of those restrictive measures usually attendant on custom-house regulations. "The policy of exempting the trade from all impositions on the first establishment of Singapore," he proceeded to say, "cannot, I imagine, be called in question; but as the trade has now passed the stage of its infancy I am of opinion there is little to apprehend from casting away the leading strings."¹ The "leading strings" were, fortunately, not cast away. The Supreme Government was opposed to any change and the Court of Directors, though not conspicuously endowed with foresight at this time, were wise enough to realise that Singapore's prosperity was bound up in its maintenance as a free port. The re-establishment of the Gaming Farm set at rest the question for the time being; but there was a fresh assault made on the principle in 1836, when the efforts for the suppression of piracy imposed a burden upon the Supreme Government which was disinclined to bear. The idea then mooted was the levying of a special tax on the trade of the three settlements to cover the charges. A draft bill was submitted to Mr. Murchison, the Resident, for his opinion, and he in turn consulted the mercantile community. Their reply left no shadow of doubt as to the unpopularity of the proposals. A public meeting of protest, summoned by the sheriff, held on February 4, 1836, passed strongly worded resolutions of protest and adopted a petition to Parliament to disallow the scheme. In August, Lord Glenelg, the Secretary for the Colonies, wrote saying that the measure was deprecated by the Government and would find no countenance from them. In November the India Board directed the Supreme Government to suspend the proposals, if not enacted, and if enacted to repeal them. The Indian authorities, defeated on the question of a direct impost, in 1837 returned to the charge with a tonnage duty on square-rigged vessels. The scheme came to nothing at the time, but it was revived about twenty years later. A protest was promptly forwarded to the home authorities from Singapore against the project. The Court of Directors, on receiving this, wrote to the Governor-General on March 25, 1857, to inquire if there was any foundation for the statement that dues were to be levied. "You are doubtless aware," the Court wrote, "that when this subject was under our consideration in the year 1825 we signified our entire approbation of the abolition of port dues at Singapore; and that in the following year we expressed our opinion that the establishment of duties on imports and exports at that settlement would be inexpedient. The success which has hitherto attended the freedom of trade at these ports has confirmed the opinion expressed to you in these despatches, and we should deprecate the imposition of any burden

on the commerce of the Straits Settlements excepting under circumstances of urgent necessity."

The Government of India replied that they had no intention to impose customs duties at Singapore. They explained that with regard to the levy of port dues, after the Port Regulation Act of 1855 was passed a request was made to the Straits Government, in common with other local administrations, for certain information to enable the Government to pass a supplementary Act for the regulation of port due fees. On February 10, 1856, the Governor of the Straits replied that if not considered to interfere with the freedom of the port he was inclined to agree with the imposition of a due of half an anna per ton on all square-rigged vessels, and would further recommend that all native ships clearing out of the harbour should pay a fee of two rupees for junks and one rupee for boats of all descriptions. "The amount so realised would," the Governor said, "provide for all present expenses and enable us to do all that may be necessary for the efficient management of the harbours and their approaches." The despatch pointed out that dues were abolished at Singapore in 1823, not because they were contrary to any sound principle, but because they were unfairly assessed and were considerable in amount. The strong expression of opinion from the Court of Directors was not without its effect. The scheme was conveniently shelved, and amid the larger questions which speedily arose in connection with the transfer of the government of India to the Crown it was forgotten.

Apart from this matter of imposts on the trade, there was from time to time serious dissatisfaction with the control of the Government of India of the settlement. In 1847 the discontent found vent in two petitions to Parliament, one with reference to an Indian Act (No. III. of 1847) transferring the appointment of police officers from the court of judicature and quarter sessions to the Crown, and the other asking that municipal funds should be placed under the management of a committee chosen by the ratepayers, which had always been the case, but which practice was rendered doubtful in the opinion of the Recorder (Sir W. Norris) by another Act. An able statement in support of the petition was drawn up by Mr. John Crawford, a leading citizen. The facts set forth in this document constituted a very striking picture of the progressive growth of the settlement. Mr. Crawford wrote:

"The industry of the inhabitants of Singapore has created the fund from which the whole revenues are levied. This is made evident enough when the fact is adverted to that eight-and-twenty years ago the island, which has now fifty thousand inhabitants, was a jungle with 150 Malay fishermen imbued with a strong propensity to piracy and no wealth at all, unless it were a little plunder. At the present time the entire revenues may be safely estimated at not less than £50,000 per annum, being equal to a pound sterling per head, which is equal to about five-fold the ratio of taxation yielded by the population of Bengal.

¹ "Straits Settlements Records," No. 153.

"The revenues are divided into two branches, although the division be in reality little better than arbitrary—the general and the police ; or taxes and rates. The first consists of excise on wine, spirits, and opium ; of quit-rents ; of the produce of the sale of wild lands ; of fees and fines ; of postages, &c. The second is a percentage on the rental of houses. The general revenue amounted in 1845-46 in round numbers to £14,000 and the local one to

industry of the inhabitants—a fund wholly created within the short period of twenty-eight years. I cannot see, then, with what show of reason it can be said that the Executive Government pays the police, simply because it is the mere instrument of disbursement."

Mr. Crawford went on to say that the practice with respect to the colonies under the Crown had of late years been rather to extend than to curtail the privileges of the inhabitants,

settlements from the control of the Government of India to that of the Colonial Office. However that may be, the mercantile community of Singapore was unquestionably becoming less and less disposed to submit their increasingly important concerns to the sole arbitrament of the prejudiced and sometimes ill-informed bureaucracy of India.

One notable interest which was at this time coming rapidly to the front was the planting industry. One of Raffles's first concerns after he had occupied the settlement was to stimulate agricultural enterprise. On his initiative the foundations of a Botanical Department were laid, and plants and seeds were distributed from it to those settlers who desired to cultivate the soil. The first-fruits of the undertaking were not encouraging. Compared with Pinang, the settlement offered little attraction to the planter. The soil was comparatively poor, the labour supply limited, and the island was largely an uncleared waste, ravaged by wild beasts. Gradually, however, the best of the land was taken up, and, aided by an excellent climate, the various plantations flourished. A statement prepared by the Government surveyor in 1848 gives some interesting particulars of the extent of the cultivation and the results accruing from it. There were at that time 1,190 acres planted with 71,400 nutmeg-trees, the produce of which in nutmegs and mace amounted to 656 piculs, yielding an annual value of 39,360 dollars. There were 28 acres planted with clove-trees. Coconut cultivation occupied 2,658 acres, the number of trees being 342,608, and the produce yielding a value of 10,800 dollars. Betel-nut cultivation absorbed 445 acres, and upon this area 128,281 trees were planted, yielding 1,030 dollars annually. Fruit trees occupied 1,037 acres, and their produce was valued at 9,568 dollars. The gambier cultivation covered an extent of 24,220 acres, and the produce was valued at 80,000 dollars. The pepper cultivation was stated at 2,614 acres, yielding 108,230 dollars annually. Vegetable gardens covered 379 acres, and the produce was stated at 34,675 dollars. The siri or pawn vines extended to 22 acres, and yielded 10,560 dollars, while sugar-cane, pineapples, rice, or paddy engrossed 1,962 acres, and the estimated produce was valued at 32,386 dollars. The quantity of ground under pasture was 402 acres, valued at 2,000 dollars annually. The total gross annual produce of the island was valued at 328,711 dollars.

At a later period the planting industry sustained a disastrous check through the failure of the crops consequent upon the exhaustion of the soil. Many of the planters migrated to better land across the channel in Johore, and formed the nucleus of the great community which flourishes there to-day.

In 1845 the question of providing dock accommodation at Singapore was first seriously broached. The proposal put forward was for a dock 300 feet long, 68 feet wide, and 15 feet deep, to cost 80,000 dollars. Inadequate support was accorded to the scheme, and the question slumbered until a good many years later, when the famous Tanjong Pagar Dock Company came into existence and commenced the great undertaking, which was taken over by the



RIVER IN THE PRIMEVAL FOREST, JOHORE.

(From "Skizzen aus Singapur und Djohor.")

£7,000, making a total of £21,000—a sum which, if expended with a just economy, ought to be adequate to every purpose of government in a small sea-girt island, with a population for the most part concentrated in one spot.

"From this statement it is plain enough that whether the police force is paid wholly out of the police revenue or partly from the police and partly from the general revenue, it must, in any case, be paid out of the produce of the

and he expressed a hope that the East India Company would be prepared to follow a course "which, by conciliating the people, secures harmony, strengthens the hands of the local Government, and consequently contributes largely to facilitate the conduct of the administration." In this statement, as Mr. Buckley suggests in his work, we have possibly the commencement of the movement which led twenty years afterwards to the transfer of the

Government in 1906 at a cost to the colony of nearly three and a half million pounds.

The dock scheme was suggested by the growing trade flowing through the Straits, with Singapore as an almost inevitable port of call. Identical circumstances led irresistibly a few years later to an eager discussion of the practical aspects of telegraphic communication. The authorities had outgrown the earlier attitude which saw "no rational use" for a telegraphic system in Singapore, but they were still very far from realising the immense imperial potentialities which centred in an efficient cable system. When the subject was first mooted in a practical way in 1858 by the launching of a scheme by Mr. W. H. Reed for the extension of the Indian telegraph lines to Singapore, China, and Australia, the Australian colonies took the matter up warmly, and promised a subsidy of £35,000 for thirty years, and the Dutch Government, not less enthusiastic, offered a subsidy of £8,500 for the same period. But the Home Government resolutely declined to assist, and though repeated deputations waited upon it on the subject, it refused to alter its policy. Nevertheless the project was proceeded with, and on November 24, 1859, Singapore people had the felicity of seeing the first link forged in the great system of telegraphic communication that now exists by the opening of the electric cable between Singapore and Batavia. Congratulatory messages were exchanged, and the community were getting used to the experience of having their messages flashed across the wire, when there were ominous delays due to injuries caused to the cable either by the friction of coral rocks or by anchors of vessels dropped in the narrow straits through which the line passed. Not for a considerable time was the system placed on a perfectly satisfactory basis. In 1866 a new scheme was started for a line of telegraphs from Rangoon through Siam to Singapore, from Malacca through Sumatra, Java, and the Dutch islands to Australia, and through Cochin China to China. This project was not more favoured with official countenance than the earlier one, and it remained for private interests alone to initiate and carry through the remarkable system by which Singapore was brought into touch with every part of the civilised world by its cables radiating from that point.

In political as in commercial matters the policy of the East India Company in relation to the Straits Settlements was narrow-minded and lacking in foresight. In some cases it showed an even more objectionable quality—it was unjust. It is difficult to find in the whole range of the history of British dealings with Asiatic races a more flagrant example of wrong-doing than the treatment of the Sultan of Kedah, or Quedah, from whom we obtained the grant of the island of Pinang. The story is told in the section of the work dealing with Pinang, and it is only necessary to say here that, having obtained a valuable territorial grant under conditions agreed to by its representative, and tacitly accepted by itself, the Government declined to carry out those conditions when circumstances seemed to make ratification inexpedient. At Singapore an almost exact parallel to the Company's action, or, to

speak correctly, inaction in this instance, was furnished in its dealings with the Sultan Tunku Ali, the son of Sultan Husein, who, jointly with the Dato' Temenggong Abdul Rahman, had ceded the island to the British Government in 1819. Sir Frank Swettenham is at great pains in his book to unravel the rather tangled facts, and it is with a sense of humiliation that they must be read by every self-respecting Briton

small account, but the influx of Chinese planters created a revenue, and it became important to know to whom that revenue should be paid. Governor Butterworth, in a communication to the Supreme Government of October 21, 1846, spoke of the Temenggong having "irregularly" collected the small revenue—an impost on timber—previously existing, and recommended that the proceeds of an opium farm



PATH IN THE PRIMEVAL FOREST, JOHORE.

(From "Skizzen aus Singapur und Djohor.")

who values the name of his country for fair dealing. The narrative is too long to give in detail here, but briefly it may be said that the dispute turned on the respective rights of the Sultan and the Temenggong. The controversy directly arose out of a request made by Tunku Ali that he should be installed as Sultan of Johore. The matter first assumed importance in the early days of the Chinese migration to Johore. Before that Johore was a territory of

just established should be equally divided between the two. Accompanying this letter and recommendation was an application which had been made by Tunku Ali that he should be acknowledged and installed as Sultan. The reply of the Government was to the effect that "unless some political advantage could be shown to accrue from the measure the Honourable the President in Council declined to adopt it." In 1852 the question was again raised by

Mr. E. A. Blundell, who was officiating as Governor at the time. This functionary expressed his inability to find any ground of expediency to justify the step, but he strongly urged the impolicy of allowing "such an apparently clear and undisputed claim" as that of Tunku Ali to remain any longer in abeyance. An unfavourable reply was given by the Supreme Government to the proposal. Mr. Blundell, undeterred by this, raised the matter afresh in a letter dated January 14, 1853. In this communication Mr. Blundell reaffirmed with emphasis the justice of Tunku Ali's claims to recognition, and intimated that he had induced both the Sultan and the Temenggong to agree to an arrangement under which the revenue, calculated at 600 dollars *per mensem*, should be divided between the two for a period of three years, at the expiration of which time a new calculation should be made. The Supreme Government on March 4, 1853, sent a curious answer to Mr. Blundell's proposal of compromise. They intimated that they had no concern with the relations between the Sultan and the Temenggong, but that "if the arbitration in question should be proposed and the Temenggong should be willing to purchase entire sovereignty by a sacrifice of revenue in favour of the Sultan, the Governor-General in Council conceives that the measure would be a beneficial one to all parties." There was, of course, no question of the Temenggong purchasing entire sovereignty by a sacrifice of revenue. What had been suggested was an amicable agreement as to revenues of which the Sultan had hitherto been, to adopt Colonel Butterworth's phrase, "irregularly" deprived. Broadly speaking, however, the despatch may be accepted as sanctioning the proposal put forward by Mr. Blundell. An interval of some months elapsed after the receipt of the communication, and when the subject again figures on the records it assumes a different aspect. Colonel Butterworth, who had been away on leave, finding Tunku Ali "entangled with an European merchant at Singapore," declined to arbitrate, and went to Pinang. Afterwards negotiations apparently were carried on by Mr. Church, the Resident Councillor, and finally, as an outcome of them, a proposal was submitted to the Supreme Government that Tunku Ali should be installed as Sultan, should be allowed to retain a small strip of territory known as Kesang Muar, in which the graves of his ancestors were situated, that he should receive 5,000 dollars in cash, and that he should be paid 500 dollars a month in perpetuity. In consideration of these concessions he was to renounce absolutely all sovereign rights in Johore. After a considerable amount of negotiation between the parties these terms were embodied in a treaty dated March 10, 1855, which Tunku Ali reluctantly signed. Sir Frank Swettenham, whose sympathies are very strongly displayed on the side of the Sultan, significantly mentions that the annual revenues of Johore "have amounted to over a million dollars for some years, and they are now probably about 1,200,000 dollars, or, say, £140,000." The later phases of this disagreeable episode may be related in his words. "Sultan Ali is dead, and his son would still be in receipt of 500 dollars a month from Johore

(originally about £1,200 a year), but the district of Muar has also passed away from him and his family to the Temenggong's successors. When that further transfer took place about twenty years ago, the allowance was by the efforts of Governor Sir Wm. Robinson raised to 1,250 dollars a month, divided amongst the late Sultan's family. Lastly, it must be noted that, though the second condition in the terms submitted by the Temenggong on April 3, 1854, read, 'Tunku Ali, his heirs and successors to be recognised as Sultan of Johore,' the son and heir of Sultan Ali was never more than Tunku Alam, while the son and heir of the Temenggong became 'the Sultan of the state and territory of Johore,' and that is the title held by his grandson, the present Sultan. The grandson of Sultan Ali is to-day Tunku Mahmud. If Sultan Ali sold his birthright in 1855 to secure the recognition of his title by the Government of India he made a poor bargain. The Government of India loftily disclaimed any concern with the relations between the Sultan and the Temenggong; however indifferent the plea, it is one to which neither the local nor the British Government can lay any claim in their subsequent proceedings."

CHAPTER VI.

ESTABLISHMENT OF THE CROWN COLONY SYSTEM.

WHILE this act of injustice was being perpetrated the sands of the Indian government of the Straits Settlements were running out. In the two and a half centuries of its connection with the archipelago the East India Company had never shown conspicuous judgment in its dealings with its possessions. Its successes were achieved in spite of its policy rather than because of it, and if there is one thing more certain than another about these valuable possessions of the Crown, it is that they would not be to-day under the British flag if the governing power, represented by the autocracy of Leadenhall Street, had had their way. The failings of the system did not diminish with age; rather they developed in mischievous strength as the settlement grew and flourished. The mercantile community chafed for years under the restrictions, financial and administrative, imposed upon the colony. At length, on the outbreak of the Indian Mutiny, the feeling burst out into an open movement for the transfer of the administration from the Government of India to the Crown. The petition presented to the House of Commons in 1858 as a result of the agitation based the desire for a change in the system of administration on the systematic disregard of the wants and wishes of the inhabitants by the Government of India, and the disposition of the Calcutta authorities to treat all questions from an exclusively Indian point of view. It was pointed out that the settlements were under the control of a Governor appointed by the Governor-General. "Without any council to advise or assist him, this officer has paramount authority within the settlements, and by his reports and suggestions the Supreme Government and Legislative Council are in a great measure guided in

dealing with the affairs of these settlements. It may, and indeed does in reality frequently, happen that this functionary, from caprice, temper, or defective judgment, is opposed to the wishes of the whole community, yet in any conflict of opinion so arising his views are almost invariably adopted by the Supreme Government upon statements and representations which the public have no knowledge of and no opportunity of impugning." The memorialists pointed out that measures of a most obnoxious and harmful character had been introduced by the Government of India, and had only been defeated by the direct appeal of the inhabitants to the authorities at home. Moreover, Singapore had been made a dumping ground for the worst class of convicts from continental India, and these, owing to the imperfect system of discipline maintained, exercised a decidedly injurious influence on the community. In a statement appended to the report it was shown that, exclusive of disbursements for municipal purposes, the expenditure in 1855-56 amounted to £131,375, against an income of £103,187, but it was shown that the deficiency was more than accounted for by charges aggregating £75,358 imposed for military, marine, and convict establishments—"charges which are never made against a local revenue in a royal colony."

Lord Canning, in a despatch discussing the question raised by the petition, wrote in favour of the change. The only object which he could conceive for maintaining the government of the Straits Settlements on its then footing was to have all the possessions in the East under one control. But, he pointed out, this consideration was quite as applicable to Ceylon, which had not in recent times been under the Government of India. He went at length into the whole question of the transfer, and then summarised his views in this form: "I consider it to be established, first, that no good and sufficient reasons now exist for continuing the Straits Settlements on their present footing; secondly, that very strong reasons exist for withdrawing them from the control of the Indian Government and transferring them to the Colonial Office; and, thirdly, that there are no objections to the transfer which should cause her Majesty's Government to hesitate in adopting a measure calculated to be so advantageous to the settlements themselves." The Indian Government asked to be reimbursed the cost of new recently erected barracks for European troops; but the Home Government objected to this, and the point was waived by the Indian authorities. Even then the Imperial Government were not at all eager to accept the charge. They haggled over the cost which, in their shortsighted vision, the settlements were likely to impose upon the imperial exchequer. The Duke of Newcastle, the then Colonial Secretary, in a despatch on the subject, estimated the probable deficiency in the revenue at from £30,000 to £50,000. But in his calculation was included an extravagant contribution for military purposes. It did not dawn upon the sapient rulers of that day that there was an imperial interest in maintaining a fortress at the entrance to the Straits of Malacca through which the world's trade from the West to the East passes. It was left to Lord Beaconsfield,

in an eloquent passage of a memorable speech, to bring home to the people of Great Britain the vast strategic value of Singapore.

The financial doubts raised by the Home Government led to the despatch to the Straits of Sir Hercules Robinson (afterwards Lord Rosmead) to investigate on the spot a point which really should have been plain enough if the Colonial Office had been endowed with ordinary discernment. Sir Hercules Robinson's report was favourable, and the Government, acting upon it, passed through Parliament in the session of 1866 a measure legalising the status of the three settlements as a Crown colony, under a governor aided by a legislative council of the usual Crown colony type. The actual transfer was made on April 1, 1867. It was preceded by some rather discreditable blundering in reference to the executive. The arrangement made between the India and the Colonial Offices was that all uncovenanted officials should remain, but that the covenanted servants should revert to their original appointments in India.

The functionaries concerned were not formally notified of the change, but were left to gather the information from the newspapers. Even then they did not know the conditions under which their transfer was to be carried out. The question was raised in the House of Commons on March 8, 1867. In the course of the discussion Mr. John Stuart Mill commented severely on the action of the Government in withdrawing these experienced officials at a time when their knowledge of local affairs would be of great value. "He wanted to know what the colonial system was. He hoped and trusted there was no such thing. How could there be one system for the government of Demerara, Mauritius, the Cape of Good Hope, Ceylon, and Canada? What was the special fitness of a gentleman who had been employed in the administration of the affairs of one of those colonies for the government of another of which he knew nothing, and in regard to which his experience in other places could supply him with no knowledge? What qualifications had such a man that should render it necessary to appoint him to transact business of which he knew nothing in the place of gentlemen who did understand it, and who had been carrying it on, not certainly upon the Indian system, and he believed upon no system whatever but the Straits Settlements system?" As a result probably of this protest the arrangement for the withdrawal of the old officials was not carried out. But the Government, instead of appointing as the first Governor some man acquainted with the peculiar conditions of the Straits, sent out as head of the new administration Colonel Sir Harry Ord, C.B., an officer of the corps of Royal Engineers, whose administrative experience had been gained chiefly on the West Coast of Africa. Though an able man, Sir Harry Ord lacked the qualities essential for dealing with a great mercantile community. He was autocratic, brusque, and contemptuously indifferent to public opinion. Moreover, he had an extravagant sense of what was necessary to support the dignity of his office, and rushed the colony into expenditure which was in excess of what it ought to have been called



SIR HARRY ORD.

(First Governor of the Straits Settlements under the Crown Colony system. Taken at Government House, Singapore, in 1869.)

region of small commercial importance. The penalty of our shortsightedness in making the bargain was paid in the Ashanti War, and it is small consolation to reflect that the Dutch on their side have found the transaction even less advantageous, since they have been involved in practically continuous warfare with the Achinese ever since. Sir Harry Ord erred in this matter and in others of less importance through a blindness to the great imperial interests which centre in the Straits. But it must be conceded that his vigorous administration, judged from the standpoint of finance, was brilliantly successful. When he assumed office the colony was, as we have seen, not paying its way, and there was so little prospect of its doing so that the Home Government hesitated to assume the burden. On the conclusion of his term of office the revenue of the settlements exceeded the expenditure by a very respectable sum. His administration, in fact, marked the turning-point in the history of the Straits. From that period the progress of the colony has been continuous, and the teasing doubts of timid statesmen have changed to a feeling of complacent satisfaction at the contemplation of balance-sheets indicative of an enduring prosperity.

Some facts and figures may here be appropriately introduced to illustrate the marvellous development of the settlements since the introduction of Crown government. The financial and trade position is clearly shown in the following table given in Sir Frank Swettenham's work and brought up to date by the inclusion of the latest figures:

Year.	Revenue in Dollars.	Expenditure in Dollars.	Trade.	
			Value of Imports in Dollars.	Value of Exports in Dollars.
1868	1,301,843	1,197,177	42,119,708	37,993,856
1869	1,313,046	1,164,354	43,986,222	40,583,322
1870	1,378,748	1,259,376	54,449,388	47,989,953
1871	1,405,703	1,254,111	56,016,661	51,807,601
1872	1,536,274	1,266,311	63,650,222	62,149,329
1873	1,502,094	1,415,828	64,795,135	60,312,143
1874	1,458,782	1,679,210	67,117,979	62,643,195
1875	1,538,854	1,805,229	63,137,716	62,493,328
1880	2,361,300	2,038,947	83,718,103	78,051,739
1885	3,508,074	3,593,149	110,356,746	100,513,222
1890	4,269,125	3,757,691	147,297,317	127,923,682
1895	4,048,360	3,782,456	198,218,306	172,974,953
1900	5,386,557	6,030,744	314,689,860	262,617,345
1904	10,746,518	10,848,989	383,942,088	326,193,851
1905	11,657,424	10,980,391	332,233,916	282,960,785

upon to bear. His worst defect, however, was his ignorance of Malay affairs. Knowing nothing of the special conditions of the archipelago and of the peculiar characteristics of the inhabitants of the colony, he perpetrated many blunders which a man differently equipped would have avoided. His worst mistake was his support of the exchange of our interests in Sumatra for Dutch concessions which made us masters of the inhospitable wastes of the Gold Coast in West Africa. By this transfer we renounced rights centuries old in one of the richest islands of the tropics for the dubious privilege of exercising supremacy over hostile tribes and a dominion over a fever-stricken

After the grant of Crown government to the settlements the administration broadened out into a system which, as years went by, became more and more comprehensive of the interests of Malaya. In other sections of the work will be found a detailed description of the origin and growth of the existing arrangements by which to the government of the three original settlements is added the control of the Protected Malay States, a vast territory rich in mineral and agricultural wealth and of high future commercial promise. All that it is necessary to note here is that the marvellous development of this important area had its natural influence on the trade of Singapore as the chief port of

the Straits. Another and still more potent factor was the opening of the Suez Canal and the consequent impetus given to steam navigation. In 1868 the tonnage of Singapore was 1,300,000; twenty years later it had increased to 6,200,000; and to-day, after another twenty years, it is over 13,000,000 tons. The population of the city has shown an equally remarkable increase. In 1857 an official return issued by the Supreme Government placed the number of the inhabitants at 57,421. Each successive year there was a large accession to the number of inhabitants until 1881, when the census showed a population of 139,308. Ten years later the number of inhabitants had risen to 184,554, and in 1901 the return gave a population of 228,555. To-day the population of Singapore is estimated to be above 250,000, or nearly five times what it was fifty years since. Remarkable as the growth of the port has been in the past, its progress seems likely to be not less rapid in the future. Sir Frank Swettenham anticipates the time when Singapore will have at least a million inhabitants. As it is, the port—in the volume of its trade—is the largest in the British Empire next to London, Liverpool, and Hong-kong. Side by side with commercial progress there has been a steady growth in municipal efficiency. The history of the municipality is treated in detail elsewhere, but it may be noted here that the municipal revenue, which in 1859 amounted to 90,407 dollars against disbursements totalling 129,396 dollars, in 1905 reached the enormous sum of 2,149,951 dollars, as compared with an expenditure of 2,158,645 dollars. In the five years ending 1905 the municipal income was almost doubled.

A question hotly debated for a good many years in the Straits was the contribution exacted by the Imperial Government from the colony for military defence. The view of the settlements as a purely local territory which had obtained in the years of the East India Company's administration was one which Whitehall adopted with complacency, and forthwith it proceeded to charge against the revenues of the colony the very heavy cost of maintaining a garrison which, if it had any *raison d'être* at all, was placed where it was to uphold imperial as distinct from colonial interests. When the Imperial Government assumed the control of the colony the annual contribution of the colony towards the military expenses was fixed at £50,145. At or about this figure it remained until 1889, when, following upon the completion of an extensive system of fortification associated with the general scheme of protecting naval coaling stations abroad, the Colonial Office presented a peremptory demand for the increase of the contribution to £100,000. There was a feeling akin to consternation in the settlements at the action of the imperial authorities. With a rapidly falling exchange and a practically stationary revenue, the doubling of the military contribution constituted a grievous burden upon the colony. The payment of the larger sum meant the complete stoppage of many useful works urgently needed in the development of the settlements. Alarmed at the prospect which was opened up, and irritated at the despotic manner in which the change was introduced, the mercantile community of

Singapore set on foot a vehement agitation against the proposal. Official opinion in the colony was in strong sympathy with the movement, but the terms of the despatch of Lord Knutsford, the Secretary for the Colonies, in which the demand was preferred gave the local government no option in the matter. Accordingly on February 13, 1890, the necessary resolution to give effect to the Home Government's views was introduced in the Legislative Council and passed. The circumstances under which the vote was sanctioned, however, left no doubt as to the view taken by official and non-official members alike. While the latter delivered strenuous protests against the action of the Imperial Government and voted without exception against the resolution, the former maintained an eloquent silence. The official reticence was confined to the debate. When the proceedings of the Council were sent home the Governor, Sir Clementi Smith, accompanied them with a powerfully reasoned plea against the increase, and this was supplemented by minutes of the same tenor from other members of the Government.



LORD CANNING, VICEROY OF INDIA.

Though hopelessly worsted in argument, Lord Knutsford declined to be moved from his position. He brushed aside with a few out-of-date quotations of earlier opinions of Straits people the view emphatically asserted in the communications he had received that Singapore is a great imperial outpost, the maintenance of which in a state of military efficiency is an imperial rather than a local concern. The Government, he said, did not think that the contribution was excessive or beyond what the colony could easily pay, and they would make no abatement in the demands already made. On the receipt of the despatch (of January 10, 1891) embodying this decision of the Colonial Office to persist in their extortionate claim, the fires of agitation were kindled with new vigour in Singapore. When the votes came up at the Legislative Council for sanction on March 5, 1891, strong language was used by the non-official members in

characterising the attitude assumed by the Home Government on the question. One speaker declared that the interests of the colony were being "betrayed"; another remarked "that this colony should be condemned literally to groan under a curse inflicted upon it by a handful of people utterly ignorant of the conditions of our society is a disgrace to civilised government"; while a third reminded her Majesty's Government "that loyalty is a hardy plant which asks for a fair field and no favour; it withers under injustice." Once more a great number of protests were poured into the Colonial Office against the demand. The only jarring note to the chorus of condemnatory criticism was supplied by Sir Charles Warren, the officer commanding the troops, who took the view that the Singapore people got good value for their money in the military protection afforded them and were quite able to bear the burden. Lord Knutsford, entrenched behind the ramparts raised by an exacting Treasury, still declined to make any reduction in the contribution. He promised, however, that "if unfortunately the revenues of the colony should decrease," her Majesty's Government would be prepared to review the situation. The revenues of the colony unfortunately did decrease in 1890 and in 1891 as compared with 1889, and promptly a request was preferred to the Colonial Office for the redemption of the pledge.

After a considerable amount of additional controversy and a vigorous agitation of the question both in the Straits and at home, the Marquess of Ripon, who had succeeded Lord Knutsford as Colonial Secretary on the change of Government, in a despatch dated November 6, 1894, announced that the Government were prepared to reduce the colonial contribution to £80,000 for 1894 and £90,000 for 1895. At the same time it was intimated that the contributions for the years 1896-97-98 were provisionally fixed at £100,000, £110,000, and £120,000. This re-arrangement of the contributions left the ultimate liability precisely where it was, and not unnaturally the colony emphatically declined to accept Lord Ripon's view that "sensible relief" had been afforded. A further period of agitation followed, culminating as a final protest in the resignation of three members of the Legislative Council, of eighteen justices of the peace, and of the whole of the members of the Chinese Advisory Board—an important body which is a link between the Government and the Chinese community. This dramatic action convinced the Imperial Government at length that the inhabitants of the Straits Settlements were in earnest in their determination not to submit to the burden of the heavy military contribution. In a despatch dated June 28, 1895, Lord Ripon intimated that the Government were prepared to settle the question of a military contribution on the basis of an annual payment equivalent to 17½ per cent. of the total revenue of the colony. In this arrangement the colonists were compelled perforce to acquiesce. But they have never acknowledged the justice of the principle upon which the payment is fixed. The imperial authorities on their part have every reason to congratulate themselves on the change introduced in the method of assessing

the payment, for the military contribution in 1905 was 1,911,585 dollars—practically double the amount which the colonists regarded as so excessive.

Singapore's development as a great imperial outpost and commercial *entrepôt* is proceeding on lines commensurate with the magnificence of its strategical position and the vastness of its trade. The acquisition by Government of the Tanjong Pagar Dock Company's property in circumstances which are fully dealt with elsewhere in these pages has strengthened the naval position enormously by providing under absolute Government control a base for the refitting and repair of the largest vessels of his Majesty's navy in Far Eastern seas. On the purely commercial side an equally important step forward has been taken by the acceptance of the tender of Sir John Jackson, Ltd., for the construction of new harbour works involving an immediate expenditure of about a million and a quarter sterling. With these striking evidences that the importance of

Singapore both for imperial and trade purposes is fully realised in the highest quarters, there is every reason to hope that its future will be one of uninterrupted and ever-increasing prosperity. It has been said that you cannot set limits to the march of a nation. He would be a wise man who would set limits to the march of Singapore. With the great markets of China still to be opened up to trade, and with the Malay countries only as yet in the first stage of their development, it may very well be that the port, phenomenal as its past progress has been, is only on the threshold of its career. Certainly nothing short of a calamity which will paralyse the trade of the world is likely to put a period to its advancement to a position in the very first rank of the cities of the Empire.

As we began this historical survey of Singapore with a reference to its great founder, so we may appropriately end it by quoting the eloquent words used by Sir Frederick Weld, the then Governor of the Straits Settlements, in unveiling the Raffles statue at Singapore on

the occasion of the Jubilee celebration in 1887. "Look around," said his Excellency, "and a greater monument than any that the highest art or the most lavish outlay can raise to Raffles is visible in this, that his name is still held in affectionate veneration by all our races, that all acknowledge the benefits that have resulted from his wise policy. See that crowd of splendid shipping in the harbour in front of his statue. Cast a glance at the city which surrounds it, on the evidences of civilisation—churches, public buildings and offices, law courts, educational establishments—in the vicinity of this spacious recreation ground on which we stand and near which he landed. Were this all, it would be still sufficient to say, *Si monumentum quæris circumspice*. But this is only a small part of the monument. Look for it in other parts of the colony. Look for it in the native States. . . . Look for it in the constantly increasing influence of the British name in these parts, and you will say with me that in Raffles England had one of her greatest sons."

PINANG (INCLUDING PROVINCE WELLESLEY AND THE DINDINGS).

CHAPTER 1.

THE FOUNDATION OF THE SETTLEMENT.

PINANG, like Singapore, owes its existence as a British possession mainly to the statesmanlike foresight, energy, and diplomatic resourcefulness of one man. Raffles's prototype and predecessor in the work of Empire-building in the Straits was Francis Light, a bold and original character, who passed from the position of trader and sea captain to that of administrator by one of those easy transitions which marked the history of the East India Company in the eighteenth century. Light was born at Dallingham, in Suffolk, on December 15, 1740. His parentage is somewhat obscure, though the presumption is that he came of a good stock, for he claimed as a relative William Negus, son of Colonel Francis Negus, who held high office in the court of George I., and who was the owner of extensive estates at Dallingham and Melton. Light received his early education at the Woodbridge Grammar School, and afterwards was sent into the navy, serving as midshipman on H.M.S. *Arrogant*. In 1765 he quitted the service and went out to India to seek his fortune, after the manner of many well-bred young men of that day. Arrived at Calcutta, he was given the command of a ship trading between India, Lower Siam, and the Malay ports. From that time forward he found practically exclusive employment in the Straits trade. An excellent linguist, he speedily acquired the Siamese and Malay languages, and through their medium, assisted no doubt by the sterling integrity of his character, he won the confidence of the native chiefs. His headquarters for a good many years were at Salang, or Junk Ceylon, as it was then known, a large island on the north-west side of the peninsula. Here he lived amongst the Malay population, honoured and respected. The ties of intimacy thus formed

with the native population brought abundant fruit in a prosperous trade and, what is more to our immediate purpose, a close personal knowledge of native politics. Experience of the Straits taught him, as it taught Raffles a good many years later, that if British influence was to hold its own against Dutch exclusiveness a more efficient and central settlement than Bencoolen must be found. Impressed

to Calcutta to lay before Hastings a definite scheme for the creation of a British port on Salang. The illustrious administrator received him kindly, and probably would have fallen in with his views had not the outbreak of war with the French and the Dutch diverted his attention to more pressing issues. The matter was shelved for some years, and then Mr. Kinloch was despatched by the Supreme Government to Achin to attempt to found a settlement in that part of the Straits. The mission was an entire failure owing to the hostile attitude assumed by the natives. Light chanced to be in Calcutta on Mr. Kinloch's return, and he seized the opportunity afforded by the *contretemps* of again pressing the desirability of the acquisition of Pinang upon the attention of the authorities. In a communication on the subject dated February 15, 1786, he pointed out to the Government that the Dutch had been so active in their aggression that there was no place left to choose from but Junk Ceylon, Achin, and Quedah (Kedah). He went on to show that Achin could not be adopted without subduing all the chiefs, and that if Junk Ceylon were chosen it would take six or seven years to clear the jungle sufficiently to furnish enough produce to supply the needs of the fleet, though the island was rich in minerals and could be easily fortified. There remained for consideration Quedah, or (as in deference to modern spelling we had better call it) Kedah, and in regard to this situation Light stated that he was able to report that the Sultan of Kedah had agreed to cede the island of Pinang. He enclosed a letter from the Sultan, in which the chief set forth the terms upon which he was willing to make the cession. The communication was as follows:—

"Whereas Captain Light, Dewa Raja, came here and informed me that the Rajah of Bengal ordered him to request Pulau Pinang from me to make an English settlement, where the



WARREN HASTINGS.

(From a portrait in the National Portrait Gallery.)

with this idea he, in 1771, laid a definite proposal before Warren Hastings, the then Governor-General, for the acquisition of Pinang as "a convenient magazine for Eastern trade." The great man had already, in his statesmanlike vision, seen the necessity of planting the British flag more firmly in this sphere of the Company's influence. But for some reason Light's proposal was coldly received. Undismayed by the rebuff, Light continued to press the importance of establishing a new settlement, and in 1780 he proceeded

agents of the Company might reside for the purpose of trading and building ships of war to protect the island and to cruise at sea, so that if any enemies of ours from the east or the west



COL. WILLIAM LIGHT, SON OF THE
FOUNDER OF PINANG.

(From a portrait in the National Portrait Gallery.)

should come to attack us the Company would regard them as enemies also and fight them, and all the expenses of such wars shall be borne by the Company. All ships, junks or prows, large

and small, which come from the east or the west and wish to enter the Kedah river to trade shall not be molested or obstructed in any way by the Company, but all persons desirous of coming to trade with us shall be allowed to do as they please; and at Pulau Pinang the same.

"The articles of opium, tin, and rattans are monopolies of our own, and the rivers Muda, Prai and Krian are the places from whence tin, rattans, cane, besides other articles, are obtained. When the Company's people, therefore, shall reside at Pulau Pinang, I shall lose the benefit of this monopoly, and I request the captain will explain this to the Governor-General, and beg, as a compensation for my losses, 30,000 dollars a year to be paid annually to me as long as the Company reside at Pulau Pinang. I shall permit the free export of all sorts of provisions, and timber for shipbuilding.

"Moreover, if any of the agents of the Company make loans or advances to any of the nobles, chiefs, or rajahs of the Kedah country, the Company shall not hold me responsible for any such advances. Should any one in this country become my enemy, even my own children, all such shall be considered as enemies also of the Company; the Company shall not alter their engagements of alliance so long as the heavenly bodies continue to perform their revolutions; and when any enemies attack us from the interior, they also shall be considered as enemies of the Company. I request from the Company men and powder, shot, arms, large and small, also money for the purpose of

carrying on the war, and when the business is settled I will repay the advances. Should these propositions be considered proper and acceptable to the Governor-General, he may send a confidential agent to Pulau Pinang to reside; but if the Governor-General does not approve of the terms and conditions of this engagement let him not be offended with me. Such are my wishes to be made known to the Company, and this treaty must be faithfully adhered to till the most distant times."

The Government were impressed, as well they might be, with the facts and the letter brought to their notice by Light, and in a little more than a week from the receipt of his communication the Governor-General formally expressed his approval of the scheme for the settlement of Pinang on the terms outlined. The Government themselves appear to have earlier unsuccessfully endeavoured to obtain a grant of the island from the Sultan, and there were many speculations at the time as to the means by which Light had succeeded where the authorities had failed. Out of the gossip of the period arose a romantic but quite apocryphal story that Light had received the island as a dower with his bride, who was a daughter of the Sultan. Light had certainly married a daughter of the country a few years before this period in the person of Martina Rozells, a lady of Siamese-Portuguese or Malay-Portuguese descent, but she was not related to the Raja of Kedah, and she was not a princess. Romance, however, dies hard, and so it is that the tradition of royal ancestry for Light's descendants



PULO PINANG EARLY IN THE NINETEENTH CENTURY.

(Sketch by Captain R. Elliott, R.N., published in Fisher's "Views in India China, and the Shores of the Red Sea.")

has been handed down until we meet with it in an official publication so recent as the last catalogue of the National Portrait Gallery, where Colonel Light, the founder of Adelaide, Francis Light's eldest son, is described as "Son of a commander in the Indian navy and a Malayan princess."

Light, having convinced the authorities that the time had come for action, found them eager to carry the negotiations through with as little delay as possible. Early in May, 1786, he sailed from Calcutta with definite instructions to complete the engagement with the Sultan of Kedah for the cession of Pinang. He reached Kedah Roads near Alor Star on June 29th, and landed on the following morning under a salute from the fort and three volleys from the marines. A leading official received him, and from him he learned that war was proceeding between Siam and Burma, and that the Sultan feared that he himself might be involved. Light re-embarked and landed again on the 1st of July in due state. There was some little delay in his reception by the Sultan, owing to the state officials demurring to the presents which Light brought on the ground of their inadequacy. Eventually, on the 3rd of July Light was ushered into the Sultan's presence. He found him greatly troubled at a passage in the Governor-General's letter which seemed to him to threaten pains and penalties if the arrangement was not made. Light diplomatically smoothed the matter over, and the treaty was duly signed, subject to the approval of the

authorities in London. On the 10th of July Light took leave of the Sultan, and four days later, having re-embarked his escort and suite, proceeded in the *Eliza*, the *Prince Henry* and the *Speedwell* accompanying him, to Pinang. The little flotilla dropped anchor in the harbour within musket shot of the shore on the 15th of July. Two days later Lieutenant Gray, of the *Speedwell*, with a body of marines, disembarked on Point Pinaggar, a low sandy tongue of land, which is considered by some to be now the Esplanade, but which is by Messrs. Culin and Zehnder deemed to be the land near the Fort Point, between the end of Light Street and the Iron Wharf opposite the Government buildings. Lieutenant Gray's advance party was reinforced on the following day by the Europeans, and thenceforward the work of establishing the occupation proceeded with the utmost expedition. Soon a little town of *atap* houses arose about the shore, with, on one side, a small bazaar accommodating a number of Kedah traders who had been attracted to the spot by the prospect of lucrative business. The artillery and stores were landed on the 11th of August, and H.M.S. *Valentine* opportunely arriving in harbour the same day, Light deemed that the occasion was auspicious for taking formal possession of the island. The ceremony took place about noon, the captains of the ships in harbour and some gentlemen passengers, with a body of marines and artillerymen, assisting. After the Union Jack had been hoisted on the flagstaff and the artillery and the ships had thundered out a

salute, the proclamation was made that the island in future would be known as Prince of Wales Island, in honour of the Heir Apparent (afterwards George IV.), whose birthday fell the



CHARLES, FIRST MARQUESS CORNWALLIS.

(Governor-General of India during the period immediately following the occupation of Pinang. From a portrait in the National Portrait Gallery.)

next day, and that the capital would be known as Georgetown, out of compliment to the sovereign, George III. There were mutual congratulations on the birth of the new settlement,



VIEW FROM HALLIBURTON'S HILL, PRINCE OF WALES ISLAND.

(From Daniell's "Views of Prince of Wales Island," published early in the nineteenth century.)

which everyone recognised was destined to have before it a useful career.

The faith of Light and his associates in the future of the settlement was based rather on an appreciation of the natural advantages of the situation than on any material attractions in the island itself. Truth to tell, the Pinang of that day was little better than an uninhabited waste. Supplies of all kinds had to be obtained from Kedah, for there was practically no cultivation. Roads of course there were none, not even of the most rudimentary description. The interior was a thick jungle, through which every step taken by civilisation would have to be by laborious effort. Still, the town was laid out with a complete belief in the permanency of the occupation. To each of the native nationalities separate quarters were allotted. The European or official quarter was marked out on imposing lines. As a residence for himself and a home for future chief administrators of the colony Light built a capacious dwelling, which he called, in compliment to the county of his birth, Suffolk House, and which, standing in park-like grounds, bore more than a passing resemblance to the comfortable country houses in the neighbourhood of Melton, in Suffolk, with which he was familiar. The new settlement early attracted emigrants from various parts. From Kedah came a continual stream, prominent amongst the intending settlers being a considerable number of Indians, or Chulias as they were then known. Malays, good and bad, put in an appearance from various quarters, and a French missionary transferred himself with his entire flock from the mainland with the full approval of Light, who thoroughly realised that the broader the base upon which the new settlement was built the more prosperous it was likely to be. Almost every ship from the south brought, too, a contingent of Chinese. They would have come in much larger numbers but for the vigilance of the Dutch, who were jealous of the new port and did their utmost to destroy its prospects of success. In spite of this and other obstacles the settlement grew steadily. Within two years of the occupation there were over 400 acres of land under cultivation, and a year or so later the population of the settlement was returned at the respectable figure of 10,000. The trade of the port within a few years of the hoisting of the British flag was of the value of more than a million Spanish dollars.

Associated with the early history of Pinang is a notable achievement by Admiral Sir Home Riggs Popham which created a great stir at the time. Popham, who at that period was engaged in private trade, in 1791 undertook to carry a cargo of rice from Calcutta to the Malabar coast for the use of the army employed there. He was driven out of his course by the monsoon and compelled to bear up for Pinang. While his ship was refitting Popham made an exact survey of the island and discovered a new channel to the southward, through which, in the early part of 1792, he piloted the Company's fleet to China. His services earned for him the gratitude of the East India Company and the more substantial reward of a gold cup, presented by the Governor-General. Popham was one of the most distinguished sailors of his time, and his name is well deserving of a place in the roll of eminent men who at one time or

another have been connected with the Straits Settlements.

At the earliest period in the life of the settlement the question of fiscal policy arose for consideration. In a letter to Light, dated January 22, 1787, Sir John Macpherson, the Governor-General, outlined the views of the Government on the point as follows :

"At present our great object in settling Prince of Wales Island is to secure a port of refreshment and repair for the King's, the Company's, and the country ships, and we must leave it to time and to your good management to establish it as a port of commerce. If the situation is favourable, the merchants will find their advantage in resorting with their goods to it, and, as an inducement to them, we desire you will refrain from levying any kind of duties or tax on goods landed or vessels importing at Prince of Wales Island, and it is our wish to make the port free to all nations." Thus it will be seen that Pinang was originally cast for the rôle of a free port, but fate—in plain truth, expediency—decided against the adoption of a Free Trade policy, and it was left to Sir Stamford Raffles to give effect to Sir John Macpherson's views in another sphere with the happiest results. Light's own opinions on the subject were given in a communication he forwarded in the first year of the occupation in response to a request from the Supreme Government to say how he proposed to meet the growing expenses of the Pinang administration. Light suggested the adoption of a middle course between the opening of the port absolutely to all comers and the adoption of an all-round system of custom duties. "To levy a general duty on all goods which come to this port would," he wrote, "defeat the intention of Government in making remittances to China by the barter of the manufactures of India for the produce of other countries. The present situation of the surrounding kingdoms, distracted by foreign and civil wars which deprive their inhabitants of the privilege of bringing the produce of their lands to this port, added to the various impediments thrown in the way of the English trade by the Dutch, who prevent the Chinese junks and the Malay and Bugis prows from passing Malacca, while by threats they cause some of the Malay States and by force oblige others to desist from trading with the English, are obstacles too great to admit of the levying with success any general duties." Light went on to say that in his view the island ought to be treated as a colony, and the expense of maintaining it drawn from land and not from the trade, which should be encouraged as much as possible, to the end that the export of manufactures of the Company's territories in India might be extended, and the remittances to China by the sale of these manufactures increased. Still, he recognised that money had to be found for immediate needs, and he accordingly suggested a system of customs duties on foreign goods or goods imported in foreign vessels. The chief imposts were : 4 per cent. upon all India goods imported in foreign vessels ; 4 per cent. upon all goods imported in Chulia vessels not immediately from any of the Company's settlements ; 6 per cent. upon all China goods without distinction ; 6 per cent. upon all tobacco, salt, arrack, sugar, and coarse

cloths, the produce or manufacture of Java or any other Dutch possession to the eastward ; 6 per cent. upon all European articles imported by foreign ships unless the produce or manufacture of Great Britain. The Supreme Government gave their assent to these proposals, and they were introduced with results so unsatisfactory that the system was abandoned in favour of a more uniform system of duties. Eventually, as will be seen, all imposts were abolished, and Pinang became, like Singapore, a free port. Meanwhile, a series of excise farms were set up to raise money for specific administrative purposes. These constituted for many years the backbone of the revenue system, and they still form a not unimportant part of it.

Politically the affairs of the new settlement ran none too smoothly in the early period of its existence. Apart from the obstructiveness of the Dutch, Light had to deal with the serious discontent of the Sultan, arising out of the interpretation put by the Supreme Government upon their arrangement with him. Sir Frank Swettenham, in his work, enters at great length into a consideration of this question, and he does not hesitate to characterise in the strongest terms what he regards as the bad faith of the Supreme Government in their dealings with the Sultan and his successors. The point of the whole matter is whether, in return for the cession, the Government pledged themselves to defend the Sultan's territories against aggression, and especially Siamese aggression. Sir Frank Swettenham emphatically affirms that they did, and the mass of documentary evidence which he adduces in favour of that view is certainly fairly conclusive on the subject. Light himself appears to have regarded the extension of British protection to the State as an essential feature of the bargain. He again and again urged upon the Supreme Government with much earnestness the desirability of affording the Sultan the protection he demanded. He pointed out that the success of the Siamese would have very injurious effects on the Company's interests. "If they destroy the country of Kedah," he wrote, "they deprive us of our great supplies of provisions, and the English will suffer disgrace in tamely suffering the King of Kedah to be cut off. We shall then be obliged to war in self-defence against the Siamese and Malays. Should your lordship resolve upon protecting Kedah, two companies of sepoy with four six-pounder field pieces, and a supply of small arms and ammunition, will effectually defend this country against the Siamese, who, though they are a very destructive enemy, are by no means formidable in battle ; and it will be much less expense to give the King of Kedah timely assistance than be obliged to drive out the Siamese after they have possessed themselves of the country." The Calcutta authorities turned a deaf ear to this representation, as they did to others not less urgent that Light forwarded. Their hands were doubtless too full at the time with the struggle against the French to be easily turned towards the course to which a nice honour would have directed them. In July, 1789, Light wrote to the Government at Calcutta informing them that the Sultan had declined to accept a monetary compensation for the island, and at the same time had "endeavoured to draw a full

promise that the Honourable Company would assist him with arms and men in case an attack from the Siamese should render it necessary." This demand Light said he had met with the evasive answer that no treaty which was likely to occasion a dispute between the Company and the Siamese could be made without the approbation of the King of Great Britain. The Sultan, finding that diplomacy had failed to secure what he wanted, resolved to attempt to oust the English from the island. Early in 1790 he assembled a formidable force of ten thousand men and a fleet of twenty war prahus manned by pirates at Prye. Here a stockade was erected, and only "a propitious day" was wanting for the attack. This never came, for Light anticipated the Sultan's move by an attack of his own, conducted by four hundred well-armed men. The stockade was captured and the fleet of prahus dispersed. Ultimately, on the 16th of April the Sultan sued for peace, and Light concluded a new treaty with him. This instrument, which was afterwards approved by the Supreme Government, provided for the exclusion of all other Europeans not trading or settling in Kedah, the mutual exchange of slaves, debtors, and murderers, the importation of food stuffs, and the payment of an annual subsidy of 6,000 dollars to the Sultan. The question of British protection remained in abeyance until 1793, when the Home Government issued the definitive instruction that "no offensive and defensive alliance should be made with the Rajah of Kedah." Here, as far as Light was concerned, the controversy ended, as he died in the following year, and an opportunity did not occur in the interval of raising the question afresh in the face of the direct mandate from home. But to the end of his days he is believed to have felt acutely the injustice of which he had been made the unwilling agent.

A few months before his death Light indited a communication to Sir John Shore, who had succeeded Macpherson as Governor-General, urging the necessity of establishing a judicial system in the island. The letter is a long and able document, setting forth the peculiar conditions of the island, the characteristics of the various elements in the population, and the inadequacy of the arrangements which at that time existed for administering justice. Light concluded his survey with these remarks, which show the liberal, far-seeing character of the man: "A regular form of administering justice is necessary for the peace and welfare of the society, and for the honour of the nation who granted them protection. It is likewise improper that the superintendent should have it in his power to exercise an arbitrary judgment upon persons and things; whether this judgment is iniquitous or not, the mode is still arbitrary and disagreeable to society." The Supreme Government, in response to the appeal, framed certain regulations for the administration of law in the settlement, and these remained in force until a regular judicial system was introduced in May, 1808, with Sir Edmond Stanley, K.T., as the first Recorder. It will be of interest before passing from this subject to note that one of the magistrates appointed under the regulations was Mr. John Dickens, an uncle of the great novelist, who previous to his appointment at Prince of Wales

Island had practised with considerable success at the Calcutta Bar. An amusing story illustrative of life in Pinang in those early days figures on the records. One morning Mr. Dickens was taking his usual ride when he met an irate suitor—a certain Mr. Douglas—who required "an explanation and satisfaction" of him relative to a case just concluded, in which Douglas appeared as the defendant. Mr. Dickens replied spiritedly that he was surprised at the man's daring to interrogate him in that manner, and told him that he would not permit him or any man to expect that he would explain his official conduct as judge. Upon this Douglas said he would have ample satisfaction, and swore that he would have the magistrate's blood. Mr. Dickens, not to be outdone, "told him he was a scoundrel, and that he had now an opportunity, and that if he had the spirit to do it, why did he not now take his revenge." His answer was, "that he had no pistols, but if he had he would." Mr. Dickens, in transmitting his account of the episode to Raffles, who was then Colonial Secretary, cited it as "another instance of the injurious effects resulting from the Hon. Governor-General in Council compelling me to examine into complaints against British subjects, whose judicial respect and obedience to my judicial opinion I not only cannot command, but who think themselves authorised to resent as a private personal injury the judicial duties I perform in obedience to the injunctions of the Hon. Governor-General in Council." No doubt this protest of Mr. Dickens had no small influence in bringing about the establishment of the judicial system already referred to.

Before this incident occurred, as we have mentioned, Light had been removed by death. His demise occurred on October 21, 1794, from malarial fever. He left behind him a widow, two sons, and three daughters. The elder son, William Light, was sent to England to the charge of Mr. George Doughty, High Sheriff of Suffolk, a friend of Light's foster parents. He entered the army and served with distinction in the Peninsular War, finally becoming *aide-de-camp* to the Duke of Wellington. Later he achieved fame in quite another field. As the first Surveyor-General of South Australia he laid out the city of Adelaide, and he did so on lines which have won for the place the designation of "the Garden City." Every year at the election of mayor of Adelaide the "Memory of Colonel Light" is solemnly drunk. It is a recognition of his title to the position of father and founder of the city. Light's second son, Francis Lanoon Light, had a somewhat chequered career. At the time of the British occupation of Java he held the position of British Resident of Muntok, in Banka. Later we find him a suitor for charity at the hands of the East India Company on the ground that he was "labouring under great affliction from poverty and distress." The Directors, in view of the services of his distinguished father, granted him on July 4, 1821, a pension of £100 a year. He died on October 25, 1823, so that he did not live long to enjoy the rather niggardly bounty of the Company.

CHAPTER II.

EARLY YEARS.

AFTER Light's death the Company appear to have had a cold fit on the subject of Prince of Wales Island. The first brilliant expectations formed of the settlement had not been realised. The trade did not grow in proportion to the expenses of administration, and there were numerous political difficulties to be contended with. In the circumstances the Government were disposed to lend an ear to the detractors of Light's enterprise, who had from the first represented the settlement as one of the Company's bad bargains. A proposition actually entertained by them was the abandonment of the settlement in favour of one on one of the Andaman Islands, where a convict station and harbour of refuge had already been established. The Government sent Major Kyd to report on the respective merits of the two situations. This officer set forth his conclusions in a communication dated August 20, 1795. They were opposed to the removal of the Company's centre of influence from Pinang. Major Kyd pointed out that Port Cornwallis, the alternative situation in the Andamans, was out of the track of regular commerce, and that a station there would answer no other purpose than a harbour and a receptacle for convicts, while Prince of Wales Island was well calculated for defending the Straits of Malacca and for securing communication to the eastward. The writer doubted, however, whether the island could pay its way, though he acknowledged that if the Dutch authority to the eastward were not re-established the intercourse with Malay merchants would be greater and the revenues proportionately increased. The report was conclusive as to the superior advantages of Prince of Wales Island. But the Court of Directors, in dismissing the idea of abandonment, sardonically remarked that revenue at the settlement arose from the vices rather than the industry of the inhabitants—a reference to the fact that the opium and gaming farms were the leading items on the credit side of the settlement's balance-sheet.

It is in the period immediately following Light's death that we first discover traces of the growth of a municipal system. In June, 1795, Mr. Philip Manington, who had succeeded the founder of the settlement as Superintendent, appointed, on a salary of Rs. 150 per month, a Mr. Philip MacIntyre as clerk of the market and scavenger, "because of the intolerable condition of filth in the streets." In approving this appointment the Supreme Government wrote inquiring "how far in Mr. Manington's opinion the imposition of a moderate tax on houses and grounds within the town for the purposes exclusively of obtaining a fund for cleansing and draining the town and keeping the streets in repair is practicable." The Superintendent, writing on September 25, 1795, reported the enforcement of a tax on houses and shops in the bazaar belonging to natives according to the extent of the ground occupied. He proceeded: "Since the above period the gentlemen and other inhabitants, owners of houses and ground situated on what is called the Point and within the limits of Georgetown, have had a meeting, and have given it as their

opinion that the most equitable mode to adopt would be that a committee of gentlemen should be appointed to fix a valuation on every particular house, and that so much per cent. on

"But," he added, "I have to observe that the tax I have recommended will be more than double sufficient to answer all expenses whatever that can be incurred in the bazaar."

which reference has been made above, the value of Prince of Wales Island was abundantly proved. In 1797 the Government of India had in contemplation an expedition against Manilla,



PLAN OF GEORGETOWN (PINANG) IN 1803.

(From Sir George Leith's "Short Account of Prince of Wales Island," published 1804.)

that valuation should be levied." In reference to the Government's particular inquiry, Mr. Manington reported that he was of opinion that the levying of any tax over and above that he had recommended would for the present "become a great burden on the native inhabitants in the bazaar, hundreds of whom still remain in very indigent circumstances."

Nothing further appears to have been done at this juncture to establish a municipal system. But some years later the suggested body to assess the value of property was created under the designation of the Committee of Assessors, and from this authority was developed the existing municipal constitution.

Two years after Major Kyd's mission, to

and they got together a considerable force for the purpose. Prince of Wales Island, as the most advanced post of the Company, was made the rendezvous of the expedition. Here, in August of that year, were gathered five thousand European troops with a large native force under the command of General St. Leger. The famous Duke of Wellington (then simple

Colonel Wellesley) was present in command of the 33rd Regiment, which formed a part of the expedition. He seems to have been commissioned to draw up a paper on the settlement, for a "Memorandum of Pulo Penang" from his pen figures in the archives. The great soldier saw at a glance the value of the place to the British. He emphasised its importance as a military station, and showed how it could be held by a comparatively insignificant force against all comers. He concluded with some general remarks on the question of administration, recommending that the natives should be left under the direction of their headmen, while at the head of the magistracy of the island there should be a European magistrate "who should inform himself of the methods of proceeding and of the laws which bind the Chinese and the Malays." The report had its due weight with the authorities. Then more than ever it was realised that there could be no question of abandonment. But the administration of the settlement was beset with too many difficulties for the Supreme Government to be altogether elated with their possession. Apart from financial drawbacks, there were serious causes of dissatisfaction arising out of the inadequate policing of the settlement. The incident already related in which Mr. Dickens, the magistrate, figured, points to the chief direction from which trouble came. Major Forbes Macdonald, who succeeded to the government of the island on Light's death, gives a further and deeper insight into the matter in a report he drew up for presentation

to the Supreme Government some little time after assuming office. He there relates how he has made himself acquainted with the



THE MARQUESS WELLESLEY.

(Governor-General of India from 1797 to 1806. From the portrait in the National Portrait Gallery.)

people, their modes and customs. "I am persuaded," he wrote, "I have gained their

confidence, although I may perhaps owe much of that to the fiery ordeal through which I have persevered, not seldom in their defence, administered to me by the European settlers, who affected to hold in contempt such feeble and, as they argued, not believed, upstart control. To the Europeans alone, to their interested motives, to their spirit of insubordination, must be attributed the general laxity of every department, for where could vigour, where could with propriety any restrictive regulation operate while the most conspicuous part of the community not only holds itself sanctioned, but preaches up publicly a crusade against all government? Police we have none, at least no regulation which deserves that epithet. Various regulations have been made from time to time, as urgency in particular cases dictated, but they have all shared the same fate—neglect where every member of the community is not bound by the same law, where to carry into effect a necessary regulation arrangement a mandate is issued to one class, a request hazards a contemptuous reception from the other."

Major Macdonald clearly was not happy in his relations with the European community. Whether the fault was entirely on the side of the settlers is a question which seems to be open to considerable doubt in the light of the records. Macdonald appears to have been of the fussy type of autocrats who must always be doing something to assert their authority. Early in his administration he brought obloquy upon himself by demanding from the settlers the proofs of their right to reside in the settle-



VIEW OF THE NORTH BEACH FROM THE COUNCIL HOUSE, PRINCE OF WALES ISLAND.

(From Daniell's "Views of Prince of Wales Island.")

"SIR, I beg leave to inform you, for the information of the Governor-General in Council, that my authority or permission to reside in India is from his Majesty King George the Third—God save him !—also from Superintendent Francis Light, Esquire, the public faith being pledged for that purpose. And as to my character, I shall take particular care that it be laid before the Governor-General in Council."

sition did not at the time or for many years afterwards appear to be of any great value apart from its uses in conducting a campaign against pirates. Thus, one writer of the early part of the last century, alluding to the transfer, says: "The amount of purchase money, 2,000 dollars for nearly 150 square miles of country, was not great, but it was probably the full value." There are many who would be glad to get even a decent sized piece of ground in Province Wellesley at the present day for the price. So much for confident assertions based on superficial knowledge. The consideration paid for this new territory was a good deal more than the 2,000 dollars mentioned by the writer. That sum was a mere extra—"the little present for the ladies." The real payment was an annual subsidy of 10,000 dollars "so long as the English shall continue in possession of Pulo Pinang and the country on the opposite shore."

"Tuesday last being the anniversary of the birth of H.R.H. the Prince of Wales and of the establishment of this settlement, the Prince of Wales Island Club held an extraordinary meeting at Mr. Nicoll's hotel, for the purpose of commemorating the day. An elegant entertainment was served up by Mr. Nicoll to the members and their friends, who continued to keep up the festivities of the day with the greatest harmony and good humour till an early hour the following morning.

"Amongst the toasts were—



THE HONOURABLE THE GOVERNOR AND COUNCIL have been pleased to send, that all Advancements, which appear under the Signature of the Secretary to Government, or of any other Officers of Government, properly authenticated to publish them in the GOVERNMENT GAZETTE should be deemed to convey Official Notification of the same to the Persons, to whom such Orders and Notifications have a reference.

FORST COENWALLIS, February 27, 1866.

H. S. PEARSON, SECRETARY TO GOVERNMENT.

ADVERTISEMENT

H. ROGERS, begs leave to inform his Friends and the Public, that he intends having a Sale of HORSES and BUGGIES, on the 1st of the ensuing Month, at his Livery Stables, Pitt Street.

Species	Sp.	Dollars	1
Shooting a Horse.			1
Shooting a deer.			2
Shooting a bear.			3
Shooting a moose.			4
Shooting a caribou.			5
Shooting a reindeer.			6
Shooting a goat.			7
Shooting a sheep.			8
Shooting a cow.			9
Shooting a pig.			10
Shooting a dog.			11
Shooting a cat.			12
Shooting a rabbit.			13
Shooting a bird.			14
Shooting a fish.			15
Shooting a snake.			16
Shooting a lizard.			17
Shooting a turtle.			18
Shooting a frog.			19
Shooting a toad.			20
Shooting a mole.			21
Shooting a shrew.			22
Shooting a bat.			23
Shooting a raccoon.			24
Shooting a possum.			25
Shooting a skunk.			26
Shooting a badger.			27
Shooting a beaver.			28
Shooting a muskrat.			29
Shooting a mink.			30
Shooting a fisher.			31
Shooting a martlet.			32
Shooting a swallow.			33
Shooting a hawk.			34
Shooting a falcon.			35
Shooting a kestrel.			36
Shooting a sparrow.			37
Shooting a crow.			38
Shooting a raven.			39
Shooting a magpie.			40
Shooting a jay.			41
Shooting a blue jay.			42
Shooting a robin.			43
Shooting a cardinal.			44
Shooting a goldfinch.			45
Shooting a chickadee.			46
Shooting a titmouse.			47
Shooting a nuthatch.			48
Shooting a woodpecker.			49
Shooting a flicker.			50
Shooting a kingfisher.			51
Shooting a heron.			52
Shooting a egret.			53
Shooting a crane.			54
Shooting a stork.			55
Shooting a pelican.			56
Shooting a vulture.			57
Shooting a buzzard.			58
Shooting a hawk.			59
Shooting a falcon.			60
Shooting a kestrel.			61
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Shooting a blue jay.			92
Shooting a robin.			93
Shooting a cardinal.			94
Shooting a goldfinch.			95
Shooting a chickadee.			96
Shooting a titmouse.			97
Shooting a nuthatch.			98
Shooting a woodpecker.			99
Shooting a flicker.			100

SAVE FOR LATER
THE FOLLOWING MUSIC

[illegible]

THE next Monthly Meeting of the C. O. S. will be held on Tuesday next, the 1st of April, at Mr. Porter's Tavern.

Dinner on the Table at 4 o'clock, precisely,
Camp-Mission, '85, 1922

The members are requested to meet at half past
4 o'clock, for the purpose of taking into consideration
the business pending and also adjourned meet-
ing.

D. BROWN,
March 13, 1886, Address Secretary

WAYS FOR SALE,

Middle warranted 10 years in	
India, pc. dozen	10
Port Wine,	ditto, 10
Brandy,	ditto, 10
Europe Vinegar,	per gal, 5
Real Hollandi Gun,	per case, 25
Fine Pale Ale,	per doz, 7
Humps and Tongues, 12 each in keg,	
	per keg, 10
First Chop Hyson Tea, per case,	15
Bengal Calum, per bolt,	8

PARTICULARLY RECOMMENDED

FOR RHEUMATIC PAINS AND LUM.
BAGO.
May be had at Court and Bone's Rooms
Price Three Spanish Dollars per Quart.

Rees' Wks. Dec. Dec. 1

Pepper, ditto,	58
Pastilles, ditto,	9 50
Pistons, ditto,	3
Beetle-nut, ditto,	3
Tin Parah, ditto,	10
Ditto, Linging,	17
Catch, ditto,	75
Kleppants' Teeth, per peck, do to	5
Benjamin, ditto,	45
Sagar, Java, ditto,	3
Claves, ditto,	132
Nutmeg, per 100,000,	1003
Opium, uncut, per chek,	750
Pink Maw, per peck,	40
Rago, ditto,	3 2

Price of Wales Island, March 25, 1820.

(One of the earliest copies of the first newspaper published in the Straits.)

Major Macdonald died in 1799 while away from the island. His successor was Sir George Leith, who in 1800 assumed the reins of office with the exalted title of Lieutenant-Governor

but not without difficulty. There were impediments raised at first to the transfer, but on adopting a hint given and making "a little present" to the ladies of the Sultan's household, he got his treaty. On Monday, July 7, 1800, Sir George Leith took formal possession of the new territory, which was named Province Wellesley, after the Marquess of Wellesley, the then Governor-General of India. The acqui-

"H.R.H. the Prince of Wales, and many happy returns of the day to him.

"Prosperity to the island.

"The King.

"The Queen and Royal Family.

"The Navy and Army.

"The memory of Mr. Light, the founder of the settlement.

"The immortal memory of Lord Nelson.

"A select few also met to commemorate the anniversary of the birth of H.R.H. as Grand Patron and Grand Master of Masonry. They sat down to a neat dinner provided at the house of a brother, and the evening was spent with the highest conviviality and good-fellowship. Among others the subjoined toasts were drunk with great applause :

"H.R.H. George Augustus Frederick, Grand Master of Masonry.

"The Mystic Tie.

"Virtue, Benevolence, and Peace to all mankind.

"King and the Craft.

"Queen and our sisters.

"The immortal memory of Lord Nelson.

"The revered memory of Marquess Cornwallis.

"All Masons round the globe."

Mr. Bone's journalistic enterprise continued for some time in the sun of official favour, but after a year or two the title of the paper was changed from the *Government Gazette* to the *Prince of Wales Island Gazette*. Under this designation it prospered after a feeble fashion, with several changes in the proprietorship, until it fell from official grace and was extinguished in circumstances which will be hereafter related.

The elevation of Prince of Wales Island into a presidency was due to a somewhat exaggerated view of the value of the settlement created by the report which Colonel Wellesley had furnished on the return of the Manila expeditionary force to India. In official circles both in Calcutta and Leadenhall Street the expectation based on the favourable opinions expressed here and elsewhere was that Pinang would become a great naval and military centre and a flourishing commercial emporium. This over-sanguine estimate led to many blunders in policy, not the least important of which was a decision to restore Malacca to the Dutch. From this false step the Court of Directors was, as we shall see when we come to deal with Malacca, saved mainly by the action of Raffles, who, after a visit to the settlement, penned a powerful despatch, in which he set forth with such convincing force the arguments for retention that the Court cancelled their instructions. It was this despatch which mainly brought Raffles to the notice of Lord Minto and paved the way to the position of intimacy which he occupied in relation to that Governor-General when he conducted his expedition to Java in 1811. Pinang, as has already been stated in the opening section of this work, was the advanced base of this important operation. Over a hundred vessels were engaged in the transport of the force, which consisted of 5,344 Europeans, 5,777 natives, and 839 lascars. The resources of the settlement were heavily taxed to provide for this

great force, but on the whole the work was successfully accomplished, though there was considerable sickness amongst the European troops owing to the excessive fondness of the men for pineapples, which then as now were abundant and cheap.

In these opening years of the nineteenth century Prince of Wales Island witnessed many changes in the Government, owing to an abnormal mortality amongst the leading officials. In March, 1807, Mr. J. H. Oliphant, the senior member of Council, died, and the next month Mr. Philip Dundas, the Governor, expired. The new Governor, Colonel Norman Macalister, retired in 1810, and was succeeded by the Hon. C. A. Bruce, a brother of the Earl of Elgin. Mr. Bruce only lived a few months to enjoy the dignity of his high position, his death taking place on December 26, 1810, at the early age of forty-two. His successor, Mr. Seaton, was also removed by death within a very short period of his appointment, and strangely enough the two following Governors, Mr. Wm. Petrie and Colonel Bannerman, did not outlive their respective terms of office. In less than fourteen years Prince of Wales Island had six chief administrators, of whom no fewer than five died and were buried on the island.

Notwithstanding the frequent changes in the administration and the confusion they necessarily caused, the progress of the settlement at this period was uninterrupted. The population, which in 1791 was 10,310, had risen in 1805 to 14,000, and in 1812, when Province Wellesley was first brought into the reckoning, the return showed a total of 26,000 inhabitants for the entire administrative area. Ten years later the figure for the united territory had risen to 51,207. Meanwhile, the revenue, though substantial, was not adequate to discharge the excessively heavy liabilities imposed upon the settlement. There were recurring deficits, until in the financial year 1817-18, the excess of expenditure over income reached no less a figure than 164,000 dollars. A financial committee was appointed to investigate matters, but as the only satisfactory remedy was a severe cutting down of salaries, including those of the members of the committee, naturally little or nothing was done. It remained for Lord Wm. Bentinck, on the occasion of his historic visit in 1827, to use the pruning shears to some effect upon the bloated Pinang establishment. The amazing thing is that the remedy was so long in being applied. But nepotism at that time was rife in the Company, and doubtless the numerous well-paid official posts in Prince of Wales Island were very useful to the dispensers of patronage in Leadenhall Street.

The establishment of an educational system dates to this early nineteenth century period with which we are dealing. The facts, as set forth in a report prepared for the information of the Court of Directors in 1829, will be of interest. In November, 1815, at the suggestion of the Rev. R. S. Hutchins, chaplain of the settlement, a committee was formed, consisting of seven gentlemen, who were entrusted with the establishment of a school for the instruction of native children in the most useful rudiments of education. The school, it was stipulated, should be conducted by a superintendent, and should be open for the reception of all children

without preference, except for the most poor and friendless. It was further agreed that all children should be educated in reading and writing English, and in the common rules of arithmetic, and, at a proper age, in useful mechanical employments. Great care was to be taken to avoid offending the religious prejudices of any parties, while the Malays, Chinese, and Hindustanies were to be instructed in their own languages by appointed teachers. Children were to be admitted from four to fourteen. The East India Company contributed 1,500 dollars, to which was added an annual grant of 200 dollars, afterwards reduced to 100 dollars in pursuance of orders from the Court of Directors. The Government of Prince of Wales Island also granted a piece of ground called Church Square for the erection of two schoolhouses, one for boys and the other for girls. This ground being required for the church erected about this time, another site was chosen, upon which the schools were built. In July, 1824, the school was reported in a prosperous state, it having on the rolls at that time 104 boys of different ages, and having sent forth several promising youths, six of whom had been placed by regular indenture in the public service. In January, 1819, the Rev. H. Medhurst, a missionary of the London Missionary Society, submitted to Government the plans of a charity school for the instruction of Chinese youth in the Chinese language by making them acquainted with the ancient classical writers of the Chinese and connecting therewith the study of the Christian catechism. The Government granted a monthly allowance of 20 dollars for the furtherance of the scheme, to which was added a further grant of 10 dollars per month for a Malay school. In 1821 a piece of ground for the erection of a schoolhouse was also granted to the society. In May, 1823, the sum of 400 dollars towards the erection of a missionary chapel in Georgetown was also granted by the Government. In July, 1819, the Bishop of Calcutta being at Pinang, a branch was established there of the Society for the Promotion of Christian Knowledge, to which the Government granted a donation of 200 Spanish dollars. In April, 1823, on the representation of Mr. A. D. Maingy, the superintendent of Province Wellesley, four Malay schools were established there, the Government grant being 32 dollars per month. In November, 1824, the Government made a grant of 100 dollars for the repair of the Roman Catholic church and 30 dollars for the support of three Roman Catholic schools. In 1816 the Government also sanctioned the grant of a piece of land at Malacca to Dr. Milne, on behalf of the London Missionary Society, for the erection of a mission college, and in 1818 the college was built. Such were the beginnings of the splendid educational system which now permeates the settlements.

CHAPTER III.

SIAMESE INVASION OF KEDAH—DEVELOPMENT OF PROVINCE WELLESLEY.

TROUBLES arising out of Siamese aggression in Kedah greatly retarded the commercial development of the settlement in 1815 and the

following years. The Sultan who had concluded the first treaty with the British had died, and his son reigned in his stead. But the idea that the British in accepting Pinang had bound themselves to protect Kedah from invasion had survived, and in 1810 the new Sultan had addressed a powerful appeal to Lord Minto as he passed through Pinang on his way to Java, imploring him to carry out the—*to him*—essential condition of the original contract. The letter, which is given in full in Anderson's "Conquest of Quedah and Perak," concludes as follows :

"I request that the engagements contracted for by Mr. Light with my late father may be ratified, as my country and I are deficient in strength ; the favour of his Majesty the King of England extended to me will render his name illustrious for justice and beneficence, and the grace of his Majesty will fill me with gratitude ; under the power and majesty of the King I desire to repose in safety from the attempts of all my enemies, and that the King may be disposed to kindness and favour towards me, as if I were his own subject, that he will be pleased to issue his commands to the Governor of Pinang to afford me aid and assistance in my distresses and dangers, and cause a regulation to be made by which the two countries may have but one interest ; in like manner I shall not refuse any aid to Pinang consistent with my ability. I further request a writing from the King and from my friend, that it may remain as an assurance of the protection of the King and descend to my successors in the government. I place a perfect reliance in the favour and aid of my friend in all these matters."

In his comment on the letter Anderson says : "The whole of Mr. Light's correspondence is corroborative of this candid exposition, and it was quite inconsistent with reason to suppose that Pinang was ceded without some very powerful inducements in the way of promises by Mr. Light, which, no doubt, in his eagerness to obtain the grant, were liberal and almost unlimited, and that his inability to perform them was the cause of much mental suffering to him." It does not appear that any answer was given to the Sultan's letter. The request for aid at all events was rejected, and the Sultan was left to his fate. This was somewhat long deferred, but the blow was swift and remorseless when it was delivered. Equipping a large force, the Siamese in 1821 appeared in the Kedah river, and landing there, commenced to slay and pillage without provocation or warning. They conducted a ruthless warfare for days, leaving behind them wherever they went a track of wasted country and slain and outraged victims. The Sultan with difficulty escaped to Province Wellesley and thence to Pinang, where he was kindly received by Mr. W. E. Phillips, Colonel Bannerman's successor in the government. He was granted an allowance for his maintenance and a force of sepoy as a guard. A few days after his arrival an insolent demand was made by the Raja of Lingore, on behalf of the Siamese, for his surrender, and when this was refused in emphatic terms, a fleet of one hundred war prahus was sent into Pinang harbour to take possession of the unfortunate

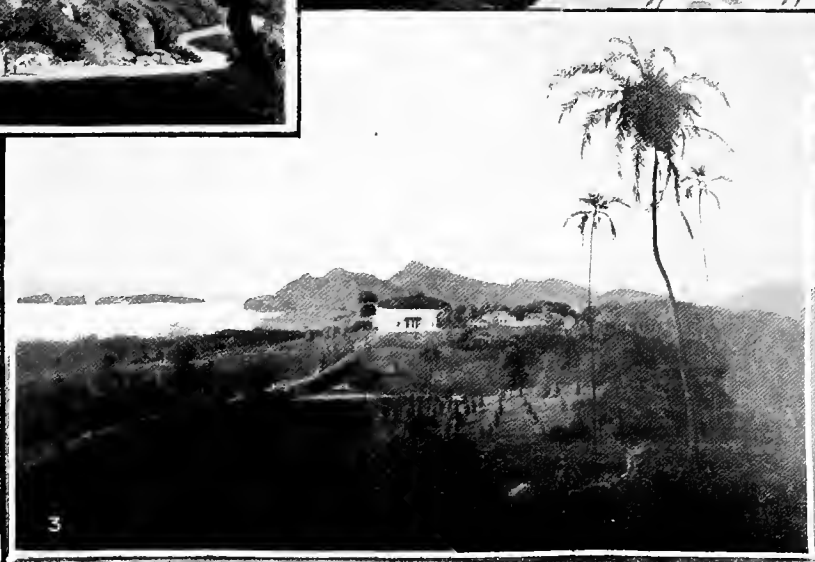
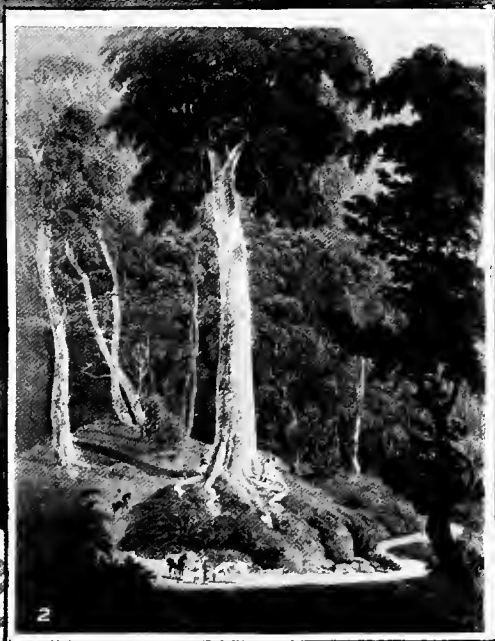
Sultan by force in default of his peaceful surrender. The answer to this impudent move was the despatch of the gunboat *Nautilus* to the vicinity of the leading war prahu, with orders to the Siamese commodore to leave the harbour instantly or prepare for action. The hint was immediately taken. In a very brief space of time every prahu had left. The Sultan chafed under the loss of his territory, and the other Malay chiefs were not less indignant at the wanton aggression committed upon one of their number. In a short time the fugitive prince's residence became the centre of plots and intrigues for the recapture of the lost territory. The local Government, with a lively fear of complications with the Siamese before them, did their utmost to put a stop to these manoeuvres, but without much success. On April 28, 1823, an attempt was actually made by a force commanded by Tunku Abdullah, the eldest son of the Sultan, to oust the Siamese. It was completely unsuccessful, and Tunku Abdullah was left a prisoner in the Siamese hands. A protest was lodged with the British against the use of Province Wellesley for the equipment of this expedition. The reply made by Mr. Phillips to the communication was that he could not prevent such inroads without imitating Siamese methods, which was out of the question. At the same time the Government were seriously alarmed at the anomalous state of affairs created by the continued residence of the Raja at Pinang, and after repeated and ineffectual warnings that his efforts to reconquer his territory would not be tolerated, they shipped him off to Malacca to keep him out of mischief. He closed his life in exile, a victim, it is to be feared it must be admitted, of an unfulfilled contract.

An immediate effect of the conquest of Kedah by the Siamese was the filling of Province Wellesley with great bodies of refugees. In the early days of the invasion thousands of these unfortunates crossed the border to escape the diabolical cruelties practised by the Siamese upon all who fell into their hands. Many of them were in a starving condition, and without resources of any kind. The Government authorities in the province exerted themselves to succour the wretched fugitives, and with such success that soon a considerable number of them were settled on the land in comparative comfort. It was fortunate that at this period the local direction of affairs was in the capable hands of Mr. Maingy, a humane and resourceful man, who took a real interest in developing the latent resources of the province. Under his supervision roads were made in various directions by convicts, and convicts were also employed in cutting drains and channels for irrigation of paddy fields and in opening arteries of communication between different rivers. He made small advances to each of the cultivators to encourage cultivation, and obtained at his own expense from Calcutta indigo seeds, together with a person competent to teach the process of concreting the dye, in order to establish a system of indigo cultivation. Meanwhile, with the support and sanction of Government, he opened native schools at Teluk Ayer, Tawar, and Prye, for the education of natives. The rapid growth of the agricultural interest

in the province had, somewhat earlier than the period at which the events just narrated occurred, induced the Government to establish a regular system of administration in the mainland area. The province in 1820 was divided into four distinct districts, each under an official, who was provided with a police establishment and a small military guard. The whole was under a superintendent. These and other beneficent measures had their due effect, and soon the province, which had hitherto been a sort of Malayan Alsatia to which all sorts of bad characters resorted, became a centre of thriving industry.

It is to this period we may date the rise of the great planting industry which now occupies so important a place in the commercial life of the settlements. A communication written by Mr. Phillips on September 18, 1823, reported to the Court of Directors the commencement of a system of coffee planting on a large scale. Some passages from this document may be quoted, as they throw an interesting light on the history of the industry. Mr. Phillips stated that he had received a letter from Mr. David Brown, "the most extensive landholder, and certainly one of the most intelligent and public-spirited Europeans on this island, reporting that he has planted upwards of 100,000 coffee trees and cleared forests to enable him to complete the number to 300,000, and requesting our sanction to his extending the cultivation, as the progress of the coffee plants hitherto planted by himself and others engaged in this speculation holds out every prospect of the successful production of this article on the island and no doubt on the adjacent continent. We shall, of course, lose no time in complying with Mr. Brown's request." Mr. Phillips went on to submit certain considerations as to the expediency of improving the agricultural and other resources of the settlement. He proceeded :

"Our climate is temperate and without any sudden or great vicissitudes throughout the year, and our lands are never subject to such parching heats or destructive inundations as those of Bengal, whilst our inhabitants enjoy the blessings and security of a British system of government and law, of the want of which at Java the English residents there seem to be daily more and more sensible. No apprehensions also against colonisation are entertained here, and European settlers have always been allowed, as appears by our President's minute of the 15th of August last, to possess as much land as they please and to hold it as freehold property. Hitherto the want of adequate capital and the paucity of enterprising individuals have restricted our objects of cultivation to pepper, which has never received any encouragement from your Honourable Court, and which is one of the most expensive articles of culture, and to cloves and nutmegs, which private individuals have continued to cultivate, notwithstanding all public encouragement was withdrawn in the year 1805, and which now at last promise to be beneficial to them, a very favourable report of some samples lately sent to Europe having been just received. Mr. Brown and other persons, however, in the year 1821, conceiving that the soil and climate of our hills were



VIEWS OF PINANG AND PRINCE OF WALES ISLAND.

1 THE CHINESE MILLS, PINANG.

2. THE GREAT TREE.

3. GLUGOR HOUSE AND SPICE PLANTATION.

(From Daniell's "Views of Prince of Wales Island.")

well adapted for the production of coffee, applied to us for permission to clear lands for the purpose, and we are happy to acquaint your Honourable Court that whatever may be the success with which these gentlemen may eventually have to congratulate themselves, one very decided and important advantage has already accrued to the public from the exertions which these public-spirited individuals have made to introduce the cultivation of coffee on the island. They have found employment for hundreds of our new settlers, the miserable refugees from Kedah, and opened to our poor a prospect of much additional employment, particularly for our old Chinese settlers. Were your Honourable Court to make known generally in England the advantages of this island in point of climate, situation, and other circumstances, and to encourage the resort hither of respectable individuals, in possession of small capital, desirous of emigrating, we are confident that many persons would see cause for agreeing with us that this settlement affords a finer field for agricultural enterprise, and for obtaining an easy and secure livelihood, and ultimately a comfortable competency, than Java, the Cape of Good Hope, or Canada."¹

The coffee experiment unfortunately did not prove the success that was anticipated, but the exertions of Mr. Brown and other pioneer planters were not without their influence in the development of the territory under the Straits Government. One indirect consequence was the institution of a regular system of land settlement. The arrangements for land transfer had up to this period been in a very confused state, owing to the laxity observed in the transactions. At the outset, to encourage settlers, Light had caused it to be known that free grants of land would be made to all suitable applicants. This pledge had been confirmed by Government, and land from time to time was taken up. Changes were subsequently introduced without any particular method, so that eventually there were no fewer than seven different systems of tenure. New regulations were formulated as a consequence of the influx of settlers, and the entire system was put on a more business-like footing. Meanwhile, a complete survey of Pinang and of the boundaries of Province Wellesley had been made. In a letter of August 24, 1820, to the Court of Directors, the Governor, referring to this survey, said it was "likely to prove of more interest than any hitherto prepared at such enormous expense by successive surveyors. A document of the kind has long been required to regulate the distribution of grants of land to the numerous claimants who have made application to clear the land on the opposite shore. The present state of the coast entirely demands our earliest consideration with reference to the advantages it may be calculated to afford to this island in supplying provisions, &c., and also in extending and promoting our agricultural interests."

Simultaneously with the development of the planting industry was carried through a series of public works with the object of opening up the country and improving the means of communication between the different parts of

the territory. The most important of these enterprises was a road through the hills at the back of Georgetown. Colonel Bannerman initiated the work in 1818, and under his energetic direction the first section was rapidly constructed with convict labour. Shortly after his death the work was suspended for lack of funds, and was not resumed until many years later, when it was pushed to completion, greatly to the advantage of the island. Colonel Bannerman was not in some respects a wise administrator, but it is to his lasting credit that he was the first to grasp the essential fact that the progress of the colony was dependent upon the improvement of the means of communication, which up to that period had been almost entirely neglected.

The development of Province Wellesley went hand in hand with an extension of the Company's influence in the adjacent native States. Actuated by a fear of Dutch aggression in the immediate vicinity of Pinang, Colonel Bannerman in 1818 despatched Mr. W. S. Cracroft, an able official, to Perak and Selangor to conclude treaties with the rulers of those States. His mission was a complete success. He brought back with him agreements which pledged the two chiefs to maintain ties of friendship with the British and not to renew obsolete agreements with other Powers which might tend to exclude or obstruct the trade of British subjects. Subsequently a subsidiary arrangement was made with the Raja of Selangor by Mr. Anderson, the author of the well-known work on Kedah from which a quotation has been made above, by which the Prince contracted to supply the Company with a certain quantity of tin for sale. Under the contract a considerable amount of tin was brought down to the coast by way of the Muda river and there sold. In 1819 the sales amounted to 650 bahars or 1,950 piculs. The tin was purchased by the commanders of the Company's ships *General Harris* and *Warren Hastings* at the rate of 18 dollars per picul (£72 10s. 8d. per ton). After deducting all charges against the import there was a clear profit on the transaction of 5,396.41 Spanish dollars. Mr. Anderson, who was designated the Government Agent for Tin, received one-third of the amount. The Government were well satisfied with the results of the transaction. They decided, however, that it would not be wise for them to prosecute the tin trade, but rather to leave it to individual merchants "who would be more particularly concerned in its successful prosecution." After this the trade was carried on intermittently, but in 1827 we find in the official records an expression of regret that "the jealousy and aggrandising spirit of the Siamese authorities at Kedah has hitherto rendered ineffectual our endeavours to prosecute the tin trade with Patani."

In another direction we have evidence that at this juncture in the life of the settlement the importance of a widened sphere of influence was being recognised. In or about the year 1819 a Captain John Mein approached the Pinang Government with an offer of the island of Pangkor, which he said had been given to him by the King. In forwarding the communication to the Court of Directors the

Governor wrote: "We do not know what claim Captain Mein may be able to establish—it was evident that the late King of Perak was not of sound intellect, and it appears that the reputed grant to Captain Mein of this island was not made valid by the seals and signatures of the constitutional authorities of the country."² Captain Mein's ambitious venture in islandmongering missed fire, but at a later period, when Sir Andrew Clarke concluded the Treaty of Pangkor in 1874, the island, with a strip of territory on the mainland, was brought under British rule, the whole being officially designated the Dindings.

The history of the question subsequent to the rejection of Captain Mein's offer may be briefly related. On October 18, 1826, a treaty was concluded between the Straits Government and that of Perak, by which the latter ceded to the former "the Pulo Dinding and the islands of Pangkor, together with all and every one of the islands which belonged of old and until this period to the Kings of Perak, because the said islands afford a safe abode to the pirates and robbers who plunder and molest the traders on the coast and inhabitants of the mainland, and as the King of Perak has not the means to drive those pirates, &c., away." It does not appear that the Government ever took formal possession of the islands. In the sixties, Colonel Man, then Resident Councillor at Pinang, pointed out to the local Government that it would be to the interest of the settlements to occupy these islands, and he was authorised to visit them in the Government steamer, with the view of ascertaining what steps it was advisable to take. Colonel Man's views of the advantages of taking possession of the island were fully confirmed by his visit, but he found it very difficult to ascertain precisely what territory had been ceded, and the prospect of an early transfer of the settlements to the Crown put a stop to all further action except that a grant was given to two men to clear 130 acres of land in the island known as Pulo Pangkor Laut. On Sir Harry Ord's arrival in the Straits, Colonel Man brought to his notice the right which the British possessed to the islands, and urged the advantages which would accrue from taking possession of them. At the same time he pointed out the difficulty of ascertaining exactly what land had been handed over by the treaty, and suggested that, as there were only two islands standing out in the sea opposite the Dinding river and a small one to the west of it, the other islands "must be sought for in some of the land at the mouth of these rivers, which was separated from the mainland by the numerous creeks traversing it."

As a result of this communication Sir Harry Ord instructed Colonel Man to enter into negotiation with the Laksamana, a high officer of the Sultan of Perak, who was then in Pinang, with the view to the completion of an understanding on this point. Colonel Man followed out his instructions, but left for India before the negotiations were completed. Later they were carried on by Captain Playfair, and meanwhile Sir Harry Ord paid a visit to the Dindings and convinced himself that the cession of 1826 included portions of the land at the mouth of the Dindings opposite Pulo

¹ "Straits Settlements Records," No. 183.

² Ibid., No. 182.

Pangkor, because "the cession would have been perfectly useless for the suppression of piracy, since on the appearance of our vessels or boats off Pulo Pangkor the pirates could at once have taken refuge among these islands, where they would have been quite safe from pursuit."

The Sultan of Perak at this time was not inclined to do business on the basis required, and as direct orders had come out from England that no action involving the occupation of disputed territory should be taken without specific instructions, the matter was allowed to drop for the time being. Sir Andrew Clarke had some little difficulty in securing adhesion to his proposals, which took the most comprehensive view of the original arrangement. But eventually the question was satisfactorily adjusted. In this way command was obtained of the entrance to the river, a position of considerable strategical value and of some commercial importance.

At the same time that Sir Andrew Clarke concluded this excellent bargain he arranged a useful readjustment of the boundaries in Province Wellesley. The matter related to the southern boundary, which as originally drawn had been found extremely inconvenient for both police and revenue purposes. On this point the chiefs displayed an accommodating spirit, and by arrangement the British territory was extended so as to include all the land in the watershed of the Krian, the tracing out of the boundary being left for a commission to carry out subsequently.

CHAPTER IV.

PINANG MADE A FREE PORT—GOVERNMENT REGULATION OF THE PRESS.

THE occupation of Singapore had a very injurious effect upon Pinang trade. Native vessels from China, which formerly made Pinang their principal port of call, stopped short at the new settlement, which, besides being more conveniently situated for their purposes, had the considerable advantage of being absolutely free. The mercantile community of Pinang, feeling the pinch acutely, petitioned the Government for the extension to the settlement of the unrestricted system of trade which obtained at the rival port. The reception their demand met with was not particularly cordial. The Governor, in a despatch to the Court of Directors on the subject on September 18, 1823, made note of "the extraordinary circumstance of a body of merchants allowing themselves to recommend to the Government under the protection of which they are enabled to conduct a lucrative commerce such a measure as the immediate abolition of one of the most important branches of its establishment." The Governor stated that in his reply to the petition he remarked that it was politic and reasonable that every possible freedom should be given at Pinang to the sale of the staples of continental India and to the property of the merchants of the other presidencies, as these had already contributed towards the revenues of those places, "but that as a valuable portion of the commerce

of this station does not consist in those staples, it appeared no more than just that the trade which our merchants conduct with Europe and China, and which, taken to other ports in India, would there be subject to duty, should contribute something towards the maintenance of this port, of which they make such profitable use, and particularly as duties in such cases must ultimately be borne by foreigners and not by the subjects of British India." After a reference to the lightness of the port dues the despatch proceeded: "We earnestly wished to impress upon their minds the conviction that, independent of such share of the commerce of the Eastern Archipelago as might come on to them from Singapore, the

articles of the Pegu country must always attract from Europe, China, and India a large and profitable commerce to centre and flourish here; and to these more natural branches of our trade we particularly invited their attention." The despatch ended as follows: "We cannot conclude without soliciting your Honourable Court's particular consideration of the difficulties noticed in our President's minute of the 12th July last, which we have experienced and still experience in discountenancing and allaying everything like jealousy between Singapore and this island, and in establishing a bond of union and sisterly affection between the two settlements. As long as that factory, placed as it is in the



VIEW OF THE CASCADE, PRINCE OF WALES ISLAND.

(From Daniell's "Views of Prince of Wales Island.")

situation of this island with respect to the pepper staple of the east and west coasts of Sumatra, betel nut of Achin, tin of Junk Ceylon and Malayan Peninsula, bird's nest of Mergui, and oil, teak-wood, and other

immediate neighbourhood of this island, is governed by a distant authority and different system of government, and enjoys an exemption from all duties, your Honourable Court cannot be surprised that the personal exertions

of this Board cannot accomplish the objects of our increasing wish and endeavour—the putting a stop to the baneful effects of mercantile jealousy and of those differences which unhappily occurred on the first occupation of Singapore.”¹

The obvious aim of the despatch was not to obtain an immunity from imposts for the trade of Pinang, but to secure the abandonment of the Free Trade system in Singapore. The Court of Directors, however, were too sensible of the advantages to be derived from the maintenance of the open door at Singapore to listen to the specious reasoning of the Pinang Government. They confined their action to sanctioning a rearrangement of port dues at Pinang, by which the shipping trade derived some relief. The Pinang mercantile community found little comfort in the concession made to them. They were the less disposed to take a roseate view of affairs as the Company at this critical juncture had instructed China ships not to call at Pinang. Even the Government were alarmed at the situation the order created. They wrote home beseeching the Court “not to be so harsh and severe to this settlement as to put a stop at once to the valuable trade which our merchants have conducted by means of our ships with Europe and China during the last thirty-five years.” The obnoxious order was modified, but the mercantile community of Pinang had to wait until the year 1827 before they were placed on an equal footing with their competitors in Singapore by the abolition of the customs duties at the port. Two years before this step was taken Mr. Fullerton, the Governor of the united settlements, had written home bringing to the notice of the Court the advantage that might result from the use of a few steamboats in the Straits. “Perhaps,” he said with prophetic vision, “there is no place in the world where they would be so useful—those of a smaller class in following pirates, and the larger in towing vessels in and out of the harbour, and even down the Straits, where calms so constantly prevail.” With all his prescience, Mr. Fullerton could not anticipate the time when steamboats would make the entire voyage and the sailing ship would be almost an anachronism in the Straits as far as the main through trade was concerned.

The abolition of the customs duties at Pinang coincided with the establishment of a regular market system. Up to 1827 the privilege of holding a market, together with the right of levying certain duties on grain to defray the charges of maintenance, was leased out. The last lessee was Mr. David Brown, the enterprising planter to whom reference has already been made. Mr. Brown had a ten years' lease dating from May, 1817. He died before it terminated, but the market was carried on by his son. On the expiration of the term of the lease the Government, “considering the system of taxing grain extremely objectionable, especially as the port has been relieved of all duties,” took measures to establish a new market on the principle of the Singapore market, where the revenue was raised from the rents of the stalls. Mr. Brown offered the old market to the Govern-

ment for 25,000 dollars; but the offer was declined and 10,000 dollars were sanctioned for the construction of a new building.

In an earlier portion of this historical survey there is an account of the launching of a newspaper at Pinang and of its happy existence in the light of official favour. In 1829 this journal—the *Penang Gazette*, as it had by this time come to be designated—changed its proprietors, for reasons not unconnected with official objections to the manner in which the paper was conducted. Under the new proprietor the journal was issued as the *Penang Register and Miscellany*, and the opening number seemed to indicate that the altered title was to be associated with a more reverential attitude towards the great, the wise, and the eminent of the Pinang official hierarchy. The editor in his opening confession of faith spoke of the restrictions upon the press as having been “no doubt wisely” introduced, and when taken to task by a Singapore scribe for this subserviency, he ingeniously argued that the press was really free if it liked, but that as it accepted official doles the Government naturally demanded their *quid pro quo*. The writer supported his views by quoting the remark of “an odd little body at Malacca.” “What!” said this individual, “do you think we are fools enough to pay these gents for picking holes in our Sunday coats?” This free-and-easy theory of the censorship as a matter controlled by the subsidy did not find favour in exalted quarters, and there was increasing friction between the newspaper office and the secretariat. A crisis was at length reached when one day the editor, finding that a paragraph had been deleted by the censor, had the offending matter printed on a separate slip of paper and circulated throughout the settlement. Mr. Fullerton was furious at this flagrant defiance of authority, and caused a letter to be sent to the editor, a Mr. Ballhotchet, demanding an explanation. The missive was returned unopened. What the next step was history does not reveal, but we have a record of a hot correspondence between the offending journalist and the Secretary to Government, terminating in the issue of an edict that the proprietor of the paper, a Mr. McIntyre, who was a clerk in the office of the Superintendent of Lands, should be dismissed from his office, and that Mr. Ballhotchet's licence to reside in the settlement should be withdrawn. This drastic action was subsequently modified to the extent that the expulsion decree in the latter's case was withdrawn “in consideration of the measure of punishment he has already received,” and on the understanding that he would have to go if he “misconducted” himself again. Almost needless to say, the *Penang Register and Miscellany* did not survive this cataclysm. But Pinang was not left without a newspaper. In this crisis in its history the Government gallantly stepped into the breach, and issued a paper of their own under the old title of the *Government Gazette*. The editor of the official journal entered upon his duties with becoming modesty. In his opening address to his readers he opined that “a new paper lies under the same disadvantages as a new play—there is a danger lest it be new without novelty.” “In common, therefore, with all other periodical compilers,” he proceeded, “we

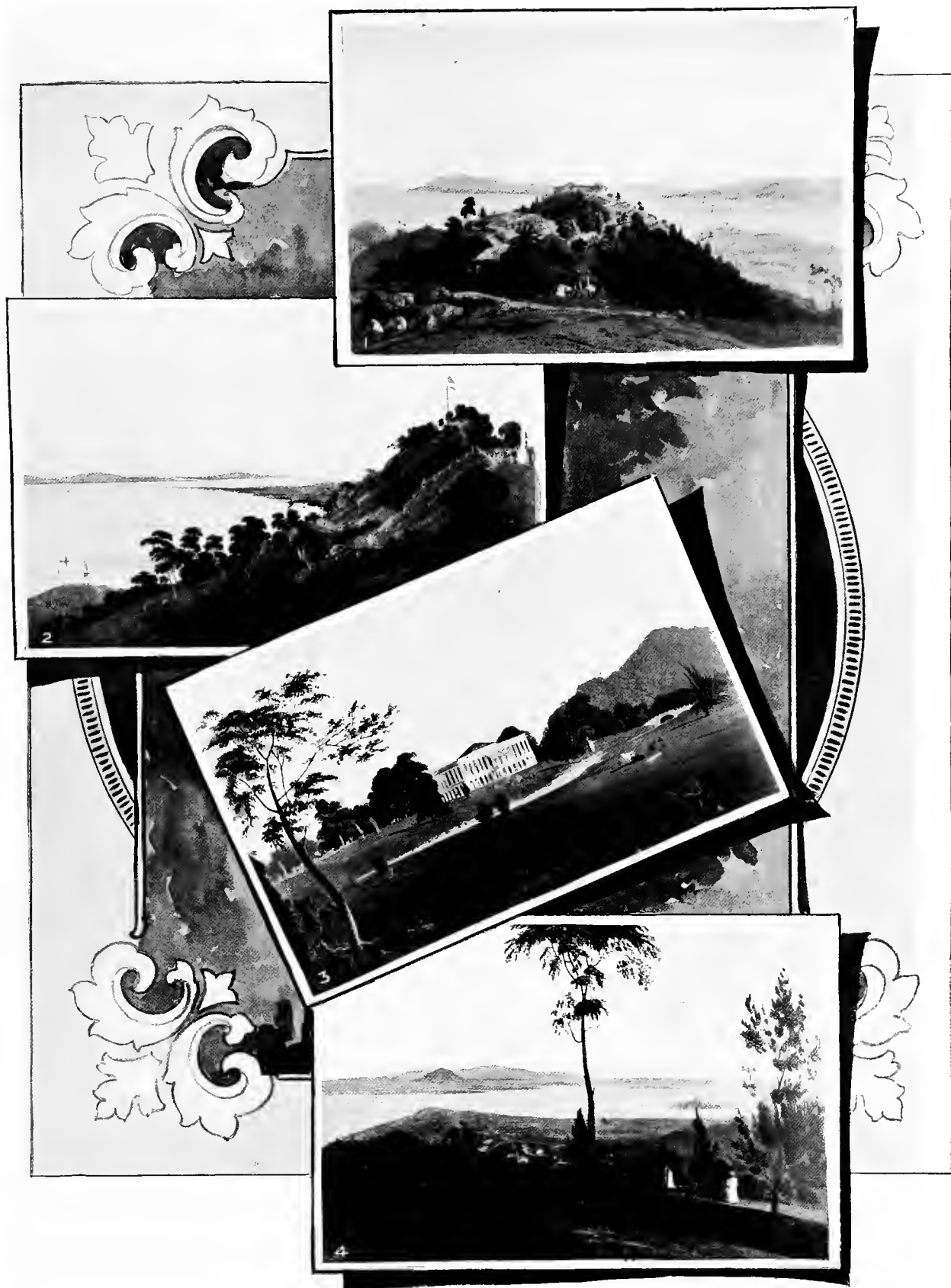
are fully sensible that in offering a work of this nature to the public the main reliance for success must be the support we receive from the favours of correspondents. This island doubtless contains an abundance of latent talent. Be it our humble office to bring these treasures to light, and thus offer to the man of business an elegant relaxation and to the idler a recreation. . . . We beg, however, thus early to express an aversion to satire as being rarely free from malice or personality, and in no way according with the motto we have assumed.” The editor, true to his professed mission of offering “elegant relaxation to the man of business and to the idler recreation,” filled the columns of the paper with fashionable gossip, quaint stories and sentimental poetry. But he was not well served by his contributors. One of them sent him as an original effusion a poem which had previously appeared in *Blackwood's Magazine*. The *Singapore Chronicle*, which had no reason to love this new venture, took good care to point out the plagiarism, and no doubt there were some heart-searchings in the official editorial sanctum at Pinang. The sands of the paper's existence, however, were by that time running out. The cost of the production was greater than had been anticipated. Moreover, the change in the system of government by which the settlements were brought under the direct control of the Supreme Government was impending, and a new era of freedom for the press throughout the dominions of the East India Company was dawning. Hence the orders went out for the stoppage of the *Government Gazette*, and on July 3, 1830, the last number was issued. In a farewell note the editor thus addressed his readers: “Accident rather than choice led us to assume a character which previous experience little qualified us to discharge with ability. So circumstanced, we cannot ask, like Augustus, to be accompanied on our departure with applause, but must rest satisfied in the hope that we may have afforded temporary amusement to those whose severer labours prevented them from looking for it elsewhere.” So the last vestige of official domination of the press fades out, and Straits journalism commences that honourable and distinguished career which has given it a worthy pre-eminence amongst the press of the Crown colonies.

CHAPTER V.

LATER YEARS.

WHEN the united settlements were brought under the government of Bengal in 1830, Pinang, which had suffered a severe eclipse politically as well as commercially by the rise of Singapore, receded still further into the background. Its population became stationary or nearly so, the increase in the number of inhabitants on the island and in Province Wellesley between the years 1835 and 1857 being only from 86,009 to 91,098. On the other hand the settlement more than maintained its reputation as a costly appanage of the East India Company. In 1835–36, compared with an expenditure of Rs. 253,328 was a revenue of only Rs. 178,930. The position

¹ “Straits Settlements Records,” No. 183.



VIEWS OF PRINCE OF WALES ISLAND.

1. VIEW FROM THE CONVALESCENT BUNGALOW. 2. MOUNT ERSKINE AND PULO TICOOSE BAY. 3. SUFFOLK HOUSE. 4. VIEW FROM STRAWBERRY HILL.
(From Daniell's "Views of Prince of Wales Island.")

became worse as years went by, for in 1845, against the smaller revenue of Rs. 176,495 had to be set the enormously increased expenditure of Rs. 346,659. In the "Report on the Moral and Material Progress of India for 1859-60" we find this paragraph relative to Pinang: "At this station, owing to their poverty, no undertaking of importance has been projected by the Commissioners during the past year. The funds at their command barely sufficed to enable them to meet the calls made upon them for the payment of the police force, to execute the ordinary repairs to the roads in Prince of Wales Island, with a few slight repairs to those in Province Wellesley, to purchase some of the materials required for a proposed new market, and to make some little progress towards completing the works necessary for bringing into the town the much-needed supply of water." The settlement appeared to have got into a backwater from which it did not ever seem likely to emerge.

A circumstance which militated seriously against its prosperity was the prevalence of piracy about the coast. Piracy in this part of the Straits, even more than elsewhere, was the staple industry of the coastal inhabitants. The native chiefs took an active hand in it. Indeed, there was reason to believe at the time that more than one of them derived their chief source of revenue from the toll levied on commerce by the rovers. The Government routed these freebooters out from one stronghold after another in and about the island, but still the nefarious trade flourished. It derived not a little of its strength in later years from the anarchical state into which the native States of Perak and Selangor lapsed through the weakness of the native government, or what passed for such. The policy of non-interference in native affairs traditionally pursued by the British in the Straits compelled the Pinang officials to look on with arms folded while these States, by their disorder, were producing a chronic state of lawlessness along the coast and in the territory immediately bordering on Province Wellesley. At length, owing to a particularly menacing development of piratical enterprise off the Larut river, and outrages in Province Wellesley and the Dindings and even in Pinang itself by one of the piratical factions, the Government took action. They sent a naval force to the chief centre of the pirates' enterprise off the coast of Perak, and for months the coast was patrolled. Owing to the shallow nature of the waters hereabouts the operations were most difficult and little progress was made. Sir Frank Swettenham, who speaks from personal experience, gives in "British Malaya" an interesting description of these pirate hunts in the early seventies. "It was," he writes, "impossible to land, for the coast was nothing but mangroves and mud, with here and there a fishing village, inhabited, no doubt, by pirates or their friends, but with nothing to prove their complicity. These mangrove flats were traversed in every direction by deep-water lagoons, and whenever the pirates were sighted,

as not infrequently happened, and chase was given, their faster boats pulled away from their pursuers with the greatest ease, and in a few minutes the pirates would be lost in a maze of waterways, with nothing to indicate which turn they had taken. The whole business became somewhat ludicrous when native craft were pirated (usually by night) under the eyes of the British crews, and when their boats got up to the scene of action there was not a trace to show what had occurred or where the pirates had gone. Finally the boats of H.M.S. *Midge* were attacked in the estuary of the Larut river, and after a longish engagement the pirates were beaten off, having seriously wounded two British officers. The net result of these excursions was that about 50 per cent. of the crews of the gun-vessels were invalidated, and not a single pirate boat or man had been captured." Matters drifted on until 1874, when a particularly impudent case of piracy at the entrance of the Jugra river, a tidal creek connecting with the Langat river at a point where the Sultan of Selangor was then living, led to a naval demonstration in which the then Governor of the Straits, Sir Andrew Clarke, joined. The Sultan was duly impressed with the powerful arguments presented to him in the shape of a very serviceable portion of the China Squadron, and though one of his own sons was implicated, gave full authority for the trial of the men who had been taken prisoners by the British authorities, and on their being subsequently condemned to death, sent a kris to be used at the execution. This episode had a great moral effect in the Straits, but the decline and final extinction of piracy is to be traced more to the development of the Federated Malay States under British guidance than to coercive measures.

In another section we shall have occasion to describe this great movement in some detail, and it is therefore unnecessary to follow here the course of events in these States, though their influence on Pinang was at times considerable. It must be noted, however, that the rise of the Federation has brought to Pinang a great accession of prosperity and restored to it something of its old prestige as a port. The settled conditions of life and the progressive system of government which replaced the old anarchy not only stimulated the coast trade which centred at Pinang, but they had a vivifying influence on the territory included within the area of the settlement. For a long period European capitalists were shy of investing their money in Province Wellesley and the Dindings. The conditions under which the Government were prepared to grant land were not sufficiently liberal to tempt them. Moreover, there was little faith in the future of agricultural enterprise, hampered as it then was by adverse labour conditions and a general state of unrest which seemed to afford a precarious tenure to any who might be bold enough to sink their money in the operations then open to the planter. As Perak and Selangor were brought more and more under a settled administration and

immense, far-reaching changes were made by the opening up of the country by roads, the value of the Pinang territory as a field of enterprise was recognised, and the country shared in the wonderful prosperity which marked the progress of those States in common with the whole federated area. The rise of rubber helped on the movement, for much of the land in Province Wellesley and the Dindings is suited to the cultivation of this most important article of commerce, and capitalists have not been slow to realise the fact. Lastly, the introduction of railways has been an immense boon to the Pinang administrative area, and is likely to have even more marked results as the system in the peninsula is more developed. Although it is only since 1903 that the line through Province Wellesley has been open to traffic, the effects on Pinang trade have been remarkable. The municipal revenue of the town—a good test of prosperity—has risen from 568,695 dollars in 1903 to 819,531 dollars in 1905, and it is now almost double what it was in 1900. The population of the island is now more than 100,000, and it is increasing at such a rate that, unless some great calamity should befall the settlement, it will probably be double that figure before another quarter of a century has elapsed.

For a century or more Pinang was largely the grave of disappointed expectations, but it is now justifying the faith reposed in its future by its founder. Indeed, Light in his most sanguine moments could not have pictured for his settlement a destiny so brilliant as that which even now it has achieved. The transformation from a colony slow, unprogressive, and exceedingly costly to a thriving centre of commercial life with a buoyant revenue and an ever-increasing trade is due largely, if not entirely, to the remarkable work of administrative organisation which has been carried on in the Malay Peninsula by a succession of able British officials in the past thirty years. But it ought never to be forgotten that much of that work would have been barely possible if there had been no Pinang and no Province Wellesley to provide as it were a base for the diffusion of British influence. Light, as his writings show, clearly recognised in his day how important Pinang was, viewed in the aspect of a centre from which to dominate the Northern Malay States. His representations were unheeded by shortsighted bureaucrats in India, and only the proverbial British luck in such matters prevented the whole of the remarkably wealthy territory which is now peacefully and happily under British protection from passing into foreign hands. The debt which the Empire owes to Light is second only to that which it readily acknowledges as the due of Raffles. In the adjudgment of posthumous honours by the *arbitrator elegantiarum* of colonial history it can scarcely be claimed that the unpretentious sea captain and trader of Junk Ceylon has had his due. But however ignorant the British public as a whole may be of Light's great services, Pinang people are not likely to forget them.

MALACCA.

EARLY HISTORY.

MALACCA, slumberous, dreamy, and picturesque, epitomises what there is of romance in the Straits Settlements. Singapore, by right of seniority, has pride of place in the history of Malaya. But, as we have seen, little or nothing remains of her ancient glories but traditions, none too authentic. Malacca, on the other hand, has still to show considerable monuments of the successive conquerors who have exercised sway within her limits. On a hill overlooking the settlement are the remains of an ancient Portuguese church, whose stately towers, with graceful finials outlined against the intense blue of a tropical sky, tell of that strenuous period in

sway, and lorded it in their peculiar fashion over the inhabitants of the ancient Malay port. In the outskirts of the town are not a few old-world gardens, charmingly suggestive of an age in which the steamboat was unknown, and life rippled on in an even, if monotonous, current. Further away, hemming in the houses in a sea of tropical vegetation, are plantations and orchards, with, as a background, a vista of blue-coloured hills. It is a scene typically Oriental, and carries with it more than a suggestion of that commercial stagnation that has left Malacca in a state of suspended animation, while its upstart neighbour to the south has been progressing at a feverish rate. But there are not wanting evidences that Malacca is awakening from its long sleep. Agricultural

last seems to be dawning. It may not be a great day, but it will be almost certainly one which will contrast very remarkably with any that it has previously known in its chequered history.

The ancient history of Malacca, like that of Singapore, is enveloped in a considerable amount of doubt. Practically the only guide on the subject is the "Sejara Malayu," or "Malay Annals," the work already referred to in the section dealing with Singapore. This compilation is distrusted by most modern Malay authorities because of its manifest inaccuracy in matters of detail, and it is usually only cited by them as a legendary record which, amidst a great mass of chaff, may contain a few grains of solid fact. The narrative, as has been noted,



GATE OF THE OLD FORT AT MALACCA.

Straits history when the priest and the soldier went hand in hand in the building up of Lusitanian power in the East. Hard by is the old Dutch Stadt House, solid and grim-looking, recalling the era when the Netherlanders held

development is touching with its magic wand the territory along the coast on each side and in the Hinterland, and slowly but surely is making its influence felt on the trade of the port. Malacca's day as a modern trading centre at

describes the final conquest of Singapore in 1252, and the withdrawal of the remnants of the Malay population to Malacca, to found there a new city. The founder was Raja Secunder (or Iskander Shah, the erstwhile

chief of Singapore. According to the record, this Prince, while out hunting one day, was resting under the shade of a tree near the coast when one of his dogs roused a moose deer. The animal, driven to bay, attacked the dog and forced it into the water. The Raja, delighted at the incident, said, "This is a fine place, where the very pelandooks (moose deer) are full of courage. Let us found a city here." And the city was founded and called Malacca, after the name of the tree under which the Prince was resting—the malacca tree (*Phyllanthus Emblica*). Perhaps this explanation of the founding of Malacca is as authentic as most stories of the origins of ancient cities. It, at all events, must serve in the absence of reliable historical data. Raja Secunder Shah died in 1274, and was succeeded by Raja Kechil Besar. In the reign of this potentate the Malays are said to have been converted to Mahomedanism. The next two centuries witnessed a great development of the trade of the city. The place is represented in 1509 as being one of the first cities of the East, and its ruling chiefs are reported to have successfully resisted many attempts of the Siamese kings to subdue them. The Annals give a picturesque description of Malacca as it existed at this period. "From Ayer Leleh, the trickling stream, to the entrance of the Bay of Muar, was one uninterrupted market-place. From the Kling town likewise to the Bay of Penagar the buildings extended along the shore in an uninterrupted line. If a person went from Malacca to Jagra (Parcelar Hill) there was no occasion to carry fire with one, for wherever he stopped he would find people's houses." Another vivid description of Malacca at the beginning of the sixteenth century is to be found in an ancient manuscript, which is attributed by the Hon. E. J. Stanley, its translator, to Magellan. "This city of Malacca," says the writer, "is the richest trading port, and possesses the most valuable merchandise and most numerous shipping and extensive traffic that is known in all the world. And it has got such a quantity of gold that the great merchants do not estimate their property nor reckon otherwise than by *bahars* of gold, which are four quintals each *bahar*. There are merchants among them who will take up singly three or four ships laden with very valuable goods, and will supply them with cargo from their own property. They are very well made men, and likewise the women. They are of a brown colour, and go bare from the waist upwards, and from that downwards cover themselves with silk and cotton cloths, and they wear short jackets half way down the thigh of scarlet cloth, and silk, cotton, or brocade stuffs, and they are girt with belts and carry daggers in their waists, wrought with rich inlaid work: these they call *querix* (*kris*). And the women dress in wraps of silk stuffs, and short skirts much adorned with gold and jewellery, and have long, beautiful hair. These people have many mosques, and when they die they bury their bodies. They live in large houses, and have gardens and orchards, and pools of water outside the city for their recreation. They have got many slaves, who are married, with wives and children. These slaves live separately, and serve them when they have need of them. These Moors, who are named Malays, are

very polished people and gentlemen, musical, gallant, and well-proportioned."

In the section of this work dealing with the Federated Malay States the story of Portuguese and Dutch ascendancy in the Straits is fully related. It is, therefore, only necessary here to touch lightly upon this period in Malacca history. The town was captured by Albuquerque in 1511. For one hundred and thirty years it remained in the occupation of the Portuguese. Under their government the place became an important centre for the propagation of the Roman Catholic faith. The great Church of Our Lady of the Annunciation, whose splendid ruins still dominate the settlement, was built, and within its walls officiated during an eventful period of his life St. Francis Xavier, "the Apostle of the East." The proselytising zeal of the Portuguese went hand in hand with commercial enterprise. They built up a considerable trade in spices and other Eastern products, revitalising in new channels a commerce which went back to Roman times, if not beyond. Malacca, as the chief port in these waters, was the centre to which the merchandise was brought for shipment. Vessels richly freighted sailed from its wharves with fair regularity on the perilous voyage round the Cape, carrying with their enormously valuable cargoes to Europe an impression of the greatness of the Portuguese settlement in the Straits of Malacca which, perhaps, was scarcely justified by the actual facts. That Malacca in the palmy days of the Portuguese occupation was a highly flourishing city is, however, beyond doubt. A graphic picture of it as it existed in the early years of the seventeenth century is given by Manuel Godinho de Eredia in a manuscript written at Goa in 1613 and discovered in quite modern times in the Royal Library at Brussels. Within the fortifications, which were of great extent, were the castle and palace of the Governor, the palace of the bishop, the hall of the Council of State, and five churches. The walls of the fortress were pierced by four gates leading to three separate quarters of the town, the principal of which was known as *Tranquierra*. Living in the fortress were three hundred married Portuguese with their families. Altogether the population of the settlement included 7,400 Christians, and there were 4 religious houses, 14 churches, 2 hospitals, with chapels and several hermitages and oratories. Eredia writes with enthusiasm of the climate of Malacca. "This land," he says, "is the freshest and most agreeable in the world. Its air is healthy and vivifying, good for human life and health, at once warm and moist. But neither the heat nor the moisture is excessive, for the heat is tempered by the moist vapours arising from the waters, at the same time that it counteracts the dampness of the excessive rains of all seasons, especially during the changes of the moon."

In the seventeenth century the Dutch and English appeared in the Straits to contest the practical monopoly of trade which the Portuguese had long enjoyed in these latitudes. The English were content to leave the Portuguese to the possession of the territory they had long held. The Dutch, more ambitious, and more conscious of their strength, deter-

mined to put an end to Portuguese rivalry by the summary process of eviction. In 1642 they sent an expedition against Malacca, and without much difficulty occupied the place. They took with them to their new possession their characteristic trade exclusiveness, and also their stern methods of dealing with the natives. The policy had its natural fruits in a waning commerce and a diminishing population. Before the end of the seventeenth century Malacca had sunk into a position of comparative unimportance as a port. But its possession brought to the Dutch a certain degree of prestige and indirect advantages in the facilities it afforded for extending Dutch influence in the native States. Had the Netherlandish officials grasped the essential features of a policy of expansion—or, to give it its most modern designation, peaceful penetration—they might have anticipated to a considerable extent that great work which is now being done under British auspices in the Malay States. Their political outlook, however, was as characteristically narrow as was their economic policy, and though they entered into relations with some of the native chiefs, their diplomacy was directed rather to the exclusion of rivals than to practical ends. So though the Dutch power was seated for upwards of a century and a half at Malacca, its active influence at the end of the period extended little beyond the confines of the settlement, save in two or three instances where interests were created for ulterior purposes.

Valentyn, the well-known Dutch missionary whose great work on the East Indies, published at Dordrecht and Amsterdam in the year 1726, is one of the classics of Indian historical literature, gives a minute account of Malacca as it was in the middle period of the Dutch occupation. The region in which the town is situated, he states, was called by Ptolemy and the ancients *Terra or Regio Aurifera*, or the gold-bearing country, and *Aurea Chersonesus*, or the Golden Peninsula, the latter name being conferred on account of its being joined to the countries of Tana-sery (*Tenasserim*) and Siam by a narrow neck of land.

"The town is 1,800 paces or about a mile in circumference, and the sea face is defended by a high wall, 600 paces in length. There is also a fine stone wall along the banks of the river to the north-west, and to the north-east is a stone bulwark, called St. Domingo. A wall called *Taypa* runs along the water-side to the port St. Jago, and there are several small fortresses with two more bulwarks on the south-east side, which contribute much to the strength of the place. . . . In the upper part of the town lies the Monastery of St. Paulo; and those of the *Minnebroeders* (foster brothers) and of *Madre de Dios* are erected on neighbouring hills, beyond which the land is everywhere low as on the sea coast, where the slope is so gradual that the mud bank which fronts the shore is dry at low water to the distance of two musket shots, and so soft and muddy that great difficulty is experienced in landing. . . . There are several handsome and spacious streets in the town, but unpaved; and many fine stone houses, the greater part of which are built after the Portuguese fashion, very high. They are

arranged in the form of a crescent. There is a respectable fortress of great strength, with good walls and bulwarks, and well provided with cannon, which, with a good garrison, would stand a hard push. Within the fort

population of two or three hundred mentioned as inhabiting the fort was doubtless the European and Eurasian community. Outside the walls there was probably a much larger body of native inhabitants. Still, the settlement had

officer of the British troops was to command the fort; and in consequence of the expenses incurred by the King of Great Britain in equipping the armament, the British garrison was to be maintained at the expense of the Dutch, who



A VIEW OF OLD MALACCA UNDER THE DUTCH.

(From an old print.)

there are many strong stone houses and regular streets, all bearing tokens of the old Portuguese times; and the tower which stands on the hill has still a respectable appearance, although it is in a great state of dilapidation. This fortress, which occupies the hill in the centre of the town, is about the size of Delfshaven, and has also two gates, with part of the town on a hill, and the outer side washed by the sea. It is at present the residence of the Governor, the public establishment, and of the garrison, which is tolerably strong. Two hundred years ago it was a mere fishing village, and now it is a handsome city. In former times the fort contained eleven or twelve thousand inhabitants, but now there are not more than two or three hundred, partly Dutch and partly Portuguese and Malays, but the latter reside in mere *attap* huts in the remote corners of the fort. Beyond it there are also many handsome houses and tidy plantations of coconut and other trees, which are occupied chiefly by Malays."

This account of Valentyn's makes it clear that under the Dutch domination Malacca sank into a position of comparative insignificance. The

obviously retrograded considerably—was, in fact, only a shadow of what it once was. With unimportant variations it continued in this condition of comparative insignificance until the usurpation of Dutch power by Napoleon, at the end of the eighteenth century, brought Great Britain and Holland into a position of mutual hostility, and indirectly led to the British occupation of several of the Dutch colonies, Malacca amongst them. The conquest of the straits port was easily accomplished. A small British squadron, under the command of Captain Newcome of the *Orpheus*, appeared off the place in November, 1795. As it entered the port "a Dutch ship which had run aground fired at the *Resistance*, of forty-four guns, Captain Edward Pakenham. This was returned and the ship struck her colours. The fort also fired a few shots on the troops on their landing, and surrendered on the opening of our fire: for which acts of hostility the settlement, as well as the ships in the harbour, were taken possession of as the property of the captors, subject to the decision of his Britannic Majesty. In the capitulation it was agreed that the commanding

were to raise a sum in the settlement for that purpose. The British commandant was also to have the keys of the garrison and give the parole; all military stores of whatever description were to be placed under his control; the armed vessels belonging to the Government of Malacca to be put likewise under the orders of the British Government. The settlements of Rhio and Perak, being dependencies of Malacca, were ordered to put themselves under the protection of the British Government." The town was not at the outset actually incorporated in British territory, but was occupied for the Prince of Orange, who had been driven from his throne by the revolutionaries. The fact is made clear by the following general order issued by the commandant of the British troops on November 17, 1795: "The Dutch troops having taken the oath of allegiance to his Britannic Majesty, George III., now in strict alliance with his Serene Highness, William the Fifth, Prince of Orange, the same respect and deference is to be paid to the Dutch officers and men when on or off duty as is paid

¹ Brenton's "Naval History," i. 360.

to the British officers and men, by whom they are to be considered and treated on all occasions as brother soldiers in one and the same allied service."

Malacca was to have been restored to the Dutch in 1802 as a result of the conclusion of the Peace of Amiens; but war breaking out again in May, 1803, before the transfer was made, and the Dutch falling once more under the domination of France, the status of the settlement was not changed. The British, however, were not at all enamoured of their trust. The place imposed a heavy drain upon the Company's resources without bringing any corresponding advantage. If the territory had been absolutely British the responsibility might have been faced, but it did not appear to the authorities of that day to be worth while to continue the expenditure on the port with the possibility of its being reoccupied by the Dutch on the conclusion of a general peace. In the circumstances Lieut.-Colonel Farquhar (not to be confused with Major Farquhar, of Singapore fame), the Governor of Prince of Wales Island, recommended that the Europeans and the whole of the establishment should be withdrawn and the place delivered over to the neighbouring native force. The policy was fully approved and ordered to be carried into effect by the authorities in Europe. Strong protests were made against the measure by the inhabitants and by the Resident. But the work of demolishing the fortifications was put in hand immediately in accordance with the instructions. The Portuguese had built well, and it took the Company's workmen two years, and cost the Company £4,000, to undo the work which they had created. When the act of vandalism had been completed, an order was received from the Supreme Government directing the suspension of all further proceedings in connection with the evacuation. This striking change in policy had been brought about by a communication which Raffles had made to the superior authority as the result of a visit he paid to Malacca in September, 1808. Raffles had been profoundly impressed by what he had seen and heard during his sojourn in the settlement, and he had immediately set to work to put on paper a statement showing the grave blunder that was on the point of being committed. This monograph is one of the most masterly of his numerous public communications. He commenced by stating that having lately had an opportunity of noticing the destruction of the works at Malacca, and being impressed with a conviction that the future prosperity of Prince of Wales Island was materially involved in the impending fate of the place, he had felt it a duty incumbent upon him to submit to the Board the result of his observations. He proceeded.

"The object of the measures taken with regard to Malacca appears to have been twofold—to discourage, by the destruction of the works, any European Power from setting a value on the place or turning it to any account in the event of it falling into their hands, and to have improved the settlement at Prince of Wales Island by the transfer of its population and trade. These objects were undoubtedly highly desirable and of great political impor-

ance. The former, perhaps, may in some degree have been effected by the destruction of the works and removal of the ordnance and stores to Pinang, but with respect to the latter much remains to be done. . .

"The inhabitants resident within the territory of Malacca are estimated at 20,000 souls. . . More than three-fourths of the above population were born in Malacca, where their families have settled for centuries. . . The Malays, a class of people not generally valued as subjects, are here industrious and valuable members of society. . .

"The inhabitants of Malacca are very different from what they appear to have been considered. Three-fourths of the native population of Prince of Wales Island might with little encouragement be induced to remove, having no fixed or permanent property; adventurers ready to turn their hands to any employment. But the case is very different with the native inhabitants of Malacca. . . The inhabitants are mostly proprietors of property or connected with those that are; and those possessing independence from their gardens, fishing, and the small trade of Malacca. The more respectable, and the majority, accustomed to respect an independence from their childhood, will ill brook the difficulties of establishing themselves at a new settlement. . . The present population must, therefore, be considered as attached to the soil, and from every appearance it seems they have determined to remain by Malacca, let its fate be what it will. Into whatever hands it falls it cannot be much more reduced than at present, and they have a hope that any change must be for the better. The offer made by Government of paying the passage of such as would embark for Pinang was not accepted by a single individual. . .

"The population of Malacca is, in a great degree, independent; and when it is considered that no corresponding benefit can be offered to them at Pinang, it cannot be expected that they will remove; admitting even that they are indemnified for the loss of their fixed property, they would feel but little inclination to adventure at Pinang, where they must either purchase land and houses from others or undertake the clearing of an unhealthy jungle.

"The natives consider the British faithful pledged for their protection. When the settlement fell into the hands of the English they were invited to remain; protection and even encouragement were offered them. The latter has long ago ceased; and they are in daily expectation of losing the former. For our protection they are willing to make great sacrifices; and they pay the heavy duties imposed on them with the cheerfulness of faithful and obedient subjects. The revenues of Malacca are never in arrear."

The eyes of the Court of Directors were opened by Raffles's communication, and while issuing orders for the cancellation of the evacuation measures, they thanked him for his able report. Thus Raffles's name is identified as honourably with Malacca as it is with Singapore. While he may be regarded as the creator of the latter settlement, he deserves with equal justice to be looked upon as the saviour of the former at a turning-point in its history.

In 1811, during the period of the second British occupation of Malacca, the settlement was used as a base for the expedition to Java to which allusion has already been made. Lord Minto conducted the expeditionary force in person, and it was at Malacca that he had the series of conferences with Raffles which terminated in the adoption by the Governor-General, in defiance of the opinions of other authorities, of the route recommended by the administrator for the passage of the flotilla. Those were lively days for Malacca, and how greatly the natives enjoyed the experience is to be gathered from the pages of the *Hikayat Abdullah*. The faithful Abdullah, with the minuteness almost of a Pepys, sets down in his journal all the incidents of the period. His description of Lord Minto's arrival and of his landing does infinite credit alike to his observation and his descriptive powers. "When I saw Lord Minto and how he bore himself," he writes, "I was amazed. For I had imagined to myself what he would be like, his height, his appearance, his dress. Then I thought of the Malay proverb which says, 'Fair fame is better than a fine appearance,' and I bit my finger. To me he appeared to be a man of middle age with a spare figure, charming manners, and a pleasant countenance. I said to myself that I did not think he could lift as much as 30 lbs. He wore a dark coat and dark trousers, and beyond that there was nothing to remark in his dress. And all the great men who were there to welcome him stood a long way off; and not one of them dared to offer his hand; they only raised their hats and perspired. Then the commander of the soldiers shouted an order, and every musket was brought to the salute. And as he [Lord Minto] came forward he looked to left and right, and bowed to either hand, and then walked slowly through the guard of honour, while the guns kept thundering the salute, and he never ceased raising his hand in courteous acknowledgment of salutations. I could not see in him the slightest trace of self-hauteur or self-importance; he simply bowed without affectation and regarded everyone pleasantly. And as he came to a great crowd of people they saluted him; and he stopped for a moment and raised his hand, to acknowledge the welcome of all these poor folk—Chinese, Malays, Tamils, and Eurasians—and he smiled as he returned their greeting. How the hearts of all God's servants expanded with joy and how the people prayed for blessings on Lord Minto when they saw how he bore himself, and how well he knew the way to win affection! . . . After waiting a moment to return the salutations he walked on slowly, bowing to the people, until he reached the Stadt House and entered it. Then all the great people of Malacca, and all the great amongst those recently arrived, went to meet him; and I noticed that amongst all those distinguished people it was Mr. Raffles who was bold enough to approach him; the others sat a long way off. A few moments later everyone who had entered and met the Governor-General withdrew, and returned to their own quarters. Then the troops fired three volleys in succession and they also returned to their camp." There is a *naïveté* about Abdullah's description which gives it a peculiar charm; and it has its value

as a piece of self-revelation on the part of a Malay in the days when Western ideas had not penetrated very deeply in Malaya. A further memento of Lord Minto's visit is a portrait of the Governor-General which hangs in the Stadt House at Malacca. The figure of the Governor-General is painted against a background representing Malacca, and there is little doubt that the work was executed shortly after the period of the Java Expedition.

Malacca remained in the somewhat anomalous position of a British settlement governed by Dutch law, administered by a Dutch judiciary, until the final overthrow of Napoleon paved the way for a general adjustment of the international position. The events of that memorable period followed each other so rapidly that the first intelligence received by the Pinang Government of the close of the war was the announcement of the conclusion of the Treaty of Vienna, which *inter alia* provided for the retrocession of Malacca. A feeling akin to consternation was aroused at the action of the home authorities in acquiescing in the rendition of the settlement, the value of which had become more and more evident with the revival of Dutch influence and pretensions in the Straits. Earnest remonstrances were immediately transmitted to the authorities in Europe by the Pinang Government against the measure. Major Farquhar, the Resident, also addressed to the Court of Directors a strong plea for the reconsideration of the question. This official's representation took the form of a lengthy paper, in which the position and resources of Malacca were described with a knowledge born of long residence in the settlement and a thorough acquaintance with the country about it. It is probable that the production was inspired by Raffles's earlier effort in the same line, which, as we have noted, had such striking results. However that may be, the document is of exceptional interest from the light it throws on the position of Malacca at that period, and the prescient wisdom displayed in regard to its future prospects in relation to the Malay States. As the compilation has been overlooked to a large extent by writers on Malaya, the more important portions of it may profitably be reproduced here.

Major Farquhar, at the outset of his communication, remarked that, having regard to the situation of Malacca, commanding as it did the only direct passage to China, they could not but be very forcibly impressed with the importance of the place alike from a political and commercial point of view, as well as with the many evils which would inevitably arise should it again fall into the hands of a foreign Power. He proceeded to point out that when Malacca was before in the hands of the Dutch they were able to seriously harass and hamper the British trade which centred at Pinang by bringing into Malacca every trading prahu passing up or down the straits.

"A doubt therefore cannot exist," he wrote, "that should the settlement of Malacca be restored to the Dutch, their former influence will be speedily re-established, and probably on a more extended basis than ever; so as to cause the total ruin of that advantageous and lucrative commerce which at present is carried

on by British subjects through these straits. Independent (*sic*) of the above considerations Malacca possesses many other local advantages which, under a liberal system of government, might in my opinion render it a most valuable colony. Nature has been profusely bountiful to the Malay Peninsula in bestowing on it a climate the most agreeable and salubrious, a soil luxuriantly fertile, watered by numerous rivers, and the face of the country diversified with hills and valleys, mountains and plains, the whole forming the most beautiful scenery that it is possible for the imagination to figure to itself; in contemplating which we have only to lament that a more enterprising and industrious race of inhabitants than the Malays should not have possessed this delightful region, and we cannot but reflect with pain and regret on the narrow and sordid policy of the European Powers (who

"There is a great quantity of the richest kinds of soil in the vicinity of Malacca adapted to the growth of everything common to tropical climates. The sugar-cane is equal to any produced in Java, and far exceeds in size that of Bengal. Coffee, cotton, chocolate, indigo, pepper, and spices have all been tried and found to thrive remarkably well; but as yet no cultivation to any extent of those articles has taken place, principally owing to the uncertainty of the English retaining permanent possession of Malacca, and to the apprehensions the native inhabitants entertain of being obliged to desist from every species of agricultural pursuit should the settlement revert to the Dutch. . .

"The mineral productions of the Malay peninsula might likewise become a source of considerable emolument if thoroughly explored. Indeed, I have little doubt that the gold and tin mines in the vicinity of Malacca, if scientifically



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have had establishments here since the fifteenth century), by which every attempt at general cultivation and improvement was discouraged; and to such a length did the Dutch carry their restrictions that previous to the capture of Malacca by the English in 1795, no grain of any kind was permitted to be raised within the limits of the Malacca territory, thus rendering the whole population dependent on the island of Java for all their supplies. Under such a government it is not surprising that the country should have continued in a state of primitive nature; but no sooner were these restrictions taken off by the English and full liberty given to every species of agriculture than industry began to show itself very rapidly, notwithstanding the natural indolence of the Malay inhabitants, and the Malacca district now produces nearly sufficient grain for the consumption of the settlement, and with proper encouragement would, I have no doubt, in the course of a few years, yield a considerable quantity for exportation. . .

worked and placed under proper management, would prove of very great value. At present they are very partially worked, and with so little skill that no comparative advantage can be derived from them. The Malays and Chinese who are employed at the mines content themselves with digging open pits to the depth of from 6 to 10 feet, seldom going beyond that, and removing from place to place as the veins near the surface become exhausted.

The tin mines are all within a circuit of 35 miles of Malacca (with the exception of those of Perak), and produce at present about 4,000 piculs of tin, which will yield nearly 80,000 Spanish dollars. But this quantity, were the mines under proper management, might be easily quadrupled. Indeed, I have not the least doubt that the mines of Malacca would very soon be brought to rival those of Banca."

Farquhar went on to suggest that it would be easy to make arrangements with the native chiefs for the working of the mines, and this thought led him to a general dissertation on the

advantages of extending British influence in the peninsula. With shrewd judgment he remarked: "It becomes an object of the highest interest that some means should be adopted for establishing, under British influence, a regular system of government throughout the Malay Peninsula, calculated to rescue this delightful region from the tyranny and ignorance which at present so completely shuts up every avenue of improvement."

The paper closed with this glowing description of the climatic advantages of Malacca:

"Malacca enjoys regular land and sea breezes, but during the height of the N.E. monsoon the sea breezes are very faint, and the winds from the land at this season frequently blow with considerable force and little variation for several weeks together. They are not, however, at all of a hot and parching nature like those on the continent of India, owing, no doubt, to their passing over a considerable tract of country so thickly clothed with woods that the earth never becomes heated to any great degree. The mornings at this season are particularly agreeable, the weather being quite serene and the air sharp and bracing. Very little variation takes place in the barometer at Malacca. . . . The salubrity of the climate may be pretty fairly judged of by the number of casualties that have occurred in the garrison for the last seven years, which on a correct average taken from the medical registers of those men who have died from disease contracted here does not amount to quite *two* in the hundred, a smaller proportion than will, I fancy, be found in almost any other part of India."

Such was the report which Farquhar sent home. It was reinforced by petitions from the mercantile community, all representing in the strongest and most earnest language the grave impolicy of allowing the settlement to get back into Dutch hands. The fiat, however, had gone forth for the transfer, and however much the home authorities might have liked to retrace their steps they could not do so without a violation of treaty obligations. Events in Europe prevented the immediate fulfilment of the Treaty of Vienna. It was not, in fact, until November 2, 1816, that the Government order was issued for the restoration of Malacca. Even then the Dutch did not appear to be at all anxious to enter into possession. They were more concerned with consolidating their position in other parts of the Straits. Riau was occupied, and lodgments were effected at various advantageous positions on the coast of Sumatra. Malacca, stripped of its fortifications and bereft of the most profitable part of its trade by Pinang, they appeared to consider was of minor importance to these positions which could be used with effect for the execution of the long-cherished design of securing a monopoly of the Straits trade for the Dutch. That "profligate speculation," to adopt Lord Hastings's phrase, as we know, was defeated, thanks to Raffles's foresight and energy; but it can be readily understood that in the early stages of the plot it seemed good policy to keep the British hanging on as caretakers at Malacca while the Dutch forces were careering about the Straits picking up unconsidered trifles of territory in good strategic positions.

It was not until the year 1818 was well

advanced that the Dutch found time to turn their attention to Malacca. After some preliminary negotiations the settlement was handed over to the Dutch Commissioners on September 21st of that year. An interesting ceremony marked the transfer. At sunrise the British colours were hoisted, and at seven o'clock all the British troops in garrison marched to St. Paul's Hill, where they were joined by the Dutch contingent. The British Resident (Major Farquhar) and the Dutch Commissioners, with their respective staffs, proceeded in procession to the vicinity of the flag-staff, and on arrival were received by the united troops with presented arms. The British proclamation announcing the retrocession was then read by the Resident, and it was subsequently repeated in the Malay and Chinese languages. Afterwards the Master Attendant began slowly to lower the Union flag, the battery meanwhile firing a royal salute and the troops presenting arms. Simultaneously the Dutch men-of-war in the harbour thundered out a royal salute. Afterwards the British troops took up a new position on the left of the Dutch line and the Dutch proclamation was read and explained by the Commissioners. The Dutch colours were then hoisted full mast under a royal salute from the British battery and from the Dutch squadron. The ceremony of transfer was completed by the Dutch troops relieving the British garrison guards.

During the progress of the arrangements for the surrender of the town, Major Farquhar advanced a claim on behalf of the British for the reimbursement of the expenses incurred over and above the revenue since the capture of the place in 1795. He did so on the ground "that the laws of Holland as they existed under his Serene Highness previous to the revolution in 1794-95 have been the only civil laws in force in this settlement, and that all the decrees of the Courts of Justice have continued to be passed in the name of their High Mightinesses the States General, even subsequent to the Peace of Amiens, and further that none of the former Dutch civil or military servants were retained but such as professed a strict adherence to the cause of the Stadtholders." The Dutch Commissioners declined emphatically to entertain the claim. They agreed, however, to accept responsibility for the additional charges incurred from the date of the conclusion of the treaty to the period when the transfer was made, less the costs of the time covered by Major Farquhar's absence on mission duty.

One of the last public appearances of Farquhar at Malacca was at the laying of the foundation-stone of the Anglo-Chinese College on November 11, 1818. The retiring British Resident discharged the principal part in this ceremony, but the Dutch Governor, Thyssen, attended with many of his leading colleagues, and so gave the sanction of the new régime to an enterprise which, though entirely British in its inception, was of a character to appeal to broad sympathies. The founder of the college was the Rev. Dr. Morrison, a well-known missionary associated with the London Missionary Society. Dr. Morrison's idea was to spread a knowledge of Christianity amongst the better class Chinese, and at the same time to provide for the reciprocal study of European and

Chinese literature. He gave out of his own means a sum of one thousand pounds towards the cost of the building, and in addition provided an endowment of one hundred pounds annually for the succeeding five years. At a later period, when the British resumed the occupation of Malacca, the Company granted an allowance of twelve hundred Spanish dollars per annum until 1830, when the grant was discontinued. Attached to the college was an English, Chinese and Malay Press, from which in process of time issued several interesting books. On the occupation of Singapore an effort was made by Raffles to secure the transfer of the college to that settlement and its amalgamation with the Raffles Institute. But the proposal met with much opposition and eventually had to be reluctantly abandoned.

The second period of Dutch dominion thus inaugurated was brief. When the time came in 1824 to arrange a general settlement of matters in dispute with the Dutch, the agreement was come to for the British to cede to the Netherlands Government Bencoolen in Sumatra in exchange for Malacca and the small Dutch establishments on the continent of India. It has often been thought that in this transaction we have exemplification of the truth of Canning's lines which affirm that—

"In matters of commerce, the fault of the Dutch
Is offering too little and asking too much."

But though if we had remained in Sumatra we might unquestionably have developed a great trade with that island, it is extremely doubtful whether we could ever have secured advantages equal to those which have accrued from the possession of Malacca. With Malacca in Dutch hands the spread of our influence throughout the Malay peninsula would have been impossible. Our line of communications would have been broken, and a wedge would have been driven into our sphere of action, to the effectual crippling of our efforts. As things are, we have an absolutely clear field, and what that means is being increasingly demonstrated in the marvellous development of the Malay States under British auspices.

On the receipt by the Pinang Government of a despatch from the Supreme Government announcing the conclusion of the treaty with the Dutch, Mr. W. S. Cracroft, senior civil servant, was in March, 1825, sent with a garrison of 100 men to reoccupy the fort. Formal possession was taken on April 9th. A question was raised at the time as to whether the "dependencies of Malacca" included Riau. It was referred home, and finally answered in a negative sense. As far as Malacca itself was concerned, there was little in the situation which the British found on resuming the control of the settlement to excite enthusiasm. In the first place, the trade had been reduced almost to vanishing point by the competition of Singapore, whose superior conveniences as a port attracted to it nearly the whole of the commerce which formerly centred at Malacca. The disastrous character of the rivalry is strikingly illustrated in the revenue returns of the settlement. In 1815 the export and import duties and harbour fees amounted to 50,591 Spanish dollars. In 1821, two years after the establishment of Singapore, the receipts fell to

23,282 Spanish dollars, and in 1823 there was a further fall to 7,217 Spanish dollars. Practically, therefore, Malacca had been wiped out as a port for external trade. This commercial deterioration was not the only difficulty which the new administration had to face. On the reoccupation it was found that scarcely a foot of land, with the exception of a few spots near the town, belonged to the Government. The proprietary rights in the soil had been given away in grants to various individuals by the Dutch, with the mere reservation of the right to impose a land tax on the whole. Mr. Fullerton caused a careful inquiry to be instituted into the whole system. This took a considerable time and involved much research. The system in vogue was found to be based upon the ancient Malay custom which constituted the sovereign the lord of the soil and gave him one-tenth of the produce. Under this system a landowner might hand down the trees he planted and the house he built, but he could not alienate the land. It followed that the individuals called proprietors, mostly Dutch colonists resident at Malacca, were not such in reality, but merely persons to whom the Government had granted out its tenth, and who had no other claim upon the produce, nor upon the occupiers, not founded in abuse. The occupiers, in fact, were, under Government, the real proprietors of the soil. Another point brought out by the investigation was that a class called Penghulus, who occupied a dominant position in the management of Malacca landed property, were merely the agents of Government or of the person called the proprietor, for collecting the tenth share and performing certain duties of the nature of police attached by custom to the proprietorship. In order to revive the proprietary rights of Government, Mr. Fullerton elected to purchase the vested interests of the so-called proprietors for a fixed annual payment about equal to the existing annual receipts from the land, and to employ the Penghulus to collect the rents on behalf of Government. This arrangement was finally carried out with the sanction of the Court of Directors at a cost to the Government of Rs. 16,270 annually. For many years the Government lost heavily over the transaction, the receipts falling a good many thousands short of the fixed annual disbursement. There can be no question, however, that the resumption of the Government proprietorship of the soil was a statesmanlike measure from which much subsequent good was derived.

The alarming decline in the trade of the settlement created a feeling akin to despair in the minds of the inhabitants. In 1829 a memorial was forwarded by them to Pinang, drawing attention to the position of affairs and suggesting various measures for the recovery of the settlement's lost prosperity. In a communication in reply to the memorial, Mr. Fullerton remarked that the memorialists had overlooked the principal reason for the decay of Malacca, which was the foundation of Pinang at one end of the straits and Singapore at the other. Henceforth, he said, the prosperity of Malacca must depend more upon agricultural than commercial resources. Seeing that she was as far superior to the other two settlements in the former respect as she was inferior to them in

the latter, there was no reason to doubt, he thought, that under a wise government Malacca might regain nearly as great a degree of prosperity as she formerly enjoyed.¹

If the mercantile community had cause to complain of the hardness of the times, the East India Company had not less reason to feel anxious about the position at Malacca. The settlement was a steady and increasing drain upon the Company's resources. The following figures illustrate the position as it was a few years after the resumption of the territory :

	Revenue. Rs.	Expenditure. Rs.	Loss. Rs.
1831-32 ...	48,800	184,500	135,700
1832-33 ...	69,800	359,800	290,000
1833-34 ...	60,700	526,200	465,500

It may be acknowledged that not a little of the excessive expenditure was for objects which were not properly debitable to Malacca—con-

ordinate officials fifty dollars per annum, provided that they would transfer their lands to Government in order that the tenth might be levied upon them in the same way as at Malacca. The proposals met with a flat refusal, and Mr. Lewis had to return to headquarters. Another attempt was made in the following year to bring about the desired result. On that occasion Mr. Church, the Deputy Resident, was despatched with instructions to inform the Penghulu that Naning was an integral part of Malacca territory, and that it was intended by Government to subject it to the general regulations affecting the rest of the Malacca territory. He was further instructed to take a census and to make it known that all offenders, except in trivial matters, would in future be sent down to Malacca for trial. As a solatium for the loss of their power, Mr. Church was instructed to offer the Penghulu and the other functionaries a pension. The pill, though



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victs, military, &c. Still, when every allowance is made for the influence of the tendency of the Indian authorities to place liabilities in the Straits, we are faced with a position which leaves us in wonder at the patience of the East India Company in maintaining the settlement. They were probably much in the historic position of Micawber—waiting for something to turn up. Something did turn up eventually, but not until long after the Company's rule had faded out.

When Mr. Fullerton had settled the land system of Malacca proper, as has been narrated, it occurred to him that it would be well also to take in hand the adjustment of the land question in the neighbouring territory of Naning. Accordingly, in 1828 Mr. Lewis, the Assistant Resident, was despatched to Tabu, the capital of Naning, to interview the chief with a view to the introduction of the system. He was empowered to offer the Penghulu the sum of six hundred Spanish dollars, and each of the sub-

thus gilded, was not more palatable than it had proved before. Mr. Church was allowed to take the census, but his mission in other respects was a failure. These evidences of an obstinate disposition to disregard the Company's authority led Mr. Fullerton to take measures for the despatch of an expedition to bring the recalcitrant chief to his bearings. Pending a reference of the matter to the Supreme Government, no forward movement was made, but on the forcible seizure and detention of a man within the Malacca boundary by order of the Penghulu, a proclamation was issued declaring that Abdu Syed had forfeited all claims, and was henceforth no longer Penghulu of Naning.

At length the sanction of the Supreme Government to the expedition was received, and on August 6, 1831, the expeditionary force commenced its march. It consisted of 150 rank and file of the 29th Madras Native Infantry, two 6-pounders, and a small detail of native artillery, the whole

¹ "Straits Settlements Records," No. 195.

being under the command of Captain Wyllie, Madras Native Infantry. On the 9th the detachment reached Mullikey, a village about 17 miles from Malacca and about five from Tabu, the residence of the Penghulu. Owing to the non-receipt of supplies and the unexpectedly severe resistance offered by the Malays, Captain Wyllie deemed it best to retreat. The force withdrew to Sungie-Pattye, where it remained until August 24th, when orders were received for its return to Malacca. The heavy baggage was destroyed and the retreat commenced the same evening. On the following morning the somewhat demoralised force reached Malacca after a little fighting and the loss of its two guns, which were abandoned *en route*. This rather discreditable business created a considerable sensation at the time in Malacca, and there was some apprehension for the safety of the town, which, until the arrival of reinforcements from Madras, was almost at the mercy of the Malays. However, the Penghulu was not enterprising. If he had any disposition to trouble it was probably checked by the fact that the British authorities had concluded a treaty of alliance and friendship with the Rembau chiefs, who had assisted him in his rebellion. In January, 1832, a new expeditionary force was organised at Malacca from troops which had arrived from Madras in answer to the summons for aid. It consisted of the 5th Madras N.I., a company of rifles, two companies of sappers and miners, and a detail of European and native artillery. The troops, which were under the command of Lieutenant-Colonel Herbert, commenced their march early in March. They encountered considerable resistance near Alor Gajah, and were compelled for a time to act on the defensive. Reinforcements, consisting mainly of the 46th Regiment, were ultimately received from Pinang, and on May 21st offensive operations were resumed with such success that Tabu fell on the 15th June. The Penghulu fled, and his property and lands were confiscated to Government. In 1834 he surrendered unconditionally to the Government at Malacca, and was permitted to reside in the town and draw a pension of thirty rupees from the Government treasury. Newbold described him as "a hale, stout man, apparently about fifty years of age, of a shrewd and observant disposition, though strongly imbued with the superstitions of his tribe." "His miraculous power in the cure of diseases," Newbold added, "is still as firmly believed as that of certain kings of England was at no very remote period, and his house is the daily resort of the health-seeking followers of Mahomed, Foh, Brahma, and Buddha."

The operations from first to last cost the Company no less than ten lakhs of rupees. For some time after the expedition it was deemed necessary to maintain a body of Madras troops in the territory; but the native population soon settled down, and within a few years there was no more contented class in the Company's dominions.

Naning comes to us in direct descent from the Portuguese, who took possession of it shortly after the capture of Malacca by Albuquerque in 1511. Previously it had formed an integral part of the dominions of Mahomed Shah II., Sultan of Malacca, who, on the fall of his

capital, fled to Muar, thence to Pahang, and finally to Johore, where he established a kingdom. Naning remained nominally under the Portuguese until 1641-42, when, with Malacca, it fell into the hands of the Dutch. Valentyn asserts that the treaty between the Dutch and the Sultan of Johore was that the town should be given up to the Dutch and the land to the Sultan of Johore, the Dutch reserving only so much territory about the town as was required. This reservation was so liberally construed by the Netherlands that they ultimately brought under the control an area of nearly 50 miles by 30, including the whole of Naning up to the frontiers of Rembau and Johore. This line at a later period was extended beyond Bukit Bruang and Ramoan China to the left bank of the Linggi river, which it now comprehends.

One of the questions which arose out of the reoccupation of Malacca was the status of the slaves resident in the settlement. In British dominions at this time, as the poet Cowper had proudly proclaimed a few years before, slaves could not breathe—

"If their lungs
Receive our air, that moment they are free;
They touch our country, and their shackles fall."

But poetry and law are not always in harmony, and they were not so in this case. At all events, there was sufficient doubt as to the application of the famous Emancipation statutes to give the authorities a considerable amount of trouble. The most divergent views were expressed locally on the subject. The main question was whether slaves duly registered and recognised as such under the previous Dutch Government could be considered in a state of slavery on the transfer of the settlement to the British. The inhabitants petitioned the Pinang authorities to accept the state of bondage on the ground of the confusion and loss which would be caused by emancipation. Mr. Fullerton, the Governor, in reply, called attention to the importance of putting a stop to slavery within a certain period. Thereupon the inhabitants met and passed a resolution agreeing that slavery should cease at the expiration of the year 1842. Meanwhile the matter had been referred to Calcutta for legal consideration, and in due course the opinion of the law officers was forthcoming. It was held that owing to the peculiar circumstances under which Malacca had become a British settlement the state of slavery must of necessity be recognised wherever proof could be brought forward of the parties having been in that state under the Netherlandish Government. Eventually the question was settled on the basis of the compromise suggested by the resolution of the inhabitants at their public meeting. Thus Malacca enjoyed the dubious honour of having slaves amongst its residents many years after slavery had ceased to exist in other parts of the Empire.

The discussion of the slavery question incidentally led to a sharp controversy on the subject of press restrictions. The local newspaper, the *Malacca Observer*, which was printed at the Mission Press, in dealing with the points at issue ventured to write somewhat strongly on the attitude of the Government. Mr. Fullerton, who took a strictly official view of the

functions of the press, and never tolerated the least approach to freedom in newspaper comments, peremptorily ordered the withdrawal of the subsidy which the paper enjoyed from the Government. Mr. Garling, the Resident Councillor, in conveying the orders of his superior to the offending newspaper, appears to have intimated that the stoppage of the allowance carried with it the withdrawal of the censorship. Great was Mr. Fullerton's indignation when he learned that his directions had been thus interpreted. He indited a strongly worded communication to Mr. Garling, directing him to re-institute the control over the press, and acquainting him that he would be held responsible for any improper publication that might appear. Not content with this, the angry official caused a long letter to be written to Mr. Murchison, the Resident Councillor at Singapore, expatiating on the magnitude of the blunder that had been committed, and warning him against a similar display of weakness in the case of the Singapore paper. "The partial and offensive style adopted by the editor of the *Malacca Observer* in the discussion of local slavery had," he said, "tended completely to destroy the peace, harmony, and good order of the settlement, and as that question had been submitted to the Supreme Government it was most desirable that the subsisting irritation should be allowed to subside, and that, pending reference, publications at a neighbouring settlement having a tendency to keep it alive, and coming professedly from the same channel, should be discouraged." He therefore directed that no observations bearing on the question of local slavery at Malacca should be permitted to appear in the *Singapore Chronicle*. After pointing out that the printers were responsible with the publishers, the letter proceeded: "That a Press instituted for the purpose of diffusing useful knowledge and the principles of religion and morality should be made the instrument for disseminating scandalous aspersions on the Government under which they live, is a point for the consideration of the managers in Europe." Accompanying the letter was a minute penned by Mr. Fullerton on the subject of the outrageous conduct of the newspaper in writing freely on a matter of great public interest. This document showed that the irate Governor had a great command of minatory language. He wrote: "A more indecent and scurrilous production has seldom appeared, and I can only express amazement that, with all previous discussions before him connected with the paper, Mr. Garling should have thought of removing restraints, the necessity of which was sufficiently demonstrated by every paper brought before him." He expressed "the firm conviction that unless supported by Mr. Garling himself such observations would never have appeared, and that he has all along had the means of putting an end to such lucubrations. The Government contributes to the Free School 210.8 dollars per month; the editor is the master of the school, drawing his means of subsistence from the contribution of Government; the printers are the members of the Mission, alike supported by Government, and I must repeat my belief that, unless supported by Mr. Garling, the editor never would have hazarded such observations,



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. . . These circumstances only show how utterly impracticable the existence of an unrestricted paper is to the state of the settlement, and the endless wrangling and disputes it must in so small a society create, and as I presume the paper will now cease, any further measure respecting it will be unnecessary; the experiment will no doubt be duly remembered should any future applications be made to Government to sanction such a publication."¹ Mr. Fullerton's anticipation that his drastic measures of discipline would be fatal to the *Malacca Observer* was realised. Soon after the withdrawal of the subsidy the issue of the journal was stopped, and a good many years passed before another newspaper was published in the settlement.

Mr. Fullerton had a great opinion of the conveniences and capabilities of Malacca. So strongly indeed was he drawn to it that in 1828 he seriously proposed making the settlement the capital. He urged as grounds for the change that Malacca had been the seat of European Government for more than two hundred years, that it had a more healthy climate than Pinang, was more centrally situated, was within two days' sail of Pinang and Singapore, and had more resources than either of those settlements for providing supplies for troops. Furthermore it, being on the continent, commanded an interior, and owing to the shoal water no ship could approach near enough to bring its guns to bear on the shore;

¹ "Straits Settlements Records," No. 128.

it had an indigenous and attached population, and in a political view it was conveniently situated for maintaining such influence over the Malay States as would prevent them from falling under Siamese dominion, and was near enough to the end of the straits to enable the proceedings of the Dutch to be watched. It was said afterwards by Mr. Blundell, Governor of the Straits, that there was much force in the arguments, but that it had become so much the habit to decry Malacca and pity the state into which it was supposed to have fallen, that the argument would at that time only excite a smile of ridicule.²

After the first shock of the Singapore competition the trade of Malacca settled down into a condition of stagnation from which it was not to recover for many years. The commercial transactions carried through almost exclusively related to articles of local production. The staple exports were gold-dust and tin. In 1836 it was stated that annually about Rs. 20,000 worth of the former and Rs. 150,000 of the latter were exported, chiefly to Madras, Calcutta, Singapore, Pinang, and China. The produce filtered through from the native States in the Hinterland, and small as the annual exports were, they were sufficient to show what wealth might be drawn upon if only a settled system of government were introduced into the interior. As regards gold, the bulk of the produce came from Mount Ophir and its neighbourhood. But from time to time there were

² "Anecdotal History of Singapore," i. 228.

rumours of discoveries in other directions. For example, in the records for 1828 is a Malacca letter reporting the discovery of a gold mine in the vicinity of the settlement. The mine was said to yield a fair return to the 80 Chinese engaged in working it, but the results were not sufficiently good to promise any permanent material advantage.

In later years the course of Malacca life has been uneventful. "Happy is the nation that has no history," writes the poet. We may paraphrase the line and say, "Happy is the settlement that has no history." If Malacca has not been abundantly blessed with trade she has had no great calamities or serious losses to lament. She drifted on down the avenue of time calmly and peacefully, like one of the ancient *régime* who is above the ordinary sordid realities of life. A few years since the innovating railway intruded upon the dull serenity of her existence, bringing in its wake the bustle of the twentieth century. This change will become more pronounced with the extension of the railway system throughout the peninsula. Trade from the central districts will naturally gravitate to Malacca, as the most convenient outlet for all purposes on this part of the coast, and the settlement will also benefit both directly and indirectly from the development of the rubber industry which is proceeding on every hand. In this way the old prosperity of the port will be revived, and she will once more play an active part in the commercial history of the Straits.



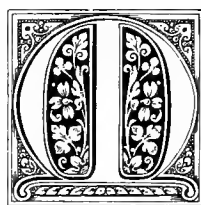
THE FEDERATED MALAY STATES

By ARNOLD WRIGHT

(With chapters on the early history of the Malays and the Portuguese and Dutch periods by Mr. R. J. WILKINSON,
Secretary to the Resident of Perak).

CHAPTER I.

INTRODUCTORY.



ANY successes have been accomplished by British administrators in various parts of the Empire, but there is perhaps no more remarkable achievement to their credit than the establishment of the Federated Malay States

on their existing basis. Less than a half-century since, the territory embraced within the confederation was a wild and thinly inhabited region, over which a few untutored chiefs exercised a mere semblance of authority. Piracy was rife on the coast, and the interior, where not impenetrable jungle or inaccessible swamp, was given over to the savagest anarchical conditions. There was little legitimate trade; there were no proper roads; the towns, so called, were miserable collections of huts devoid of even the rudiments of civilised life; the area was a sort of no-man's-land, where the rule of might flourished in its nakedest form. To-day the States have a revenue approaching twenty-five million dollars, and they export annually produce worth more than eighty million dollars. There are over 2,500 miles of splendid roads, and 396 miles of railways built at a cost of 37,261,922 dollars, and earning annually upwards of four million dollars. The population, which in 1879 was only 81,084, is now close upon a million, and there are towns which have nearly as many inhabitants as were to be found in the entire area before the advent of the British. A network of postal and telegraph agencies covers the land; there are schools accommodating nearly sixteen thousand pupils, and hospitals which annually minister to nearly sixty thousand in-patients and one hundred and twenty thousand out-patients. We may search in vain in the annals of colonisation for a more brilliant example of the successful application of sound principles of government in the case of a backward community residing in a wild, un-

developed region. And yet it would seem that we are little more than on the threshold of this great venture in administration. Such is the richness and promise of this region that the statistics of to-day may a few decades hence pale into insignificance beside the results which will then be presented. It is truly a wonderful land, this over which the favouring shadow of British protection has been cast, and the Briton may point to it with legitimate pride as a convincing proof that the genius of his race for rule in subject lands exists in undiminished strength.

Though the influences which have given this notable addition to the Empire are almost entirely modern, the importance of extending the protecting influence of our flag to the Malay States was long since recognised. Mr. John Anderson, in his famous pamphlet on the conquest of Kedah, to which reference has been made in the earlier historical sections of this work, argued strenuously in favour of a forward policy in the peninsula. "In extending our protecting influence to Quedah and declaring the other Malayan States under our guardianship against foreign invasion, we acquire," he wrote, "a vast increase of colonial power without any outlay or hazard, and we rescue from oppression a countless multitude of human beings who will no doubt become attached and faithful dependents; we protect them in the quiet pursuits of commerce, and give life and energy to their exertions. We shall acquire for our country the valuable products of these countries without those obnoxious impositions under which we formerly derived supplies from the West Indies." These sagacious counsels were re-echoed by Sir Stamford Raffles in his "Memoir on the Administration of the Eastern Islands," which he penned after the occupation of Singapore. "Among the Malay States," he remarked, "we shall find none of the obstacles which exist among the more civilised people of India to the reception of new customs and ideas. They have not undergone the same artificial moulding; they are fresher from the hand of Nature, and the absence of bigotry and inveterate prejudice leaves them much more open to receive new

impressions. With a high reverence for ancestry and nobility of descent, they are more influenced, and are quicker discerners of superiority of individual talent, than is usual among people not far advanced in civilisation. They are addicted to commerce, which has already given a taste for luxuries, and this propensity they indulge to the utmost extent of their means. Among a people so unsophisticated and so free from prejudices, it is obvious that a greater scope is given to the influence of example; that in proportion as their intercourse with Europeans increases, and a free commerce adds to their resources, along with the wants which will be created and the luxuries supplied, the humanising arts of life will also find their way; and we may anticipate a much more rapid improvement than in nations who, having once arrived at a high point in civilisation and retrograded in the scale, and now burdened by the recollection of what they once were, are brought up in a contempt for everything beyond their own narrow circle, and who have for centuries bent under the double load of foreign tyranny and priestly intolerance. When these striking and important differences are taken into account, we may be permitted to indulge more sanguine expectations of improvement among the tribes of the Eastern Isles. We may look forward to an early abolition of piracy and illicit traffic when the seas shall be open to the free current of commerce, and when the British flag shall wave over them in protection of its freedom and in promotion of its spirit." Here, as usual, Raffles showed how completely he understood the problems underlying the existence of British authority in the Straits. But his and his brother-official's views were disregarded by the timid oligarchy which had the last voice in the direction of British policy in Malaya at this period. Kedah, as we have seen, was given over to its fate. A little timely exertion of authority would have saved that interesting State and its people from the horrors of the Siamese invasion, and have paved the way for the great work which was commenced a half-century later. But the Government in Calcutta shrank

from the small risk involved in the support of the Raja, and a ruthless despotism was established in the area, to the discredit of British diplomacy and to the extreme detriment of British trade.

Before entering upon a narration of the various steps which led up to the establishment of British influence in the greater part of the Malay peninsula we may profitably make a retrospective survey of this important area in its ethnological and historical aspects. For this purpose it will be appropriate to introduce here some valuable chapters kindly contributed by Mr. R. Wilkinson, of the Federated Malay States Civil Service, who has given much study to the early history of Malaya.

CHAPTER II.

WILD ABORIGINAL TRIBES.

It is a matter of common knowledge that the Malays were not the first inhabitants of the peninsula. Although they intermarried with the aborigines, and although they show many traces of mixed blood, they failed to completely absorb the races that they supplanted. The new settlers kept to the rivers; the older races lived on the mountains or among the swamps. Some of the old tribes died out, some adopted the ways of the Malays, but others retained their own language and their primitive culture and are still to be found in many parts of British Malaya.

The negrito aborigines collectively known as Semang are usually believed to have been the first race to occupy the peninsula. As they are closely akin to the Aetas of the Philippines and the Mincopies of the Andamans, they must at one time have covered large tracts of country from which they have since completely disappeared, but at the present day they are mere survivals, and play no part whatever in civilised life. Slowly but surely they are dying out. Even within the last century they occupied the swampy coast districts from Trang in the North to the borders of Larut in the South, but at the census of 1891 only one negrito, who, as the enumerator said, "twittered like a bird," was recorded from Province Wellesley, and in 1901 not one single survivor was found. Although present-day students—who naturally prefer the evidence of their own eyes to the records of past observers—are inclined to regard the Semang as a mountain people, it is quite possible that their more natural habitat was the swamp country from which they have been expelled. Whether this be so or not, the negritos of British Malaya are usually divided up by the Malays into three: the Semang Paya or Swamp-Semangs (now almost extinct); the Semang Bukit or Mountain Semangs, who inhabit the mountains of Upper Perak; and the Pangan, who are occasionally found in some of the hills between Pahang and Kelantan.

The culture of some of these negrito tribes is very primitive. The wilder Semangs are extremely nomadic; they are not acquainted with any form of agriculture; they use bows and arrows; they live in mere leaf-shelters, with floors that are not raised above the ground; their quivers and other bamboo

utensils are very roughly made and adorned. Such statements would not, however, be true of the whole Semang race. A few tribes have learned to plant; others to use the blowpipe; others have very beautifully made quivers. Some go so far—if Mr. Skeat is to be relied upon—as to include the theft of a blunderbuss in their little catalogues of crime. Unless, however, we are prepared to believe that they invented such things as blunderbusses, we have

If identity of language is any criterion of common origin, the Northern Sakai racial division includes the tribes known as the "Sakai of Korbu," the "Sakai of the Plus," the "Sakai of Tanjong Rambutan" and the "Tembe," who inhabit the Pahang side of the great Kinta mountains. As these Northern Sakai are rather darker than the Sakai of Batang Padang, and not quite as dark as the Semang, they have sometimes been classed as



A PAGE OF THE "MALAY ANNALS," THE GREAT HISTORICAL RECORD OF THE MALAY RACE.

to admit that they must have borrowed some of their neighbours' culture.

A few Semang are still to be found in the mountains between Selama and the Perak valleys. Others doubtless exist in the little known country that lies between Temengor and the river Plus; but south of the Plus we come to a fairer race, the northern division of the numerous tribes that are often grouped together as "Sakai."

a mere mixed race, a cross between their northern and southern neighbours. This is not necessarily the case. Their rather serious appearance, for one thing, does not suggest an admixture of the infantile physiognomy of the Semang and the gay boyish looks of the Sakai of Slim and Bidor. Moreover, their industrial art—to judge by blowpipes and quivers—is higher than that of their neighbours. They practise agriculture, and live in small houses

raised above the ground—the commonest type of house throughout Indo-China.

The expression "Central Sakai" has been used to cover a group of tribes who live in the Batang Padang mountains and speak what is practically a common language—though there are a few dialectic differences in the different parts of this district. Mr. Hugh Clifford was the first to point out the curiously abrupt racial frontier between the "Tembe" to the north and the "Senoi" (his name for the Central Sakai) to the south. But all the secrets of this racial frontier have not yet been revealed. Although the Sakai who live in the valleys above Gopeng speak a language that very closely resembles the language of the Sakai of Bidor, Sungkai and Slim, they seem still closer akin—racially—to their neighbours in the north. Moreover, if we look up from

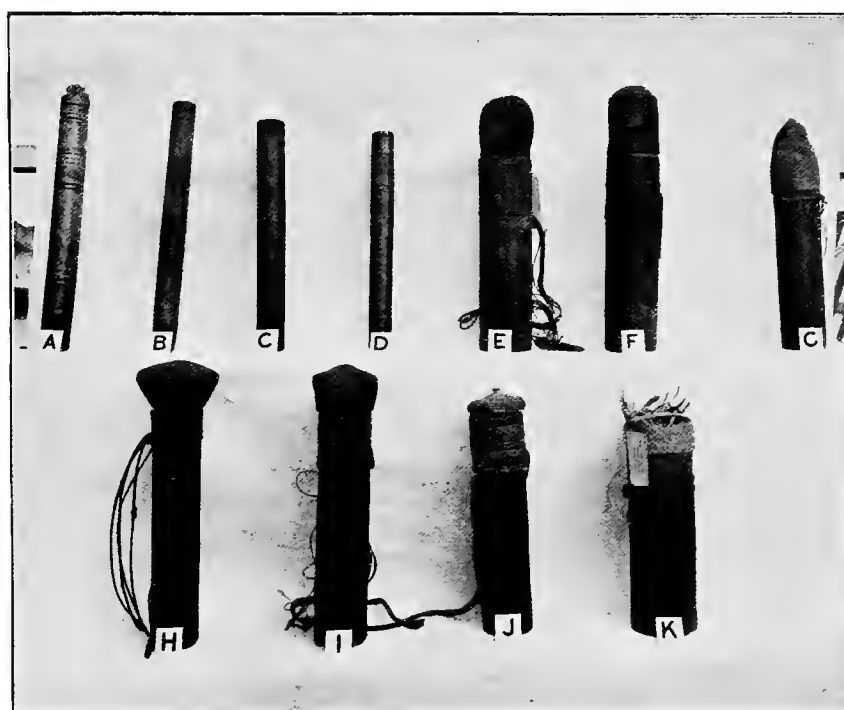
than those of their northern and southern neighbours. Linguistically we are still in the "Central Sakai" region.

Near Tanjong Malim (the boundary between Perak and Selangor) the type suddenly changes. We come upon fresh tribes differing in appearance from the Central Sakai, living (in some cases) in lofty tree huts, and speaking varieties of the great "Besi" group of Sakai dialects. The men who speak these Besi dialects seem to be a very mixed race. Some—dwelling in the Selangor mountains—are a singularly well built race. Others who live in the swamps and in the coast districts are a more miserable people of slighter build, and with a certain suggestion of negrito admixture. Their culture is comparatively high. They have a more elaborate social system, with triple headmen instead of a solitary village elder to rule the

the peninsula, but it is at least probable that they represent a distinct and very interesting racial element. In the flat country on the border between Negri Sembilan and Pahang we meet the Serting Sakai, an important and rather large tribe that seems at one time to have been in contact with some early Mon-Anam civilisation. Moreover, it is said that there are traces of ancient canal-cuttings in the country that this tribe occupies. By the upper waters of the Rompin river there live many Sakai of whom very little is known. They may be "Besi," "Serting Sakai," "Jakun," or "Sakai of Kuantan." The term "Jakun" is applied to a large number of remnants of old Malacca and Johore tribes that have now been so much affected by Malay civilisation as to make it impossible to ever hope to clear up the mystery of their origin. A few brief Jakun vocabularies have been collected in the past, a few customs noted. It is perhaps too much to expect that anything more will ever be done.

The aborigines who inhabit the country near Kuantan (and perhaps near Pekan, and even further south) speak a language of their own, of which no vocabulary has ever been collected, and use curious wooden blowpipes of a very unusual type. They may be a distinct race, as they seem to have a primitive culture that is quite peculiar to themselves. In the mountainous region lying between this Kuantan district and the Tembeling river there is found another tribe of Sakais, who wear strange rattan girdles like the Borneo Dyaks, and speak a language of which one observer, though acquainted with Malay, Central Sakai, and Northern Sakai, could make out nothing. In the mountain mass known as Gunong Benom (in Pahang) there are found other tribes of Sakais speaking a language that has some kinship with Besi and Serting Sakai. Very little else is known about them.

We possess fairly good specimens—vocabularies of the languages of all the better known Sakai and Semang dialects. With the single exception of Kenaboi, they have a very marked common element, and may be classed as divisions of the same language, although the peoples that speak them show such differences of race and culture. This language is complicated and inflected, and it has an elaborate grammar, but so little is known of the details of its structure that we dare not generalise or point to any one dialect as being probably the purest form of Sakai. It is impossible also to say which race first brought this form of speech to the peninsula. It would, however, be rash to assume that Sakai and Kenaboi are the only two distinctive types of language used by these wild tribes. Nothing sufficient is yet known of the speech of the *Mai Luk*, of the dialects of Kuantan, and of the old Jakun languages. Far too much has been inferred from the customs of what one may term the "stock" tribes of Sakai—the tribes that are readily accessible and therefore easy to study. Such peoples have been visited again and again by casual observers, to the neglect of the remoter and lesser-known tribes, who may prove to be far more interesting in the end. When we consider the physical differences between tribe and tribe, the differences of language, the differences of culture evinced in types of



TYPES OF SAKAI QUIVERS.

A, B, C, D, Semang Quivers.
H, Quiver from Slim.

E, F, Northern Sakai Quivers.
I, J, Besi Quivers.

G, Batang Padang Quiver.
K, Kuantan Quiver.

Gopeng to the far mountains lying just to the north of Gunong Berembun, we can see clearings made by another tribe—the *Mai Luk* or "men of the mountains," of whom the Central Sakai stand in deadly fear. These mysterious *Mai Luk* have communal houses like the Borneo Dyaks, they plant vegetables, they paint their foreheads, they are credited with great ferocity, and they speak a language of which the only thing known is that it is not Central Sakai.

As we proceed further south the racial type slowly changes until—in the mountains behind Tapah, Bidor, Sungkai and Slim—we come to a distinct and unmistakable type that is comparatively well known to European students. These *Mai Darat*, or hill men, are slightly lower in culture than the Northern Sakai; they live in shelters rather than huts; their quivers and blowpipes are very much more simply made

small community. This form of tribal organisation—under a *batin*, *jenang*, and *jekra* (or *juru krah*)—is common to a very large number of tribes in the south of the peninsula, and is also found among the *Orang Laut*, or Sea-gypsies. The Besi tribes cultivate the soil, build fair houses, have some artistic sense, are fond of music, possess a few primitive songs, and know something of the art of navigation. They are found all over Selangor, Negri Sembilan, and Malacca.

In the mountains of Jelebu, near the headwaters of the Kongkoi and Kenaboi rivers, are found the Kenaboi, a shy and mysterious people who speak a language totally unlike either Central Sakai, Besi, or Malay. So little is known about the Kenaboi that it would be dangerous to commit oneself to any conjecture regarding their position in the ethnography of

dwelling, in tribal organisation, in weapons, and in mode of life, we may perhaps be excused for thinking that the racial elements in the peninsula will prove to be more numerous and important than scientists are apt to believe.

Meanwhile the peninsula presents us with a curious historical museum, showing every grade of primitive culture. It gives us the humble negrito who has not learnt to till the ground, but wanders over the country and lives from hand to mouth on the products of the jungle. It gives us the same negrito after he has learnt the rudiments of art and agriculture from his Sakai neighbours. It gives us the Sakai who grows certain simple fruits and vegetables, and is nomadic in a far slighter degree than the primitive Semang. A man who plants is a man who lives some time in one place, and therefore may find it worth his while to build a more substantial dwelling than a mere shelter for a night. Here, however, primitive culture stops. Even the man who has learnt to plant a crop in a clearing must abandon his home when the soil begins to be exhausted. The boundary between primitive culture and civilisation cannot be said to be reached until habitations become really permanent, and until a comparatively small area can support a large population. That boundary is therefore crossed when a people learn to renew the fertility of land by irrigation or by manuring, or by a proper system of rotation of crops. The Malays, with their system of rice-planting—the irrigated rice, not hill rice—have crossed that boundary. But no Sakai tribe has yet done so.

Mr. Cameron, in his work on Malaya, gives an interesting description of the aborigines. A few passages relative to the tribal beliefs may be cited.

"The accounts of their origin," he says, "are amusing. . . . Among one tribe it is stated, and with all gravity, that they are descended from two white apes, Ounkeh Puteh, who, having reared their young ones, sent them into the plains, where the greater number perfected so well that they became men; those who did not become men returned once more to the mountains, and still continue apes. Another account, less favourable to the theory of progressive creation, is that God, having in heaven called into life a being endowed with great strength and beauty, named him Batin. God, desirous that a form so fair should be perpetuated, gave to Batin a companion, and told him to seek a dwelling upon earth. Charmed with its beauties, Batin and his companion alighted and took up their abode on the banks of the river of Johore, close to Singapore, increasing and multiplying with a rapidity and to a degree now unknown, and from these two, they say, all the tribes of the peninsula are descended."

Another tribe, the Binnas, give an account of their origin which strongly recalls the Noachian story of Scripture. "The ground, they say, on which we stand is not solid. It is merely the skin of the earth (Kulit Bumi). In ancient times God broke up this skin, so that the world was destroyed and overwhelmed with water. Afterwards he caused Gunong Lulumut, with Chimundang and Bechnak, to rise, and this low land which we

inhabit was formed later. These mountains on the south, and Mount Ophir, Gunong Kap, Gunong Tonkat Bangsi and Gunong Tonkat Subang on the north (all mountains within a short radius), give a fixity to the earth's skin. The earth still depends entirely on these mountains for steadiness. The Lulumut mountains are the oldest land. The summit of Gunong Tonkat Bangsi is within one foot of the sky, that of Gunong Tonkat Subang is within an ear-ring's length, and that of Gunong Kap is in contact with it. After Lulumut had emerged a prahu of pulai wood, covered over and without any opening, floated on the waters. In this God had enclosed a man and a woman whom He had made. After the lapse of some time the prahu was neither directed with nor against the current, nor driven to and fro. The man and woman, feeling it to rest motionless, nibbled their way through it, stood on the dry ground, and beheld this our world. At first, however, everything was obscure. There was neither morning nor evening, because the sun had not yet been made. When it became light they saw seven Sindudo trees and seven plants of Ramput Sambau. They then said to each other, 'In what a condition are we, without children or grandchildren!' Some time afterwards the woman became pregnant, not, however, in her womb, but in the calves of her legs. From the right leg was brought forth a male and from the left a female child. Hence it is that the issue of the same womb cannot intermarry. All mankind are the descendants of the two children of the first pair. When men had much increased God looked down upon them with pleasure and reckoned their numbers." The Mantra tribe behind Mount Ophir have a somewhat similar legend. "They say that their fathers came originally from heaven in a large and magnificent ship built by God, which was set floating on the waters of the earth. The ship sailed with fearful rapidity round and about the earth till it grounded upon one of the mountains of the peninsula, where they declare it is still to be seen. Their fathers disembarked and took up their abode on the new earth, some on the coast, some on the plains, and others on the mountains, but all under one chief called Batin Alam."

Their description of the probable end of the world, as given by Mr. Cameron from notes supplied him by Father Borie, a Roman Catholic missionary to the Jakun near Malacca, may be given as a pendant to these curious traditions: "The human race having ceased to live, a great wind will arise accompanied by rain, the waters will descend with rapidity, lightning will fill the space all around, and the mountains will sink down; then a great heat will succeed; there will be no more night, and the earth will wither like the grass in the field; God will then come down surrounded by an immense whirlwind of flame, ready to consume the universe. But God will first assemble the souls of the sinners, burn them for the first time and weigh them, after having collected their ashes by means of a fine piece of linen cloth. Those who will have thus passed the first time through the furnace without having been purified will be

successively burned and weighed for seven times, when all those souls which have been purified will go to enjoy the happiness of heaven, and those that cannot be purified—that is to say, the souls of great sinners, such as homicides and those who have been guilty of rape—will be cast into hell, where they will suffer the torments of flames in company with devils; there will be tigers and serpents in hell to torment the damned. Lastly, God, having taken a light from hell, will close the portals and then set fire to the earth."

CHAPTER III.

EARLY CIVILISATION.

ALTHOUGH the British possessions in Malaya are not absolutely destitute of archaeological remains, they are singularly poor in relics of antiquity when contrasted with Java and Cambodia, or even with the northern part of the peninsula itself. Ancient inscriptions have been found in Kedah, in the Northern District of Province Wellesley, in the Central District of Province Wellesley, and, as has been noted, in the island of Singapore. That in Kedah has been completely deciphered; it is a Buddhist formula, such as might have been written up in the cell or cave of an ascetic. That in the north of Province Wellesley was carved on a pillar that seemed to form part of a little temple; it has not been completely deciphered, but from the form of the written character it is believed to date back to the year 400 A.D., and to be the oldest inscription in this part of the world, unless, indeed, the Kedah writing is slightly more ancient. The rock carvings at Cheroh Tokun, near Bukit Mertajam, belong to various dates and are too worn away to be read in connected sentences; the oldest seems to go back to the fifth century and another to the sixth century A.D. As the monument in Singapore was blown up by the Public Works Department in order to make room for some town improvements, it is no longer available for study, but from a rough copy made before its destruction it seems to have been in the ancient Kawi character of Java or Sumatra. It probably dates back to the thirteenth or fourteenth century A.D. Another inscription, presumably of the same class, is to be seen at Pulau Karimun, near Singapore.

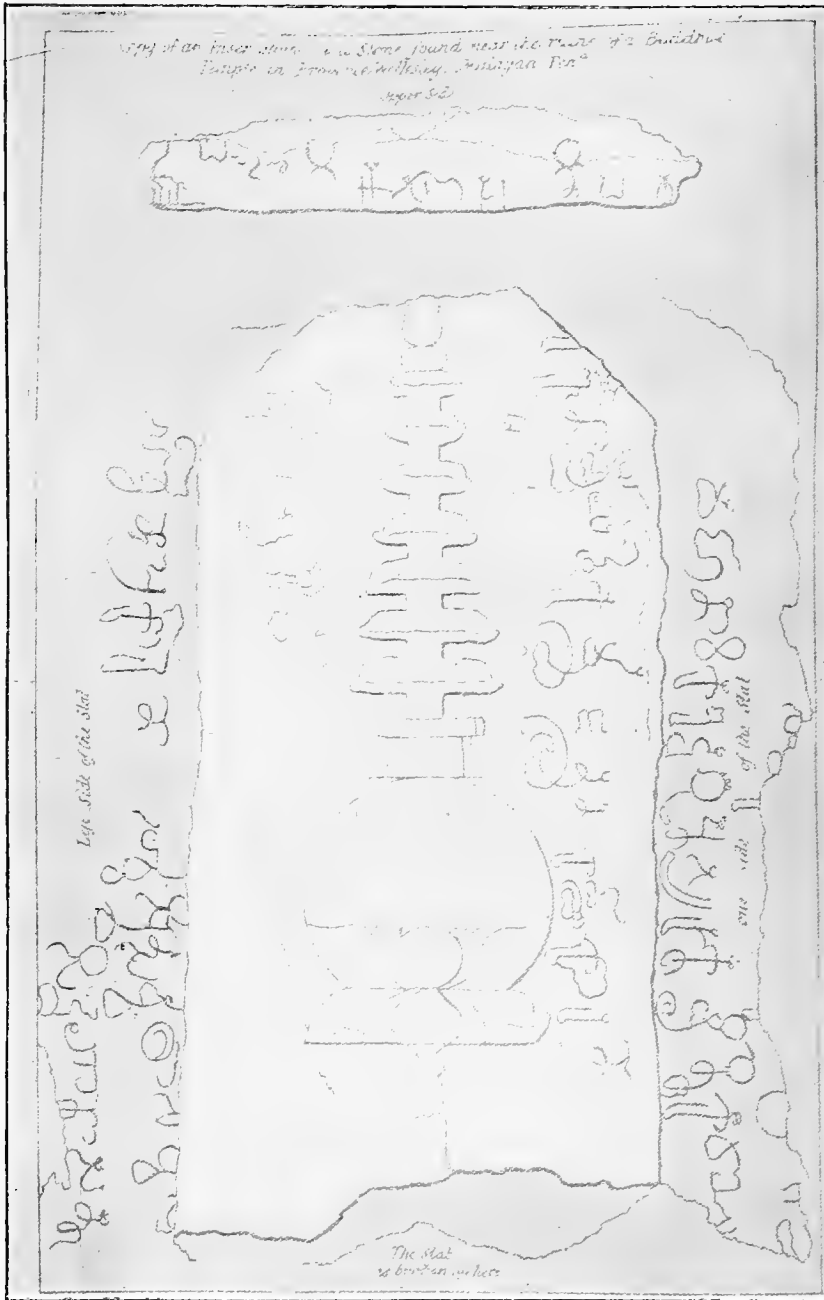
Near Pengkalan Kampas, on the Linggi river, there are a number of broken monuments which, though they seem to be of comparatively recent date, are of considerable interest. On a curious four-sided pillar there are four inscriptions, two in clear-cut Arabic and two in the fainter lettering of an unknown script. Below these inscriptions there is a circular hole cut right through the pillar and just large enough to permit of the passage of a man's arm—it is, indeed, believed that this pillar (which has been much used for oaths and ordeals) will tighten round the arm of any man who is rash enough to swear falsely when in its power. Near this pillar is another cut stone on which the lettering of some old non-Arabic inscription can be dimly seen. As there are many other fragments of carved stone that go to

make up the *kramat*, or holy place, of which the inscriptions form part, the Malays have invented a legend that these monuments represent the petrified property of an ancient saint—his spoon, his sword, and his buckler. Mahomedan zeal seems also to have carved the holy name of Allah on the sword of the saint, and to

some curious old bronzes resembling bells that have been dug up at Klang, in Selangor, (2) in a little bronze image suggestive of a Buddha that was discovered in a Tanjong Rambutan mine at a depth of some 60 feet below the surface, (3) in an old Bernam tomb beautifully constructed of thin slabs of stone and con-

Who were the men who left these remains? If it is true (as the condition of the Selinsing workings seems to suggest) that the mines were suddenly abandoned in the very midst of the work that was being done, such a fact would lend further support to the natural conjecture that the miners were only foreign adventurers who exploited the wealth of the peninsula and did not make the country their permanent home. The Malays say that these alien miners were "men of Siam." Is this true? Students are apt to forget that "men of Siam"—seven or eight centuries ago—would refer to the great and highly-civilised Cambodian race who occupied the valley of the Menam before the coming of the "Thai," from whom the present Siamese are descended. It is therefore probable enough that the Malays are right, and that the mining shafts of Selinsing are due to the people who built the magnificent temples of Angkor. Further evidence—if such evidence is needed—may be found in the fact that the Sakai of certain parts of Pahang use numerals that are neither Siamese nor Malay nor true Sakai, but non-Khmer.

The general conclusion that one is forced to draw from the traces of ancient culture in the peninsula is that the southern portions of the country were often visited, but never actually occupied by any civilised race until the Malays came in A.D. 1400. Such a conclusion would not, however, be true of the Northern States—of Kedah, Kelantan, Trang, and Singgora. There we find undoubted evidence of the existence of powerful Buddhist States like that of Langkasuka, the kingdom of *alang-kah suka* or of the Golden Age of Kedah, still remembered as a fairyland of Malay romance. This Langkasuka was a very ancient State indeed. It is mentioned in Chinese records as Langgasu as far back as 500 A.D., and was then reputed to be four centuries old; it appears (in Javanese literature) as one of the kingdoms overcome by Majapahit in A.D. 1377; its name probably survives to this day in the "Langkawi" islands off the Kedah coast. But the ancient States of Northern Malaya lie outside the scope of this essay. They are interesting because they probably sent small mining colonies to the south, and thus claimed some sort of dominion over the rest of the peninsula. The great Siamese invasion changed all that. By crushing the Northern States during the thirteenth, fourteenth, and fifteenth centuries A.D., it ruined their little southern colonies, and left the territories of Perak, Johore, Malacca, and Pahang a mere no-man's-land that the Malays from Sumatra could easily occupy.



INSCRIPTION FROM NORTH PROVINCE WELLESLEY.

(See p. 77.)

have converted the first line of the inscriptions into the well-known formula, "In the name of God, the Merciful, the Compassionate." Fragments of other monuments may be seen lying low in the swamp near which this Linggi *kramat* is built up.

Besides these inscriptions, traces of ancient non-Malayan civilisations have been found (1) in

taining some broken pottery and three cornelian beads, and (4) in pottery and iron mining tools that are continually being met with in old mining workings. More impressive, however, than any of these small relics are the galleries, stopes, and shafts of the old mines at Selinsing, in Pahang—the work of a race that must have possessed no small degree of mechanical skill.

CHAPTER IV.

THE COMING OF THE MALAYS.

ACCORDING to a tradition that is accepted in almost every portion of Malaya, the founder of the most famous native dynasties was a Prince named Sang Sapurba, son of Raja Suran, the "Ruler of the East and of the West," by his marriage with a mermaid, the daughter of the kings of the sea. This Prince first revealed himself upon the hill of Sigun-

tang, near Mount Mahameru, in the hinterland of Palembang. Two young girls who dwelt upon the hill are said to have seen a great light shining through the darkness of night. On ascending the hill in the morning they



THE "SWORD OF THE SAINT."
(See p. 76.)

found that their rice-crops had been transformed—the grain into gold, the leaves into silver, the stalks into golden brass. Proceeding further, they came across three young men, the eldest of whom was mounted on a silver-white bull and was dressed as a king, while the two younger, his brothers, bore the sword and spear that indicated sovereign power. "Who, then, are you—spirits or fairies?" said the astonished girls. "Neither spirits nor fairies, but men," said one of the brothers; "we are Princes of the race of the Great Alexander; we have his seal, his sword, and his spear; we seek his inheritance on earth." "And what proof have you of this?" said the girls. "Let the crown I wear bear me witness if necessary," replied the eldest Prince; "but what of that? Is it for naught that my coming has been marked by this crop of golden grain?" Then out of the mouth of the bull there issued a sweet-voiced herald, who at once proclaimed the Prince to be a king bearing the title of Sang Sapurba Trimurti Tribuana. The newly-installed sovereign afterwards descended from the hill of Siguntang into the great plain watered by the Palembang river, where he married the daughter of the local chief, Demang Lebar Daun, and was everywhere accepted as ruler of the country. At a later date he is said to

have crossed the great central range of Sumatra into the mountains of Menangkabau, where he slew the great dragon Si-Katimuna, and was made the king of a grateful people and the founder of the long line of Princes of Menangkabau, the noblest dynasty of Malaya. Meanwhile, however, his relatives in Palembang had crossed the sea, first to the island of Bintang and afterwards from Bintang to the island of Tamasak, on which they founded the city of Singapore. "And the city of Singapore became mighty; and its fame filled all the earth." Such, at least, is the story that is told us in the "Malay Annals."

It is very easy to criticise this story—to point out that the tale of the Macedonian origin of Malay kings is too absurd for acceptance, and that the miraculous incidents do not commend themselves to the sceptical historians of the present day. It is also possible to show that there are actually two entirely different versions of the story in the manuscripts of the "Malay Annals," and that both these versions differ from a third version given by the annalist himself to his contemporary, the author of the Malay book known as the "Bustanu's salatin." No one need treat this legend of Sang Sapurba as actual history. But the ancient kingdoms of Singapore and Palembang are no myth; the latter, at least, must have played a great part in history. Nor is the legend in any way an invention of the author of the "Malay Annals"; it occurs in still earlier books, and is folklore throughout Perak at the present day. The Sultan of Perak claims direct descent from Sang Sapurba; one of his chiefs, the Dato' Sri Nara Diraja, is the lineal representative of the herald who came out of the mouth of the bull. As late as February, 1907, the Raja Bendahara was installed (in the High Commissioner's presence) by the Dato' Sri Nara Diraja reciting over him the mystic words—in a forgotten tongue—that the latter chief's ancestor is said to have used at the proclamation of Sang Sapurba himself. The origin of these ancient legends and old-world ceremonies is lost in the dimness of past centuries, but it may, to some extent, be explained by the light that Chinese records throw upon Malay history.

We know with absolute certainty from the accounts of Chinese trade with Sumatra that the kingdom of Palembang was a powerful State certainly as far back as the year 900 A.D., perhaps even as far back as the year 450 A.D. We even possess the names (often mutilated beyond recognition by Chinese transcribers) of a large number of the old Kings of Palembang. We can see that these ancient rulers bore high-sounding Sanskrit titles, almost invariably beginning with the royal honorific *sri* that is still used by great Malay dignitaries. But while the Malay annalist allows a single generation to cover the whole period from the founding of the State of Palembang by Sang Sapurba down to the establishment of the city of Singapore, we are in a position to see that the period in question must have covered many centuries, and that even a millennium may have elapsed between the days of the founder of Palembang and those of the coloniser of Tamasak or Singapore. Although Sang Sapurba may be nothing more than a

name, the ancient legend is historical in so far that there must have been a time when an Indian or Javanese dynasty with a very high conception of kingly power supplanted the unambitious Palembang headmen, who bore homely titles like Demang Lebar Daun, and claimed no social superiority over their fellow-villagers. The story given us in the "Malay Annals" is only an idealised version of what must have really occurred. The most mysterious feature in the legend is the reference to Mount Siguntang. Although this famous hill (which is believed by all Malays to be the cradle of their race) is located with curious definiteness on the slopes of the great volcano, Mount Dempo, in the hinterland of Palembang, there is no local tradition to guide us to the exact spot or to suggest to us why that locality, above all others, should be singled out for special honour. The culture of the Malay States that accepted the Hinduised Palembang tradition differs completely from that of the primitive Sumatran communities who have not been affected by foreign influence. Such



INSCRIPTION NEAR PENGKALAN
KAMPAS.
(See p. 77.)

differences could not have been brought about in any brief period of time. The history of the State of Palembang must go back extremely far into the past; and, if only we could

unearth some real records, they might explain why the proud rulers of the country thought it an honour to claim descent from some still more ancient dynasty associated with the name of a hill district from which all traces of imperial power have long since passed away.

In the reign of the Chinese Emperor Hsiao Wu (A.D. 454-464), a kingdom of "Kandali" sent articles of gold and silver to China. In A.D. 502 a king of this same Kandali sent an envoy to China with other valuable gifts. In A.D. 519, and again in A.D. 520, similar missions were sent. After this date "Kandali" disappears from history. Although Chinese records positively identify this country with San-bo-tsai or Palembang, all that contemporary Chinese notices tell us about Kandali is that it was a Buddhist kingdom on an island in the Southern Sea, that its customs were those of Cambodia and Siam, that it produced flowered cloth, cotton, and excellent areca-nuts, and that its kings sent letters to the Chinese Emperor congratulating him on his fervent faith in Buddhism. Still, as one of these kings is reported to have compared the Chinese Emperor to a mountain covered with snow, we may take it that the accuracy of even this meagre account of Kandali is not above suspicion. We can perhaps see traces of Javanese influence in the reference to "flowered cloth," as the words suggest the painted floral designs of Java rather than the woven plaid-patterns of the Malays.

In A.D. 905 Palembang reappears in Chinese records under the name of San-bo-tsai. In

sent—twice. In A.D. 962 the same thing occurred. From A.D. 962 onwards we have a continuous record of similar tribute-bearing missions until the year 1178, when the Chinese Emperor found that this tribute was too expensive a luxury to be kept up, so he "issued an edict that they should not come to court any more, but make an establishment in the Fukien province." After this date the Palembang merchants ceased to be tribute-bearers and became ordinary traders—a change which caused them to temporarily disappear from official records. "Tribute" was, of course, merely a gift made to the Emperor in order to secure his permission to trade; it flattered his pride, and was invariably returned to the giver in the form of titles and presents of very high value. So much was this the case that Chinese statesmen, when economically inclined, were in the habit of protesting against the extravagance of accepting tribute. None the less the Emperor encouraged these men of Palembang, for in A.D. 1156 he declared that "when distant people feel themselves attracted by our civilising influence their discernment must be praised." One Malay envoy received the title of "the General who is attracted by Virtue," a second was called "the General who cherishes Civilising Influence," a third was named "the General who supports Obedience and cherishes Renovation." The manners of the men of San-bo-tsai must have been as ingratiating as those of their successors, the Malays of the present day.

The Kings of San-bo-tsai are said to have used the Sanskrit character in their writings and to have sealed documents with their signets instead of signing them with their names. One king is mentioned (A.D. 1017) as having sent among his presents "Sanskrit books folded between boards." Their capital was a fortified city with a wall of piled bricks several miles in circumference, but the people are said to have lived in scattered villages outside the town and to have been exempt from direct taxation. In case of war "they at once select a chief to lead them, every man providing his own arms and provisions." From these Chinese records we also learn that in A.D. 1003 the Emperor sent a gift of bells to a Buddhist temple in San-bo-tsai. As regards trade, the country is recorded as producing rattans, lignum-aloes, areca-nuts, coconuts, rice, poultry, ivory, rhinoceros horns, camphor, and cotton-cloth. In the matter of luxuries we are told that the people made intoxicating drinks out of coconut, areca-nut, and honey, that they used musical instruments (a small guitar and small drums), and that they possessed imported slaves who made music for them by stamping on the ground and singing. In A.D. 992 we hear of a war between the Javanese and the people of Palembang. It seems, therefore, quite certain that Palembang—between the years 900 and 1360 A.D.—was a country of considerable civilisation and importance, owing its culture to Indian sources and perhaps possessing very close affinities to the powerful States of Java. What, then, were the events that brought about the downfall of this great Malayan kingdom?

The close of the thirteenth century in China saw the Mongol invasion that ended in making Kublai Khan the undisputed overlord of the

whole country. That restless conqueror was not, however, satisfied with his continental dominions; he fitted out great fleets to extend his power over the Japanese islands in the



A TOMBSTONE FROM BRUAS.

(See p. 78.)



BRONZE IMAGE FROM TANJONG RAMBUTAN.

(See p. 78.)

that year the ruler of San-bo-tsai "sent tribute" to China and received from the Emperor the proud title of "the General who pacifies Distant Countries." In A.D. 960 "tribute" was again

north and over the island of Java in the south. He began a period of war, during which we hear nothing of the trade with the States in the Southern Seas.

The advent of the Ming dynasty (A.D. 1368) commenced a new era of peace and commerce, in which we again find mention of the State of Palembang. Great changes had, however, taken place since the last reference to the country in A.D. 1178. San-bo-tsai had been split up into three States. We hear (A.D. 1373) of a King Tan-ma-sa-na-ho—probably the King of Tamasak or Singapore. We hear also (A.D. 1374) of a King Ma-na-ha-pau-lin-pang—probably the King of Palembang. The King Tan-ma-sa-na-ho died in A.D. 1376, and his successor, Ma-la-cha Wu-li, ordered the usual envoys to go to China, and was sent in return a seal and commission as King of San-bo-tsai. The Chinese annalist goes on to say:

"At that time, however, San-bo-tsai had already been conquered by Java, and the King of this country, hearing that the Emperor had appointed a king over San-bo-tsai, became very angry and sent men who waylaid and killed the Imperial envoys. The Emperor did not think it right to punish him on this account. After this occurrence San-bo-tsai became gradually poorer, and no tribute was brought from this country any more."

Chinese, Malay, and Javanese historical records all agree in referring to a great war

of conquest carried on by the Javanese Empire of Majapahit and ending in the destruction of Singapore and Palembang, as well as in the temporary subjugation of many other Malay States, such as Pasai, Samudra, and even Kedah, Kelantan, Trengganu, and Pahang. The Chinese records enable us to definitely fix the date—A.D. 1377. It is a great landmark in Malay history, for the fugitives driven by the Javanese from Palembang and Singapore settled down in the peninsula and founded the famous city of Malacca.

We come now to the founding of Singapore, which, although dealt with in our opening section, may be referred to at greater length in this survey of Malay history. The name of *Singapura* was only an honorific title given to an island that was known and continued to be known as Tamasak. Of the existence of this old Malay State of Singapore or Tamasak there can be no doubt whatever, as Chinese, Siamese, Malay, and Javanese records agree upon the point. Of the fact that Singapore was a colony from Palembang there can also be no doubt, since both the Chinese and the Malay records bear out this version of the origin of the city. An inscription in the Kawi character was found by Raffles at Singapore, but it was blown up at a later date by a discreditable act of vandalism, and from the fragments left it is impossible to say definitely whether it was carved by the Palembang colonists or by the Javanese conquerors who destroyed the city in A.D. 1377. The "Malay Annals" tell us a good deal about the place, but tell us nothing that is really reliable. They say that Sang Nila Utama, the founder of the State, was driven to the island by a storm of wind, in the course of which he lost his royal crown—a story suggesting that the founder was not a reigning prince when he came to settle in the island, and that his followers had to invent a story to explain away his lack of the usual insignia of royalty. He was, however, probably of royal blood, since the Chinese envoys were afterwards willing to recognise his descendants as rulers of Palembang. The "Annals" also tell us that five kings reigned in Singapore, as shown in the following table :

If this pedigree is to be accepted, the old State of Singapore must have lasted for several generations, but the annalist who drew it up gave another pedigree to his friend, Nuru'ddin Raniri al-Hasanji, the author of the "Bustanu's salatin." The other pedigree is as follows :



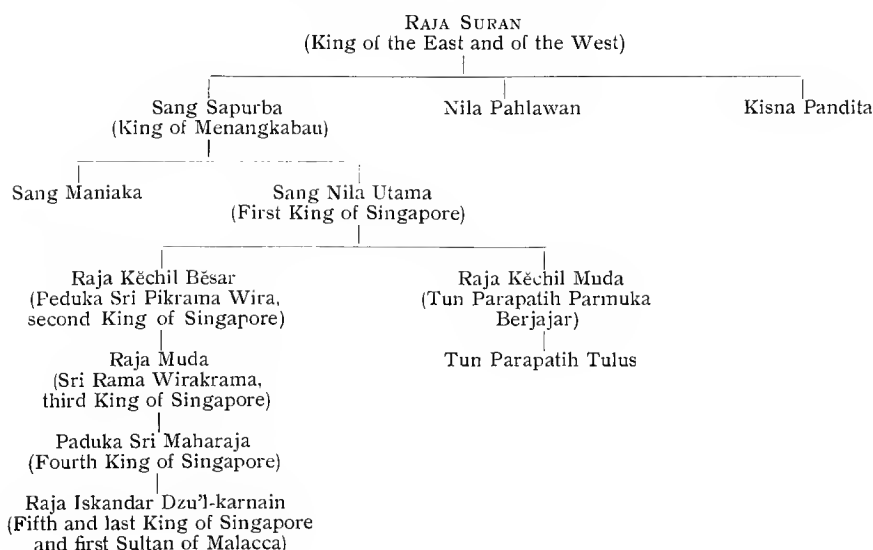
This second pedigree gives a much shorter life to the old State of Singapore, and (since it came from the same source as the other pedigree) shows that neither account can be considered altogether reliable. It also suggests its own inaccuracy, since "Iskandar Shah" is not a name that any non-Mahomedan prince of Singapore would have borne at that period. The probability is that the ancient kingdom of Tamasak was a mere off-shoot of the State of Palembang, that it did not last for any length of time, and that it came to a sudden and terrible end in the year of the great Javanese invasion, A.D. 1377.

The account of Singapore in the "Malay Annals" is entirely mythical—from the opening tale about the lion that Sang Nila Utama discovered on the island down to the concluding stories about the attack made by the sword-fish upon the city, and about the fate of Sang Ranjuna Tapa, the traitor who betrayed the city to the Javanese and was turned into stone as a punishment for his sin. Yet in all this mythical account there is a suggestion of infinite tragedy. The story of the sword-fish

ends with the ominous words that the blood of the boy who saved the city from the sword-fish, and was put to death lest his cleverness should prove a public danger, rested upon the island as a curse to be wiped out in days to come. The story of Tun Jana Khatib is the

tale of another awful deed of wrong. The last tale in the narrative is that of the injury which maddened Sang Ranjuna Tapa into treason—the cruel fate of his daughter, who was publicly impaled on a mere suspicion of infidelity to her lover, the King. More than once does the annalist seem to suggest the Nemesis that waits upon deeds of oppression. In the end the Javanese came; the city was betrayed; "blood flowed like water in full inundation, and the plain of Singapore is red as with blood to this day." A curse rested on the place. In A.D. 1819, more than four centuries later, Colonel Farquhar found that not one of the people of the settlement dared ascend Fort Canning Hill, the "forbidden hill" that was haunted by the ghosts of long-forgotten kings and queens. The alien Chinese who now inhabit the town believe to this day that—for some reason unknown to them—a curse laid on the island in times long past makes it impossible to grow rice on it, rice being the staple food of the Malays. All these legends seem to suggest that the fate of the ancient city must have been one of appalling horror. Many Malay towns have at different times been captured, many were doubtless captured by the Javanese in that very war of A.D. 1377, but in no other case has the fall of a city left such awful memories as to cause men four centuries later to refuse to face the angry spectres that were believed to haunt so cruelly stricken a site.

The fall of Singapore led to the rise of Malacca. A number of fugitives, headed (if the "Annals" are to be believed) by their king himself, established themselves at the mouth of the Malacca river, and founded a city that was destined to play a much greater part in history than the old unhappy settlement of Singapore itself. The "Annals," however, are not a safe guide. Although it is indeed probable that a party of refugees did do something to found the town of Malacca, it is extremely doubtful whether they were headed by the fugitive "Iskandar Shah." Be the facts as they may, the new town did not delay its rise very long. In A.D. 1403, as Chinese records tell us, the ruler or "Paramisura" of Malacca



sent envoys to China; in A.D. 1405 he was recognised as King and received a seal, a suit of silk clothes, and a yellow umbrella from the Emperor; in A.D. 1411 he travelled himself to

gave us a real key to the chronology of the period. From these records it is quite clear that Singapore fell in A.D. 1377, and not in A.D. 1252, as the "Malay Annals" would

to be identical with Xaquendarsa, and to have come to the throne in A.D. 1414, it will be fairly obvious that the Malay version allows too many generations between him and Mudzafar



RUINS OF THE PANGKOK BLOCKHOUSE.

China and was most hospitably entertained. In the year 1414 the son of this Paramisura came to China to report his father's death, and to apply for recognition as his father's successor. This son's name is given in Chinese records as Mu-Kan-Sa-U-Tir-Sha. He died about the year 1424, and was succeeded by his son, who is described in Chinese as Sri Mahala.

At this point it is advisable to say something about Malay chronology. The dates given in Sir Frank Swettenham's "British Malaya," in the "Colonial Office List," in Valentyn's "History of Malacca," and in many other works, are all obtained from the "Malay Annals" by the simple process of adding together the reputed lengths of the reigns of the various kings. Such a system is usually unreliable. In the case of the "Malay Annals" the unreliability of the method can be proved by taking the history of ministers who served under several kings, and must have attained to impossible ages if the reign lengths are really accurate. The point was brought out clearly for the first time by Mr. C. O. Blagden in a paper read before an Oriental Congress in Paris. Mr. Blagden began by showing that the Malay dates were inaccurate, and then went on to prove that the Chinese records, though meagre and unreliable in many details,

suggest. From the same source it may be shown that the various kings of Malacca reigned between the year 1400 and the year 1511. But we are not in a position to prove conclusively who all these kings were. The royal names, as given to us by different authorities, are here shown in parallel columns :

<i>Chinese Records.</i>	<i>Albuquerque's List.</i>	<i>Malay Annals.</i>
Palisura (1403-14)	Paramisura	—
Mukansautirsha (1414-24)	Xaquendarsa	Iskandar Shah
Sri Mahala (1424)	—	Raja Bësar Muda
Sri Mahala (1433)	—	Raja Tëngah
Sri Pamisiwartiupasha (1445)	—	Muhammad Shah
Sultan Wutafunasha (1456)	Modafaixa	Abu Shahid
Sultan Wangsusha (1459)	Marsusa	Mudzafar Shah
Mahamusa (undated)	Alaodin	Mansur Shah
Sultan Mamat ("who fled from the Franks")	Mahamat	Alaedin Riayat Shah
		Mahmud Shah

The great names of Malacca history are common to all three lists, but the minor names differ considerably. Those in the "Malay Annals" would naturally have been considered the most reliable, were it not that Mahomedan names like Iskandar Shah occurring before the Mahomedan period suggest the certainty of serious error. If also we take Iskandar Shah

Shah, who seems to have been reigning in A.D. 1445.

It is quite impossible to reconcile the lists; but some facts may be inferred from what we know for certain. A Chinese work, the "Ying Yai Sheng Lan," dated A.D. 1416, speaks of the Malacca Malays as devoted Mahomedans, so

that it would seem that the conversion to Islam took place as early as the reign of the Paramisura, and not in the time of his grandson or great-grandson, Muhammad Shah. But the explanation that seems to clear up the difficulties most readily is the probability that the author of the pedigree in the "Malay Annals" confused the two Princes who bore the name

of Raja Kéchil Bésar, and also confused Sultan Ahmad with Sultan Muhammad. If the title Muhammad Shah and the conversion to Islam



AN ACHINESE.

are ascribed to the first Rajah Kéchil Bésar instead of to the second, the difficulty of explaining the Mahomedan names of Iskandar Shah and Ahmad Shah disappears at once, and the pedigree is shortened to a reasonable length. The amended version would read as follows :

Raja Kéchil Bésar
(Paramisura, Sultan Muhammad Shah)
Iskandar Shah
Raja Bésar Muda
(Ahmad Shah)
Raja Kasim
(Mudzafar Shah)
Raja Abdullah
(Mansur Shah)
Raja Husain
(Alaedin Riayat Shah I.)
Raja Mahmud
(Sultan Mahmud Shah).

We can now pass to the reigns of these different kings.

The Chinese account of Malacca, written in A.D. 1416, gives us a very convincing picture of the settlement. It tells us that the inhabitants paid very little attention to agriculture, that

they were good fishermen, that they used dug-outs, that they possessed a currency of block tin, that they lived in very simple huts raised some four feet above the ground, that they traded in resins, tin, and jungle produce, that they made very good mats, and that "their language, their books, and their marriage ceremonies are nearly the same as those of Java." The town of Malacca was surrounded by a wall with four gates, and within this fortified area there was a second wall or stockade surrounding a store for money and provisions.

This description bears out Albuquerque's statement that the town was created by the fusion of fugitives from Singapore with a local population of "Cellates" or Orang Laut. The men from Singapore brought their old Indo-Javanese civilisation, the language, the books, and the marriage ceremonies that were so closely akin to those of Java ; the Orang Laut were simply fishermen, living by the sea and using the rude dug-outs that impressed the Chinese historian. But there was a third element. The Chinese account tells us that the tin industry, both in trade and actual mining, was important. As this industry would be quite unknown to the Orang Laut and could hardly have been introduced from Singapore, we are left to infer that traders in tin had visited the country long before the advent of the Malays, and had taught the aborigines the value of the metal and the proper means of procuring it. These early traders were, in all probability, the Cambodian colonists whose homes in the north had just been conquered by the Siamese, but who—up to the fourteenth century—appear to have exercised some sort of dominion over the southern half of the peninsula.

According to both Chinese and Portuguese records the first ruler of Malacca was a certain "Palisura" or "Paramisura" ; but, unfortunately, this word only means king, and consequently gives us no clue either to the Hindu or to the Mahomedan name of the prince in question. It would seem waste of time to discuss points relating to mere names were it not that these issues help us to unravel the complex chronology of the period. Every king—at this time of conversion—must have had a Hindu title before taking an Arabic name, so that serious errors may have been imported into genealogies by kings being counted twice over. Omitting the mythical elements, let us collate the first names of the four lists that we possess :

Malay Annals.

- (1) Raja Kéchil Bésar,
Paduka Sri Pékérma Wiraja.
- (2) Raja Muda,
Sri Rana Wikrama.
- (3) Paduka Sri Maharaja.

Bustapu's salatin.

- (1) Raja Kéchil Bésar,
Paduka Sri Pékérma Diraja.
- (2) Sri Rana Adikerma,
Sultan Iskandar Shah.
- (3) Raja Bésar Muda,
Sultan Ahmad Shah.

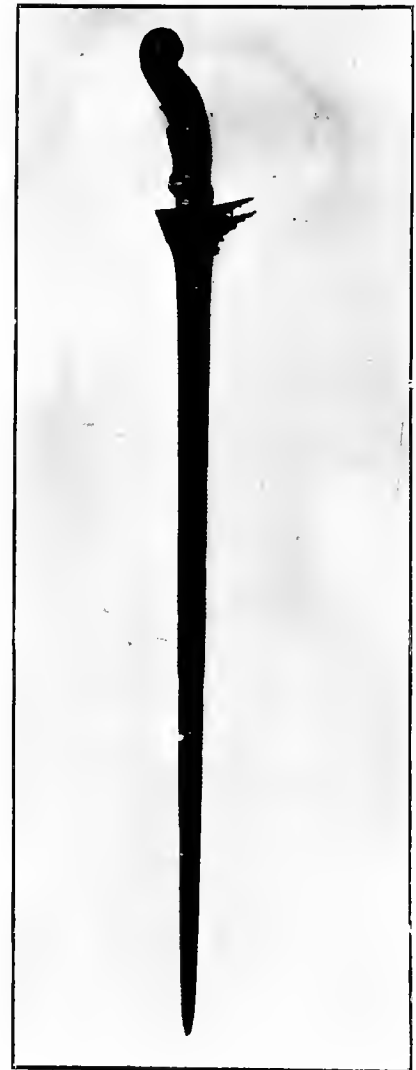
Chinese.

- (1) Palisura.
- (2) Mukansautirsha.
- (3) Sri Mahala.

Portuguese.

- (1) Paramisura.
- (2) Xaquendarsa.

The only point that we have to suggest is that these lists refer to the same men in the same order. If this is admitted, there is no difficulty in giving the pedigree of the Kings of Malacca ; but the acceptance of this view disposes at once of the theory that the line of the Malacca Kings covers the earlier dynasty of Singapore. The truth seems to be that the author of the "Malay Annals" had only the Malacca pedigree to work upon, but by attaching Singapore legends to the names of Malacca Kings he represented the genealogy as one



AN EXECUTION KRIS.

which descended from the mythical Sang Sapurba of Palembang through the Kings of Singapore (whose very names he did not

know), down to the family with which he was really acquainted.

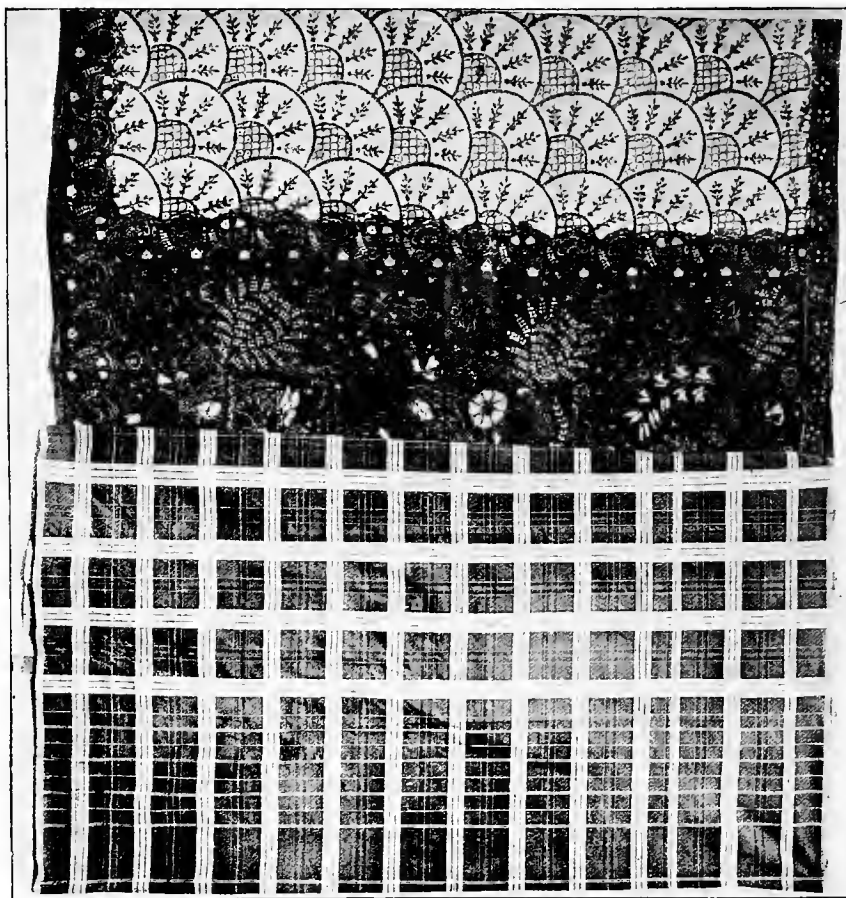
As Malay tradition seems to insist that the first Mahomedan sovereign took the name

stones, and with horses and saddles. His wife got a cap and dresses.

"At the moment of starting he was entertained by the Emperor, and again got a girdle

The Paramisura Muhammad Shah died about A.D. 1414. He was succeeded by his son, Sri Rakna Adikërma, who took the title of Sultan Iskandar Shah—the Xaquendarsa of the Portuguese and the Mukansutirsha of the Chinese records. This prince, who reigned ten years, paid two visits to China during his reign, one visit in A.D. 1414, and the other in A.D. 1419. He pursued his father's defensive policy of alliances against the Siamese.

Sultan Iskandar Shah died in A.D. 1424. He was succeeded by his son, Raja Bésar Muda, who bore the Hindu title of Paduka Sri Maharaja, and assumed the Mahomedan name of Sultan Ahmad Shah. This ruler is not mentioned by the Portuguese, but he appears in



JAVANESE AND MALAY CLOTH COMPARED.

of Muhammad Shah, and as the Paramisura of Albuquerque was undoubtedly the first Mahomedan sovereign, we are justified in believing that the King Paduka Sri Pékërma Diraja took the name Sultan Muhammad Shah on his conversion. He ascended the throne before A.D. 1403, but was first recognised by the Chinese Emperor in A.D. 1405. He visited China in A.D. 1411. The following is the account given of this visit in the records of the Ming dynasty :

"In 1411 the King came with his wife, son, and ministers—540 persons in all. On his arrival the Emperor sent officers to receive him. He was lodged in the building of the Board of Rites, and was received in audience by the Emperor, who entertained him in person, whilst his wife and the others were entertained in another place. Every day bullocks, goats, and wine were sent him from the imperial buttery. The Emperor gave the King two suits of clothes embroidered with golden dragons and one suit with unicorns; furthermore, gold and silver articles, curtains, coverlets, mattresses—everything complete. His wife and his suite also got presents.

"When they were going away the King was presented with a girdle adorned with precious

with precious stones, saddled horses, 100 ounces of gold, 40,000 dollars (*kwan*) in paper money, 2,600 strings of cash, 300 pieces of silk gauze, 1,000 pieces of plain silk, and two pieces of silk with golden flowers."

It is not surprising that kings were willing to "pay tribute" to China.

The policy of Muhammad Shah seems to have been to ally himself with the Mahomedan States and with the Chinese, and to resist the Siamese, who were at that time laying claim to the southern part of the peninsula. As the Siamese had conquered the Cambodian principalities that had sent mining colonies to the Southern States, the King of Siam had a certain claim to consider himself the suzerain of Malacca. But the claim was a very shadowy one. The fall of the Cambodian kingdoms in the north seems to have killed the Cambodian colonies in the south. The Siamese themselves had never exercised any authority over Malacca. The very title assumed by the Siamese King—"Ruler of Singapore, Malacca, and Malayu"—shows how very little he knew about the countries that he claimed to own. Nevertheless Siam was a powerful State, and its fleets and armies were a constant menace to the prosperity of the growing settlement of Malacca.



A GOLDEN KRIS.

Chinese records as Sri Mahala. He seems to appear twice—perhaps three times—in the "Malay Annals": first as Paduka Sri Maharaja, son of Sri Rakna Adikërma (Iskandar Shah's

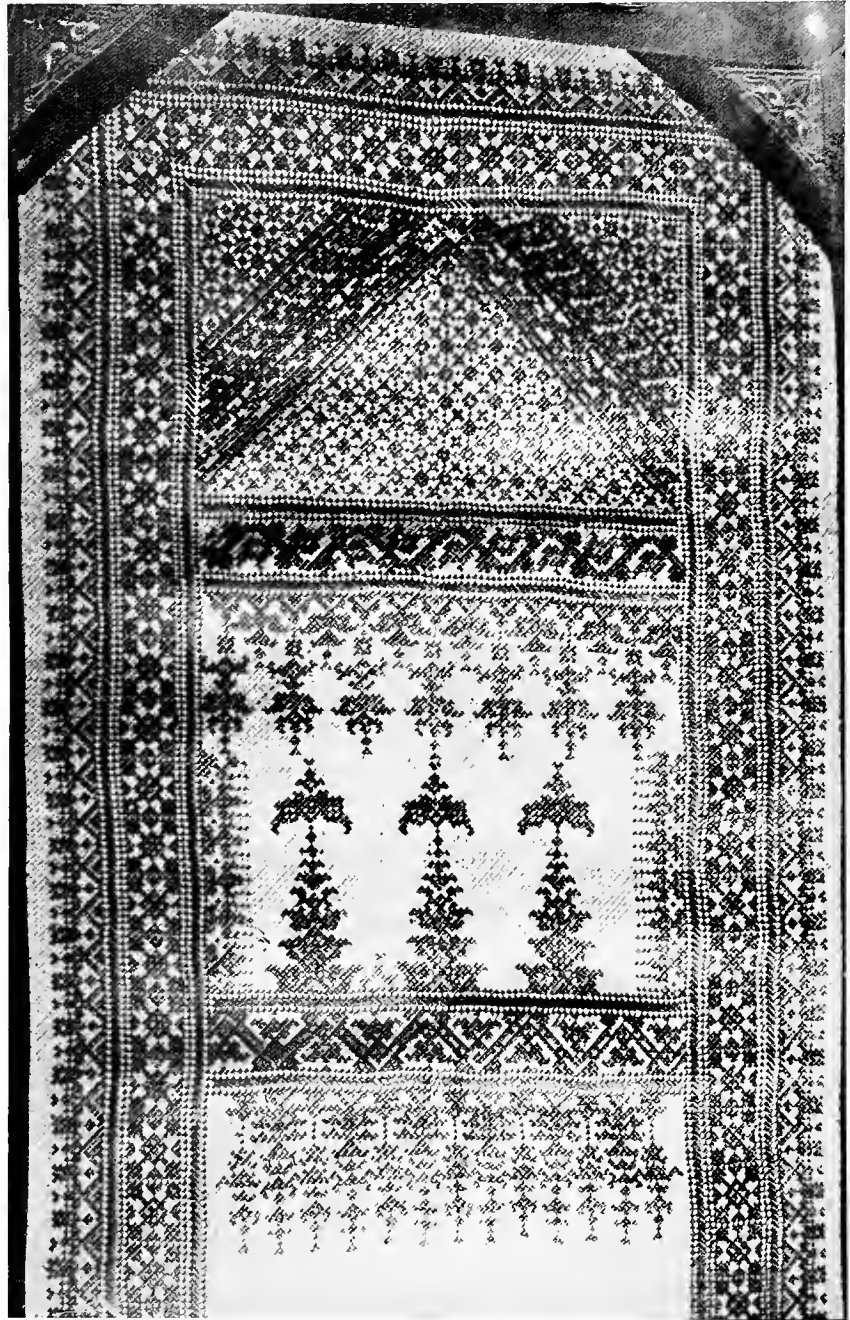
Hindu title), and secondly as Raja Bésar Muda, son of Iskandar Shah. He is also confused with Muhammad Shah, whose place he ought to be given in the pedigree. It is therefore difficult to say whether he or the first King of Malacca ought to be credited with the numerous rules and regulations drawn up for the guidance of Malay courtiers, and given at great length in the "Malay Annals" as the work of "Muhammad Shah." In any case, from this time forward the use of yellow was confined to men of royal birth, the most rigid etiquette was enforced at all court ceremonies, the relative precedence of officers was fixed, and other rules were made regarding the proper attire and privileges of courtiers. The author of the "Malay Annals" discusses all these points at great length, but European students are not likely to take much interest in them. Happy is the country that has no more serious troubles than disputes about etiquette! The first three Sultans of Malacca must have governed well to bring about such a result as this.

Sultan Ahmad Shah (Paduka Sri Maharaja) died about the year 1444. His death was followed by a sort of interregnum, during which the reins of power were nominally held by his son, Raja Ibrahim, or Raja Itam, afterwards known as Abu Shahid, because of his unhappy death. This interregnum ended in a sudden revolution, in which Raja Ibrahim lost his life, and Raja Kasim, his brother, came to the throne under the name of Sultan Mudzafar Shah, the Modafaixa of the Portuguese and the Sultan Wu-ta-luna-sha of Chinese records. The new ruler began his reign in the usual manner by sending envoys to China, but he did not go himself to pay his respects to the Emperor. He had to wage war against the Siamese, who seem at last to have made some sort of effort to enforce their claim to suzerainty over the south of the peninsula. Malay records are not very trustworthy, and we need not believe all that they tell us about victories over the Siamese; but we can see from the change in the policy of the State of Malacca that it must have been successful in its campaigns against its northern foe, since the Malays, suddenly becoming aggressive, carried the war into the enemy's country. From this time onwards the town of Malacca becomes a capital instead of an entire State.

Mudzafar Shah died about the year 1459 A.D. According to Portuguese authorities he conquered Pahang, Kampar, and Indragiri; but, if the "Malay Annals" are to be believed, the honour of these conquests rests with his son and successor, Mansur Shah. Sultan Mansur Shah, we are told, began his reign by sending an expedition to attack Pahang. After giving a good descriptive account of this country, with its broad and shallow river, its splendid sandy beaches, its alluvial gold workings, and its huge wild cattle, the "Malay Annals" go on to say that the ruler of Pahang was a certain Maharaja Dewa Sura, a relative of the King of Siam. Chinese records also say that the country was ruled by princes who bore Sanskrit titles, and who must have been either Buddhist or Hindu by religion; but they add that the people were in the habit—otherwise unknown in Malaya—of offering up human sacrifices to their idols

of fragrant wood. Their language also does not seem to have been Malayan. Pahang was conquered after very little resistance, and its prince, Maharaja Dewa Sura, was brought captive to Malacca. Of the expeditions against Kampar and Indragiri we know nothing except that they were successful.

court, and to his being sent to rule over Pahang alone, under the title of Sultan Muhammad Shah. By a Javanese wife the Sultan had one son, Radin Geglang, who succeeded his stepbrother as heir to the throne, and was afterwards killed while trying to stop a man who ran amuck. By a daughter of his chief

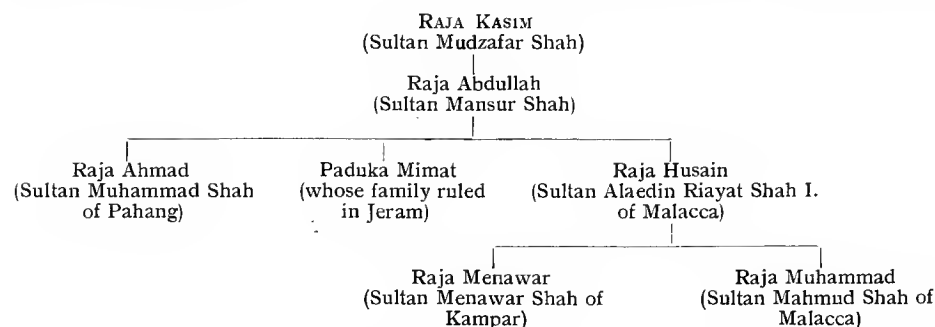


MALAY MATTING.

Sultan Mansur Shah married five wives. By a daughter of the conquered Maharaja Dewa Sura he had two sons, one of whom he designated as heir to the throne; but a murder committed by the prince in a moment of passion led to his being banished from the

minister, the Bendahara, the Sultan left a son, Raja Husain, who ultimately succeeded him. By a Chinese wife the Sultan left descendants who established themselves as independent princes at Jeram, in Selangor. By his fifth wife, the daughter of a chief (Sri Nara Diraja),

the Sultan only had two daughters. The following table shows how the kingdom of Malacca was divided up :



The policy of war and conquest initiated by Mudzafar Shah and Mansur Shah was a fatal one to a trading port like Malacca. It turned the Malays into a sort of military aristocracy, living on the trade of the foreign settlers in their city. Trade is not, however, killed in a day. The foreign merchants from India and China, though they continued to frequent the harbour of Malacca, began to look upon the Sultan and his people as a mere burden on the town—as indeed they were. The Sultan needed money for his pleasures, his followers, and his wars; he increased his exactions from year to year. But for the coming of the Portuguese, the fate of Malacca would ultimately have been the same as that of Pasai, Samudra, Perlak, and the other trading ports that enjoyed at various times a temporary spell of prosperity as emporia in the Eastern seas. Even as it was, Albuquerque found the foreign settlers in the city perfectly willing to rise in revolt against their Malay masters.

Mansur Shah was succeeded by his son, Raja Husain, who took the name of Alaedin Riayat Shah. This Prince is said by the Portuguese to have been poisoned at the instigation of the rulers of Pahang and Indragiri. He was succeeded by his son, Sultan Mahmud Shah, the last of the Kings of Malacca. Sultan Mahmud Shah seems to have been a weak ruler, who gave himself up to his pleasures, and ultimately delegated all his powers to his son, the Prince Alaedin, whom he raised to sovereign rank under the name of Ahmad Shah. The most important event in his reign—apart from the Portuguese conquest—was the mysterious revolution of A.D. 1510, in which the most powerful chief in Malacca, the Bendahara Sri Maharaja, lost his life. This event is mentioned by Albuquerque, and is described with great vividness by the author of the "Malay Annals," who, being a member of the Bendahara's family, was extremely anxious to represent his great ancestor's case in the best possible light. According to his story, one of the great ministers of state was induced, by a very heavy bribe, to bring a false charge of treason against the Bendahara—"for there is truth in the saying, 'Gold, thou art not God, yet art thou the almighty'"—and the Sultan was tempted by an illicit passion for the Bendahara's daughter into consenting to his minister's death—"Love knows no limitation and passion no consideration." It is probable that the great minister was only overthrown after a

severe conflict, in which most of his relatives were slain. But that is not the account given us in the "Malay Annals." The proud chief is

said to have consented to die rather than lift a finger in opposition to the King: "It is the glory of the Malay that he is ever faithful to his ruler." The Sultan's messenger approached and presented him with a silver platter, on which rested the sword of execution. "God calls you to His presence," said the messenger. "I bow to the Divine will," said the Bendahara. Such was said to have been his end, but there is a curious epilogue to this tale of loyalty. In A.D. 1699 the last Prince of the royal line of Malacca was slain by his Bendahara, the lineal representative of the murdered minister of A.D. 1510, and of his successor and champion the courtly author of the "Malay Annals." It is therefore quite possible that the Bendahara of A.D. 1510 was only conspiring to do what the Bendahara of A.D. 1699 eventually succeeded in doing.

CHAPTER V.

THE PORTUGUESE ASCENDANCY.

THE famous expedition of Vasco da Gama, the first European navigator to appear in the Eastern seas, took place in 1498. Within ten years Da Gama had been followed to the East by many other famous adventurers—Francisco de Albuquerque, Alfonso de Albuquerque, Francisco de Almeida, Tristano d'Acunha, Jorge de Mello, and Jorge de Aguiar. In 1508 the whole of the Portuguese "empire" in the East was divided into two viceroyalties, one stretching from Mozambique to Diu in India, the other from Diu to Cape Comorin. Francisco de Almeida was appointed Viceroy of Africa, Arabia, and Persia; Alfonso de Albuquerque was Viceroy of India. Two other Admirals were sent out in that year to carve out viceroyalties for themselves. Of these two, one—Diego Lopez de Sequeira—was destined for Malaya. He left the Tagus with four ships on April 5, 1508, sailed to Cochín (the headquarters of the Indian Viceroy), borrowed a ship from the Portuguese fleet at that port, and finally, in August, 1509, sailed to Malacca.

As soon as Sequeira cast anchor in the harbour a boat put off from the shore to ask him, in the name of the Bendahara, who he was and why he came. The Portuguese Admiral answered that he was an envoy from the King of Portugal with gifts for the Sultan of Malacca. Messages then seem to have been interchanged for several days, and ultimately

a Portuguese of good position, one Teixeira, was sent ashore and conducted to the palace on an elephant. He handed the Sultan an Arabic letter signed by Emmanuel, King of Portugal; he also gave the Malay ruler some presents. This interview was followed by the usual interchange of compliments and friendly assurances; permission to trade was given, and, finally, Teixeira was conducted in honour back to his ship.

But in the town of Malacca all was excitement. The wealthy Indian merchants could hardly have viewed with equanimity the presence of strangers who threatened them with the loss of their trade. The suspicious rulers of the city feared the powerful fleet of Sequeira. The Bendahara wished to attack the Portuguese at once; the Laksamana and the Temenggong hesitated. The Sultan invited the strangers to a feast—perhaps with the intention of murdering them; Sequeira, with a rudeness that may have been wise, refused the dangerous invitation. Meanwhile the Bendahara's party had begun to collect a small flotilla behind Cape Rachado so as to be ready for all emergencies. The position was one of great tension. The Portuguese who landed at Malacca do not seem to have been molested, but they could hardly have failed to notice the nervous hostility of the populace. The "Malay Annals"—written a century later—contain echoes of this old feeling of fear and dislike of the strangers, the popular wonder at these "white-skinned Bengalis," the astonishment at the blunt bullet that pierced so sharply, the horror at the blunders in etiquette committed by the well-meaning Portuguese. "Let them alone, they know no manners," said the Sultan, when his followers wished to cut down a Portuguese who had laid hands on the sacred person of the King in placing a collar round his neck. At such a time very little provocation would have started a conflict; a misunderstanding probably brought it about. Suspecting the crews of the Malay boats of wishing to board the Portuguese vessels, a sentry gave an alarm. A panic at once arose; the Malays on deck sprang overboard; the Portuguese fired their guns. Sequeira avoided any further action in the hope of saving those of his men who were on shore at the time, but the sudden appearance of the Malay flotilla from behind Cape Rachado forced his hand. The Portuguese sailed out to meet this new enemy and so lost the chance of rescuing the stragglers. When they returned it was too late. The city was now openly hostile; the Europeans on shore had been taken; the fleet was not strong enough to take the town unaided. After wasting some days in useless negotiations, Sequeira had to sail away. His expedition had been an utter failure. After plundering a few native ships he sent two of his own fleet to Cochín, and returned to Portugal without making any attempt to redeem his mistakes.

King Emmanuel of Portugal was not the man to submit tamely to a disaster of this sort. Fitting out three more ships under Diego Mendez de Vasconcellos, he sent them—in March, 1510—to organise a fresh attack on Malacca. This fleet was diverted by the Viceroy de Albuquerque to assist him in his

Indian wars; but in May, 1511, the great Viceroy himself set out to attack Malacca, taking 19 ships, 800 European troops, and 600 Malabar sepoys. He first sailed to Pedir, in Sumatra. There he found a Portuguese named Viegas, one of Sequeira's men, who had

that was bearing the news of his approach to Malacca. He caught this vessel and slew its captain. Still sailing on, he captured a large Indian trading ship, from which he learnt that the rest of Sequeira's men were still alive and in bondage to the Malays, the leading man

that might be expected to overawe the junks in the harbour and the warriors in the town.

At the sight of the powerful Portuguese fleet the native vessels in the roadstead attempted to flee, but the Viceroy, who feared that any precipitate action on his part might lead to the murder of his fellow-countrymen in the town, ordered the ships to stay where they were, and assured them that he had no piratical intentions. The captains of three large Chinese junks in the harbour then visited the Portuguese Admiral and offered to assist him in attacking the town; they, too, had grievances against the port authorities. The captain of a Gujerat trading ship also came with a similar tale. Early on the following day there came envoys from the Sultan to say that the Malay ruler had always been friendly to the King of Portugal, and that his wicked Bendahara—who had recently been put to death—was entirely responsible for the attack on Sequeira. Albuquerque made every effort to impress the envoys with a sense of his power, but he replied with the simple answer that no arrangement was possible until the prisoners had been released. The prisoners were, indeed, the key of the situation. The Admiral was sure that any attack on the town would be the signal for them to be massacred; the Sultan vaguely felt that to give them up would be to surrender a powerful weapon of defence. So the days passed; the Malays were arming, the Portuguese were examining the roadstead with a view to devising a good plan of attack, but neither side did any overt act of hostility. At the Malacca Court itself the usual divided counsels prevailed, the war party being led by the Sultan's eldest son and by the Sultan's son-in-law, the Prince of Pahang. After seven days of futile negotiations a man from the town slipped on board the Admiral's ship with a letter from Ruy d'Aranjo, the most important of the prisoners, strongly advising Albuquerque to abandon all idea of rescuing them and to begin the attack without further delay. The Viceroy was not prepared to take advantage of this heroic offer of self-sacrifice on the prisoners' part, but he felt that his present policy could lead to nothing. By way of a demonstration, he burnt some of the Malay shipping in the harbour and bombarded a few of the finer residences on the seaside. The demonstration produced an unexpected result: Ruy d'Aranjo was at once released. He brought with him the news that many of the townspeople were hostile to the Sultan and would be prepared to turn against the Malays should the opportunity present itself. This information probably settled the fate of the city.

More negotiations followed. Albuquerque asked for permission to build a fortified factory in the town of Malacca, so that Portuguese merchants might be able to trade there in peace and safety; he also asked for the return of the booty taken from Sequeira, and for an indemnity of 300,000 cruzados (about £33,500). He found that the Sultan was not indisposed to make concessions, but that the younger chiefs were clamorous for war. Ultimately, as often happens in Malay councils, the Sultan decided to stand aside and to let the opposing parties—the Portuguese and the Princes—



escaped from captivity in Malacca and who reported that there were other Portuguese fugitives at Pasai. The Viceroy sailed to Pasai and picked them up. He was well received by the people of Pasai, but he sailed on at once in order to overtake a native ship

among them being one Ruy d'Aranjo, a personal friend of the Viceroy. On July 1, 1511, Albuquerque and his fleet of nineteen ships sailed into the roadstead at Malacca with trumpets sounding, banners waving, guns firing, and with every demonstration

fight it out. He himself stood on the defensive and refused either to make concessions or to lead an attack. As soon as this decision was arrived at, the Prince Alaedin and the Sultan of Pahang set about the defence of the town, while the Javanese communities seem to have assured the Admirals that the coming conflict was no concern of theirs, and that they were, if anything, well disposed to the Portuguese.

In order to understand the plan of attack, it



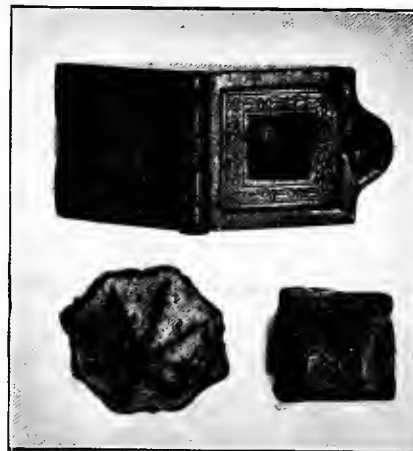
MALAY SEAL.

is necessary to appreciate the difference between the Malacca of 1511 and the Malacca of the present time. It is often supposed that the harbour has silted up and that the conditions cannot be reproduced, but it should be remembered that the Portuguese ships were small vessels of light draught that could lie much closer to the shore than the deep-draughted steamers of to-day. The great change that has come over the harbour is due to the shifting of the river channel after it enters the sea. The old maps of Malacca show that the Malacca river on reaching its mouth turned sharply to the right, and had scooped out a comparatively deep channel very close to the northern shore, where the houses—then as now—were thickly clustered. This channel was the old harbour of Malacca; it enabled light-draught ships to lie very close to the land, and it explains how the Portuguese with their guns of little range could succeed in bombarding the houses on the shore. Landing was, however, another matter. The deep mud-banks made it extremely difficult to land under cover of the guns of the fleet; the true landing-place, then as now, lay just inside the river itself. Above the landing-place, then as now, there was a bridge, but the old Malay bridge was a little further up the river than the present structure. This bridge, since it commanded the landing-place and maintained communications between the two sections of the town, was the key of the whole situation. Both sides realised how matters stood. The Malays strongly fortified the bridge, and stationed upon it a force of picked men under an Indian mercenary named Tuan Bandam. The high ground immediately to the south of

the river—St. Paul's Hill, as it is now called—was the true Malay citadel. It was covered with the houses of the principal adherents of the Sultan, and was the site of the Sultan's palace itself. It protected the bridge, and was garrisoned by the followers of the war party, the Prince Alaedin and the Sultan of Pahang. It was felt by all that the landing-places and the bridge would be the centre of the coming struggle.

Behind all this show of Malay strength there was, however, very little true power. The Malays themselves were nothing more than a military garrison living on the resources of an alien community. The trading town of Malacca was divided up into quarters under foreign headmen. The Javanese of Gersek held Bandar Hilir to the south of the river; the Javanese and Sundanese from Japara and Tuban held Kampong Upeh to the north of the river. The Indian merchants also possessed a quarter of their own. These alien merchants did not love the Malays. All they wanted was to trade in peace; at the first sign of a struggle they began to remove their goods to places of safety, and had to be forcibly prevented from fleeing inland. The Sultan of Pahang with his fire-eating followers was not a very reliable ally; he had no real interest in the war. The conflict ultimately resolved itself into a trial of strength between the personal retainers of the Sultan and the 1,400 soldiers of Albuquerque, but the advantage of position was all on the side of the Malays.

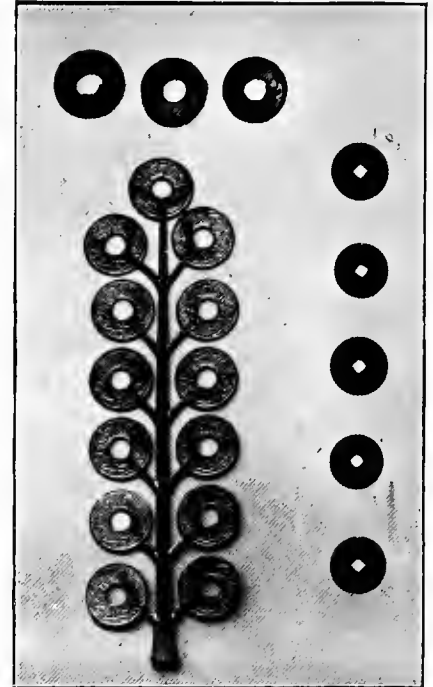
The Viceroy's preparations for attack lasted several days. He spent his time in tampering with the loyalty of the Javanese and other foreign communities, and in constructing a floating battery of very light draught to enter the river and bombard the bridge. This battery was not altogether a success. It grounded at the very mouth of the river, and was exposed for nine days and nights to incessant attacks from both banks. Its commander, Antonio d'Abreu, had his teeth shot away at the very first attack, but he stuck doggedly to his post and saved the battery from capture. At last Albuquerque landed a strong force, obtained temporary possession of both banks,



MALAY TIN CURRENCY (WITH CASTING MOULD).

and forced the floating battery up to a more commanding position, whence it made short work of the bridge itself. The battery had now done its work and had made communication between the two banks of the river less ready than it had previously been, but the fight was

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CHINESE "CASH" AND MALAY COINS.

(The "tree" shows how Malay tin coins are cast. The hole in the cash is square.)

by no means over. The Prince Alaedin and his men furiously attacked the landing party and were only beaten off after the Portuguese had lost 80 men in killed and wounded. The Viceroy tried to follow up his success by attacking the mosques and palace on St. Paul's Hill. Bewildered in a maze of buildings, the Portuguese again suffered heavy loss, and had to beat a confused retreat to their landing-place. There they entrenched themselves and were able to hold their own. Their only substantial success had been the capture of the outworks built by the Malays to protect the landing-places; the fortifications of the bridge itself were still uncaptured.

The next attack took place on St. James's Day, July 24, 1511. The Viceroy landed bodies of men on both banks of the river and advanced again upon the bridge. The Portuguese on the south bank were furiously attacked by a Malay force of about seven hundred men, headed by the Sultan in person. The battle appears to have been a very terrible one, and to have raged principally about the south end of the bridge, where the high ground of the hill approaches nearest to the river. From their vantage ground on the slopes, and under cover of their buildings, the Malays poured an incessant stream of poisoned darts upon the Portuguese, who replied by burning the houses and endeavouring to drive the Malays out of their cover. Encumbered with armour and weapons, the Portuguese found that the heat of the fire was more

than they could resist. To add to their troubles, the Laksamana Hang Tuah brought down a flotilla of boats and fireships that harassed the flanks and threatened the communications of the Viceroy's forces. Albuquerque decided to retreat. He retired to his ships, taking with him 70 of his men who had been struck down with poisoned darts; of these 70 men twelve died, and the rest suffered from constantly recurring pain for a long period of time. The Malay losses will never be known. The Sultan of Pahang, whose houses had been burnt and whose property had been plundered, left his father-in-law in the lurch and returned to his own country. The fire-eating youths of Malacca, who had egged on their Sultan to war, had now had enough of the fighting. The foreign merchants had learnt that their Malay masters were not necessarily omnipotent. Although the Viceroy had been consistently repulsed, his very pertinacity had practically secured the victory. When he landed again on the following day all organised resistance was over. The foreign subjects of the Sultan refused to expose their lives in a hopeless cause that was not their own. The Sultan's retainers found that the profit of war was not worth its risks. The Sultan himself fled. A few untamable spirits like the Laksamana continued to carry on a guerilla warfare against the Portuguese, but with no real hope of success. The foreigners all submitted—first the Peguans, then the various sections of the Javanese community; they even joined the Portuguese under the brothers De Andrade in an expedition to destroy the stockades of the Prince Alaedin. After this the Malay Prince saw the futility of further resistance; he followed his father in his flight to the interior. A few scattered bands of outlaws represented all that was left of the famous Malay kingdom of Malacca.

The spoils taken by the Portuguese are not exactly known. According to some authorities, the value of the plunder was 50,000 cruzados, or about £6,000; others say that this only represented the King's share of the spoil. It was also said that several thousand cannon—either 3,000 or 8,000—were captured. This expression may refer to mere firearms, but it must be enormously exaggerated even with this limitation. The Malay forces were very small, and they inflicted most damage with poisoned darts. Moreover, we are specially told that Albuquerque sent home as his only important trophies one or two cannon of Indian make and some Chinese images of lions. Had it not been for the foreign elements in the population of the town of Malacca, the capture of the city would have been an act of useless folly. As it was, the victory was a valuable one. It substituted a Portuguese for a Malay ruling class without destroying the tradition of the place. It gave the Portuguese a naval base, a trading centre, and a citadel that they could easily hold against any attacks that the Malays might organise.

The Viceroy could not afford to garrison Malacca with the force that had sufficed to take it. He had captured it with the whole of the available forces of Portuguese India—19 ships, 800 European soldiers, and 600 sepoys. If anything was needed to show the unreality of the wealth and power ascribed by some

imaginative writers to these old Malayan "empires" or "kingdoms," it would be the insignificance of the Portuguese garrisons that held their own against all attacks and even organised small punitive expeditions in reply. The loss of ten or twelve Portuguese was a disaster of the first magnitude to the "captain" in charge of the town and fort of Malacca. A small Portuguese reverse on the Muar river—when the gallant Ruy d'Aranjo was killed—enabled the Laksamana Hang Tuah to entrench himself on the Malacca river and to "besiege" the town. This famous Malay chief, whose name still lives in the memory of his countrymen, was a man of extraordinary energy and resource. He fought the Portuguese by sea, in the narrows of the Singapore Straits; he surprised them off Cape Rachado; he harassed the town of Malacca from the upper reaches of its own river; he intrigued with the allies of the Portuguese; he even induced a Javanese fleet to threaten Malacca. This indefatigable fighter died as he



PORTUGUESE TIN COINS OF MALACCA.

had lived, desperately warring against the enemies of his race. With his death, and with the destruction in 1526 of the Sultan's new stronghold on the island of Bintang, the Malay power was utterly destroyed. From 1511 to 1605 the Portuguese were the real masters of the Straits.

The history of Malacca from the date of Sequeira's expedition (A.D. 1509) to the time when it was captured by the Dutch (A.D. 1641) reads like a romance. It is associated with great names like those of Camoens and St. Francis Xavier; it is the story of desperate sieges and of the most gallant feats of arms. Tradition has it that once when the garrison had fired away their last ounce of powder in the course of a desperate battle against the Achinese, the suspicious-seeming silence of the grim fortress terrified the enemy into flight. We are not, however, concerned with the romance of its history so much as with its political aspect. There is something significant in the very titles of the officials of Malacca. The Portuguese Governor of Malacca was its "captain," the heads of the native com-

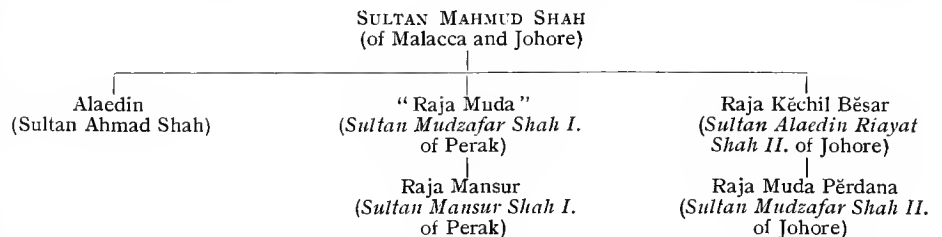
munities were "captains" too. Indeed, Albuquerque went so far as to appoint the Javanese headman, Ultimuti Raja, his *bendahara*. The high officials of the Dutch bore trading names such as "first merchant" or "second merchant"; the civil servants of our own East India Company were "writers." There is no arrogance about any of these descriptions; they only showed what their bearers really were. What, then, are we to make of titles such as those of the "Viceroy of Africa, Arabia, and Persia" and the "Viceroy of India"? They hardly represented realities; did they symbolise any national policy or ambition?

The aim of all the European Powers in the Far East—whether Portuguese or Dutch or English—was to capture the rich trade of these countries. Sequeira asked for permission to trade; Albuquerque asked for permission to build a fortified factory at Malacca; the East India Companies of the Dutch and English were merely trading concerns. Yet there was this difference. The imperial idea—which, in the case of the Dutch and English, took centuries to develop—seems to have existed from the very first in the minds of the Portuguese. It was not the imperialism of the present day; Albuquerque did not seek to administer, even when he claimed suzerainty. He allowed his Asiatic subjects a wide measure of self-government under their own "captains" in the very town of Malacca itself. Although he did not, indeed, try to administer, he tried to dominate. The Portuguese power would brook no rival. The garrisons were small—they were not sufficient to hold any tract of country—but the striking force of the vicereignty was sufficient to destroy any trading port that refused to bow to the wishes of the Portuguese or that set itself up in irreconcilable hostility against them. Again and again—at Kampar, in the island of Bintang, and on the shores of the Johore river—did the Portuguese expeditions harry the fugitives of the old Malay kingdom and destroy the chance of a native community rising to menace their fortified base at Malacca. What they did in these Straits they also did on the shores of India and Africa. The titles of the old Portuguese Viceroys were not misnomers, though they did not bear the administrative significance that we should now attach to them. The Portuguese fleet did really dominate the East. The weakness of this old Portuguese "empire" lay in the fact that it could not possibly survive the loss of sea-power. It consisted—territorially—of a few naval bases that became a useless burden when the command of the sea passed into the hands of the English and Dutch. The fall of Malacca may be truly said to date from A.D. 1606, when the Dutch Admiral Cornelis Matelief gained a decisive victory over the Portuguese fleet in the Straits of Malacca. From that time forward the doom of the town was sealed. Trade went with the command of the sea; apart from its trade, Malacca had no sufficient revenue and became a useless burden to the Viceroys of Goa. Portuguese pride did indeed induce the Viceroys at first to send expeditions to the relief of their beleaguered countrymen in the famous fortress, but as siege succeeded siege it became obvious that the fate of the city was only a question of time. It fell in 1641.

After Sultan Mahmud had been driven out of Malacca he fled to Batu Hampar, while his son, the Prince Alaedin, built a stockade at Pagoh. Pagoh was soon taken by the Portuguese. The Malay Princes then took refuge for a time in Pahang, after which they established themselves far up the Johore river, where they were relatively safe from attack. Settlements far up a river are, however, of very little use either for trade or piracy, so—as the Malays regained confidence—they moved southwards and established themselves on the island of Bintang, Sultan Mahmud at Tebing Tinggi and the Prince Alaedin at Batu Pelabohan. This Prince Alaedin had been raised to sovereign rank and bore the title of Sultan Ahmad Shah, to the great confusion of historical records, which confuse him both with his father, Sultan Mahmud, and with his brother, who afterwards bore the name of Sultan Alaedin. In any case the Sultan Ahmad died at Batu Pelabohan and was buried at Bukit Batu in Bintang; if Malay rumour is to be believed, he was poisoned by his jealous father. Sultan Mahmud then installed his younger son as Raja Muda, but did not confer on him the sovereign dignity borne by the murdered Ahmad Shah. After this, the Sultan moved his headquarters to Kopak. There another son was born to him, this time by his favourite wife, Tun Fatimah, the daughter of the famous Bendahara who had so bitterly opposed Sequeira. This child was given the title of Raja Kéchil Bésar, and was afterwards allowed (through his mother's influence) to take precedence of his elder brother, the Raja Muda, and to be raised to sovereign rank as the Sultan Muda or Sultan Alaedin Riayat Shah II. Meanwhile the Malay settlement at Kopak had increased sufficiently in importance to attract the notice of the Portuguese. In 1526 it was surprised by the Viceroy Mascarenhas, who utterly destroyed it. Sultan Mahmud, again a fugitive, took refuge at Kampar in Sumatra. By a high-handed act of policy the Portuguese had just abducted the ruler of Kampar and had thereby incurred the deadly hostility of the inhabitants of that Sumatran port. The aged Sultan Mahmud was welcomed and was recognised as sovereign in the absence of the local chief. He died shortly afterwards, leaving the throne to his son, Alaedin Riayat Shah II. The new Sultan was not left in peace by the Portuguese. Driven out of Kampar, he ultimately settled at a place on the Johore river. He died there and was succeeded by his son, the Raja Muda Perdana, who took the title of Sultan Mudzafar Shah II. This Mudzafar Shah established himself at Seluyul (Johore Lama) but he had outlying stations on the trade routes. At a later date these stations were destined to become important.

The Sultans of Perak claim descent from a "Sultan Mudzafar Shah," an elder son of the Sultan Mahmud who was driven from Malacca by the Portuguese. The present Sultan of Perak has asserted that this "Sultan Mudzafar Shah" went to Perak because he had been passed over for the succession by his younger brother. If this tradition is correct, the "Sultan Mudzafar Shah" of Perak would not be the poisoned Alaedin (Sultan Ahmad Shah), but the young Raja Muda, who was set

aside by his father in favour of the Raja Kéchil Bésar, afterwards Alaedin Riayat Shah II. All that we know about this member of the royal line is that he married a daughter of Tun Fatimah by her first husband, Tun Ali, and that he had a son, Raja Mansur. This accords with the Perak story that Sultan Mudzafar Shah was succeeded by his son, a Sultan Mansur Shah. The following table shows the line of descent



This pedigree would go to prove not only that the Sultan of Perak represents the senior line of the oldest Malay dynasty, but also that he is directly descended from the famous line of Bendaharas whose glories are the subject of the "Sejarah Melayu."

Sultan Mudzafar Shah II. seems to have reigned in comparative peace at Johore. The only incident of any importance recorded about him was his secret marriage under rather suspicious circumstances to a Pahang lady, the divorced or abducted wife of one Raja Omar of Pahang. Sultan Mudzafar Shah did not live long. When he died the chiefs placed his son, the boy Abdul Jalil, on the throne. The new sovereign, Abdul Jalil Shah, suffered great tribulations at the hands of the Portuguese, who burnt Johore Lama and drove him to the upper reaches of the river, where no ships could follow him. He settled ultimately at Batu Sawar, which he named Makam Tauhid. He died at this place, leaving two sons (Raja Mansur and Raja Abdullah) by his principal wife, and three sons (Raja Hasan, Raja Husain and Raja Mahmud) by secondary wives. It is said that the last three became rulers of Siak, Kelantan and Kampar respectively. Raja Mansur succeeded to the throne of Johore under the title of Alaedin Riayat Shah III. It was in the reign of this Alaedin Riayat Shah that the Dutch and English first came to Johore.

CHAPTER VI.

THE DUTCH ASCENDANCY.

ABOUT the end of A.D. 1602 a Dutch navigator of the name of Jacob van Heemskerck visited Johore and left a factor behind, after satisfying himself that the factor's life was not likely to be endangered by any peace between the Malays and the Portuguese. By doing this he attracted to Johore the unwelcome attentions of the Governor of Malacca, who at once sent a few small vessels to blockade the river. However, in A.D. 1603 two Dutch ships that came to visit the factor drove away the Portuguese flotilla and obtained great honour

in the sight of the Malays. From this time onwards the Dutch came constantly to Johore. Their factor, Jacob Buijsen, resided continuously at his station and seems to have done a good deal to turn an insignificant fishing village into an important centre of trade and political influence. In this work of development he received every assistance from the Sultan's brother, Raja Abdullah, who was anxious to make a definite alliance with Holland

and to obtain some permanent protection against Portuguese attack. A Malay envoy was actually sent to Holland, but died on the journey, and no treaty was made till A.D. 1606, when Admiral Cornelis Matelief with a powerful fleet arrived in the Straits of Malacca.

The Dutch account of this expedition tells us that the old Sultan Abdul Jalil Shah had been a great fighter and had waged a long war against the Portuguese. At his death he left four sons. The eldest, the "King Yang-di-Pertuan" (Alaedin Riayat Shah III.) was in the habit of getting up at noon and having a meal, after which he drank himself drunk and transacted no further business. His second son, the King of Siak, was a man of weak character, who rarely visited Johore. His third, Raja Abdullah, is described as a man of about thirty-five years of age, fairly intelligent, far-sighted, quiet in disposition, and a great hand at driving hard bargains. The fourth brother, Raja Laut, is depicted as "the greatest drunkard, murderer, and scoundrel of the whole family. . . All the brothers drink except Raja Abdullah; and as the rulers are, so are the nobles in their train." Such, then, were the men whom the Admiral Cornelis Matelief had come to succour. But we must not condemn these men too hastily. The Bendahara or prime minister of these Princes was the author of the "Annals," our great source of information on Malay history. The royal drunkard, Alaedin Riayat Shah, was the man who ordered the "Annals" to be written. The "great hand at driving hard bargains"—Raja Abdullah—is the patron of the history: "Sultan Abdullah Maayat Shah, the glory of his land and of his time, the chief of the assembly of true believers, the ornament of the abodes of the Faithful—may God enhance his generosity and his dignities, and perpetuate his just government over all his estates." These men must have been something more than mere drunkards; the historian has reason to be grateful to them.

On May 14, 1606, Admiral Matelief arrived off the Johore river and received a friendly letter of greeting from Raja Abdullah; on May 17th he entertained the Prince on board his flagship. The interview must have been amusing, for it is quite clear that the Dutch

had come to the Straits with the most exaggerated ideas about the greatness of Johore. On boarding the Dutch ship *Raja Abdullah* greeted his host most cordially and presented him with a "golden *kris* studded with stones of little value." In welcoming the sailors to Malay waters, the *Raja* prolonged the compliments to such an extent that the impatient Admiral tried to lead him up to business by a pointed inquiry regarding the nature and extent of the help that might be expected from Johore if the Dutch attacked Malacca. In this matter, however, the Prince was anxious not to commit himself. He explained that he was an *orang miskin*, a person of little wealth and importance, subordinate in all things to the will of his royal brother. "In short," says our angry Dutch chronicler, "all the information that we could obtain from this Prince was that he was a very poor man indeed; had he been able to fight the Portuguese by himself, would he have sent to Holland for assistance?" This was unanswerable. The Admiral gave up all hope of obtaining any real armed assistance from Johore.

Nevertheless a treaty was signed. It is the first Dutch treaty with Johore and is dated May 17, 1606. Its terms are interesting.

The new allies began by agreeing to capture Malacca. After capturing it, they were to divide up the spoil—the city was to go to the Dutch and the adjoining territories to the Malays, but the Dutch were to possess the right to take timber from the nearest Malay jungles for the needs of the town and its shipping. The permission of the future Dutch Governor of Malacca was to be obtained before any European could be permitted to land on Johore territory.

As this treaty seemed a little premature until the capture of Malacca had been effected, Admiral Matelief set out at once to carry out that portion of the arrangement. He gained a decisive victory over the Portuguese fleet but failed to take the town, and ultimately gave up the enterprise as impracticable. On September 23, 1606, he made an amended treaty under which a small portion of Johore territory was ceded to the Dutch as a trading station in lieu of the town and fort of Malacca, the rest of the treaty remaining the same as before. After concluding this agreement he sailed away, and only returned to the Malay Peninsula in October, 1607, when he visited the factory at Patani. He then found that a complete change had come over the position of affairs at Johore. The Portuguese—having lost the command of the sea—had reversed their policy of unceasing hostility to native powers, and were now prepared to make an alliance with the Sultan. The Dutch factor had fled to Java, and the Admiral summed up the situation in a letter dated January 4, 1608: "The chief King drinks more than ever; the chiefs are on the side of the Portuguese; *Raja Abdullah* has no power." The Dutch East India Company had invested 10,000 dollars at Johore and 63,000 dollars at Patani.

Admiral Matelief could do very little. As he had sent most of his ships home and was expecting the arrival of a fleet under Admiral van Caerden, he tried to induce Admiral van Caerden to change his course and threaten

Johore, but he was too late, as the Admiral had sailed already from Java on his way to the Moluccas and was too far away to give any assistance. Nothing could be done till the autumn. In the end a Dutch fleet arrived under Admiral Verhoeff to bring the Sultan to reason. Sultan Alaedin Riayat Shah seems to have defended himself by the very logical argument that he wished to be at peace with everybody and that Dutch friendship, to be of value, should accord him permanent protection. This permanent protection was promised him by a new treaty, under which the Dutch agreed to build a fort at Johore and to station two guardships there to defend the place against Portuguese attack. Having made this arrangement, the Admiral sailed from Johore with a letter from the Sultan begging for Dutch aid to prosecute a personal quarrel between himself and the *Raja* of Patani. In fact, nothing could have been more fatuous than the policy of this Alaedin Riayat Shah.

Dutch residents in the factory. The Achinese did not treat their prisoners very harshly. The Sultan of Achin—the famous Iskandar Muda or Mahkota Alam—gave his sister in marriage to *Raja Abdullah* and even joined Alaedin in the convivial bouts that were so dear to the Johore Princes. A reconciliation was effected. On August 25, 1614, Alaedin Riayat Shah was back in his own capital, but he does not seem to have learned much wisdom from his stay in Achin. Accused of lukewarmness in helping the Achinese in their siege of Malacca, he brought upon himself for the second time the vengeance of the great Mahkota Alam. Johore was again attacked—this time by a force which an eyewitness, Admiral Steven van der Haghen, estimated at 300 ships and from 30,000 to 40,000 men. Johore was taken, but the Sultan himself escaped to Bintang. Bintang was next attacked. The unfortunate Sultan received some help from Malacca, but only just enough



MALAY CANNON.

Surrounded by powerful enemies, he was content to think only of the pleasures and of the passions of the moment, leaving all graver matters to the care of his cautious brother, *Raja Abdullah*.

In A.D. 1610 the marriage of the Sultan's eldest son to his cousin, the daughter of the *Raja* of Siak, led to a complete change in the attitude of the fickle Alaedin Riayat Shah towards *Raja Abdullah* and the Dutch. The *Raja* of Siak, a friend of the Portuguese, became the real power behind the throne of Johore. Again, as in 1608, the Dutch might well have written: "The King drinks more than ever; the chiefs are on the side of the Portuguese; the *Raja Abdullah* has no power." But vengeance overtook the treacherous Alaedin from a most unexpected quarter. On June 6, 1613, the Achinese, who were at war with Malacca, suddenly made a raid on Johore, captured the capital, and carried the Sultan off into captivity along with his brother *Abdullah*, the chief Malay Court dignitaries, and the

to seal his destruction. He was now unable either to repel the attack of his enemies or to clear himself of the charge of allying himself with the Portuguese infidel against whom Mahkota Alam was waging religious war. Alaedin Riayat Shah was taken prisoner and died very shortly afterwards; tradition has it that he was put to death by his captors.

Incidentally it may be observed that the "Malay Annals," though dated A.D. 1612, refer to "the late Sultan Alaedin Riayat Shah, who died in Achin." This reference shows that the book, though begun in A.D. 1612, was not actually completed till some years later. It is very much to be regretted that the Malay historian should have confined his work to the records of the past and should have given us no account whatever of the stirring incidents in which he personally, as Bendahara, must have played a most prominent part.

Sultan Alaedin Riayat Shah III. was succeeded by his brother *Raja Abdullah*, who took the title of Sultan *Abdullah Maayat Shah*.

The new ruler possessed many good qualities and he had the advantage of being married to a sister of Mahkota Alam, but was extremely unfortunate in being forced to contend against so jealous a potentate as his brother-in-law. He seems to have led the wandering existence of a Pretender-King. In A.D. 1623 he was certainly driven out of the island of Linggi by an Achinese force. In A.D. 1634 the Dutch records speak of Pahang and Johore as being incorporated in the kingdom of Achin. No Dutch ships ever visited Abdullah during his sultanate; no Dutch factors were ever stationed at his Court. He was deserving but unfortunate—a mere claimant to a throne that the Achinese would not permit him to fill. He died in A.D. 1637.

He was succeeded—if indeed we can speak of succession to so barren a title—by his nephew, Sultan Abdul Jalil Shah II., son of the Sultan Alaedin Riayat Shah III. who died at Achin. The new ruler was more fortunate than his predecessor in that the Achinese power was now on the wane. The mighty Mahkota Alam, the most powerful and most ambitious of the rulers of Achin, was dead; his sceptre had passed into the hands of women. These years—from 1637 onwards—may be considered years of revival among the Malay States that had been reduced to vassalage by Achin, for they gave a new lease of life to the kingdoms of Johore, Pahang and Perak. In A.D. 1639 the Dutch, who were anxious to procure native assistance for the siege of Malacca, made overtures to the Sultan. Possessing the command of the sea, they wanted Malay auxiliaries to assist them with supplies and transport and to help in hemming in the Portuguese by land. The Dutch Admiral Van de Veer accordingly entered into an agreement with Abdul Jalil Shah and definitely secured him as an ally in the war against Malacca. This time the Portuguese stronghold was captured (A.D. 1641).

In spite of the fact that the military commanders at Malacca were not altogether satisfied with the help given them by their Malay allies, the Dutch civil authorities did their best to show gratitude to Johore and to restore it as much as possible to its old position. They arranged peace between Johore and Achin, and gave various other assurances of their goodwill to the Sultan Abdul Jalil Shah. We hear of various complimentary missions being exchanged between Johore and Batavia without much practical result. What else, indeed, could we have expected? Johore became useless to Holland as soon as the capture of Malacca gave the Dutch a better station in the Straits than the old trading factory of Batu Sawar had ever been. Johore had no industries, no trade, no productive hinterland; it was bound to decline. Sultan Abdul Jalil lived long enough to see a great calamity overwhelm his country. A quarrel with the Sultan of Jambi led in A.D. 1673 to a war in which Johore was plundered and burnt and its aged ruler driven into exile. The death of the old Sultan—who did not long survive the shock of the destruction of his capital—brought to an end the direct line of the Johore dynasty.

He was succeeded by a cousin, a Pahang Prince who took the name of Sultan Ibrahim

Shah. The new ruler's energy infused fresh life into the State; he established himself at Riau in order to carry on the war against Jambi more effectively than from Johore Lama; he allied himself with the Dutch, and in time succeeded in regaining what his predecessor had lost. But he did not live long. On February 16, 1685, he died, leaving an only son, who was at once placed on the throne under the title of Sultan Mahmud Shah. As the new Sultan was a mere boy, his mother became Regent, but she allowed all real power to be vested in the Bendahara Paduka Raja, the loyal and able minister of her late husband, the victorious Sultan Ibrahim. She was wisely advised in so doing. Peace was assured; the traditional friendship with Holland was loyally kept up by the Bendahara; internal troubles of all kinds were avoided. Unfortunately the Bendahara died, and his headstrong ward took the government of the State into his own hands. In A.D. 1691 we hear of him as ruling from Johore. This young Sultan, Mahmud Shah II., the last Prince of his race—ruler of Pahang and Riau as well as of Johore—is the most mysterious and tragic figure in Malay history. He was said to be the victim of one of those terrible ghostly visitants, a Malay vampire, the spirit of a woman dead in childbirth and full of vengeance against the cause of her death. He is accused, by Malay traditions from all parts of the peninsula, of having slain in the most fiendish manner those of his wives who had the misfortune to become pregnant. Probably he was mad; but no form of madness could have been more dangerous to a prince in his position. The frail life of this insane and hated Sultan was the only thing that stood between any bold conspirator and the thrones of Johore, Pahang, and Linggi. The end came in A.D. 1699. As the young ruler was being carried to mosque at Kota Tinggi on the shoulders of one of his retainers he was stabbed to death. All Malay tradition ascribes this assassination to the Sultan's minister, the Bendahara Sri Maharaja, head of the great family that is described in the "Malay Annals" as glorying in the tradition of fidelity to its Princes. With the death of the Sultan Mahmud Shah II. the dynasty of Malacca, Johore, and Pahang disappears from the page of history.

In the records of this long line of Kings the point that most impresses the student is the curiously personal character of Malay sovereignty. In Europe, where all the Continent is divided up under different rulers, there is no place for a fallen king except as a subject. In the thinly populated Malay world the position was entirely different. So long as a fugitive prince could induce a few followers to share his lot, he could always find some unoccupied valley or river in which to set up his miniature Court. The wandering exile Raja Abdullah (A.D. 1615–37), whose movements cannot be traced and the date of whose death is uncertain, was nevertheless a king—"Sultan Abdullah Maayat Shah, the glory of his land and of his time." He was born in the purple. But to less highly born adventurers the acquisition of royal rank, as distinct from mere power, was a very difficult matter. All Malay popular feeling is against the "worm" that aspires to become a "dragon." If a bad

harvest or a murrain or any other misfortune had overtaken the subjects of an upstart king, all Malaya would have explained it as the Nemesis that waits on sacrilege, the result of outraging the divine majesty of kings. Royalty was a mere matter of caste, but a great Sultan might create minor Sultans, just as the Emperor of China made a Sultan of the Paramisura Muhammad Shah, or as Sultan Mansur Shah divided his dominions between his sons, or as Sultan Mahmud Shah I. gave sovereign rank to his son Ahmad Shah, or as Queen Victoria may be said to have created the sultanates of Johore and Pahang. Titular dignity was one thing; real authority was another. Powerful *de facto* rulers such as (in recent times) the Bendahara of Pahang, the Temenggong of Johore and the Dato' of Rembau, and great territorial magnates like the Maharaja Perba of Jelai, were kings in all except the name. The glamour of titles and of royal descent is so great that it often obscures realities. The Dutch when they negotiated their treaty with the Sultan of Achin found, when too late, that he was Sultan in rank only, not in power. The sympathy that has been lavished upon the dispossessed princely house of Singapore is based upon a misconception of the meaning of Malay "royalty." Royal rank meant prestige, position, influence—the things that lead to power. Royal rank was a great thing in Malay eyes and justified the attention that they devoted to pedigrees and to the discussion of the relative importance of the articles that made up a king's regalia. But the student of Malay things who mistakes mere rank for power will constantly be surprised to find, as Admiral Matelief was astonished to discover, that a Malay Prince is often an *orang miskin*—a very poor person indeed!

Immediately after the death of the unhappy Mahmud Shah, his murderer, the Bendahara Sri Maharaja, ascended the throne of Johore and Pahang under the title of Sultan Abdul Jalil Riayat Shah. Like most Princes who obtain a crown by violence, he found that his position was one of ever-growing danger from malcontents at home and enemies abroad. Two new disturbing forces had entered the arena of Malayan politics. The first was the great Menangkabau immigration; the second was the continued presence of Bugis fleets and colonies on the peninsula coast. A constant stream of industrious Sumatran Malays had for some time past been pouring into the inland district now known as the Negri Sembilan. These men, being very tenacious of their own tribal rights and customs, resented any interference from Johore. The Bugis were even more dangerous. They were more warlike and more energetic than the Malays; they built bigger ships; they were ambitious, and they seemed anxious to get a firm footing in the country. In A.D. 1713 Sultan Abdul Jalil Riayat Shah tried to strengthen his position by a closer alliance with the Dutch; but such a policy, though it might assist him against foreign foes, was of very little avail against the enemies of his own household. In A.D. 1617 (or a little earlier) an incident occurred that may be described as one of the more extraordinary events in Malay history. A Menangkabau adventurer calling himself Raja Kéchil

appeared in Johore. He gave himself out to be a posthumous son of the murdered Mahmud Shah and stirred up a revolution in the capital. But the strangest part of the incident was its termination. The upstart Sultan Abdul Jalil Riayat Shah consented to revert to his old position of Bendahara Sri Maharaja and to serve under the impostor, Raja Kéchil, whose claims he must have known to be false. To cement this alliance between murder and fraud the ex-Sultan agreed to give his daughter, Těngku Těngah, in marriage to the new Sultan, who took the name of Abdul Jalil Rahmat Shah.

It is difficult to exactly trace the course of events after this point because we have two Malay partisan histories written from opposite points of view. One history accepts this Raja Kéchil as a true son of the murdered Sultan Mahmud; the other treats him as a scoundrel and an impostor, and makes a martyr of the deposed assassin, Sultan Abdul Jalil Riayat Shah. There can be no doubt that the Bendahara's relatives conspired with the Bugis against their new master, but the details of the plot are not very clear. According to one account a woman's jealousy provoked the trouble. Raja Kéchil had jilted Těngku Těngah in order to marry her younger sister, Těngku Kamariah. This little change in the original plan did not injure the Bendahara, but it made a great deal of difference to the ambitious Těngku Těngah and caused further dissension in a family that was already divided by personal jealousies. As the children of the Bendahara who were born after his accession to the throne denied that their elder brothers, who were born before their father became a king, had any right to call themselves princes, it is not surprising that intrigues and conspiracies should have been begun. It happened that there was at this time in Johore a Bugis adventurer named Daeng Parani. Těngku Sulaiman, eldest son of the Bendahara, went to this man and appealed to him for help in overthrowing the upstart Raja Kéchil. Daeng Parani hesitated; the odds against him were too great. Těngku Sulaiman then tried to win over the Bugis adventurer by promising him the hand of his sister, Těngku Těngah, in marriage. Daeng Parani again refused. At this juncture Těngku Těngah herself came forward and made a personal appeal to the love and chivalry of the Bugis chief. Daeng Parani now consented to act. With great boldness—for he had only a handful of men in the heart of a hostile capital—he surrounded the Sultan's residence and endeavoured to slay Raja Kéchil and to abduct Těngku Kamariah. He was only partially successful; the Sultan escaped. Daeng Parani fled to Selangor, leaving his fellow-conspirators behind. Těngku Sulaiman and Těngku Těngah fled to Pahang. The aged Bendahara, father of Těngku Sulaiman and Těngku Těngah, feeling that he would be suspected of having taken a part in the conspiracy, followed his children in their flight, but was overtaken and murdered at Kuala Pahang. He is the Sultan known as *marhum kuala Pahang*. Těngku Sulaiman, however, managed to make good his escape and ultimately joined his Bugis friends.

After these incidents Raja Kéchil—or Abdul

Jalil Rahmat Shah as he styled himself—abandoned Johore Lama, the scene of so many misfortunes to Malay Kings, and made a new capital for himself at Riau. He carried on with great courage and success a desultory war against the Bugis, but was ultimately outmanœuvred and lost his position as Sultan of Johore, because the Bugis ships, having enticed the Malay fleet to Kuala Linggi, doubled back during the night and suddenly appeared before Riau. In the absence of its King and his followers, Riau could offer no resistance. The Bugis proclaimed Těngku Sulaiman Sultan of Johore under the title of Sultan Sulaiman Badru'l-alam Shah. The principal Bugis chief, Daeng Merowah (or Klana Jaya Putra) became "Yang-di-Pěrtuan Muda" of Riau, with the title of Sultan Alaedin Shah, while another Bugis chief, Daeng Manompo, became "Raja tua" under the title of Sultan Ibrahim Shah. This seems to have occurred on October 22, A.D. 1721, but the formal investiture only took place on October 4, 1722. To strengthen their position, the Bugis chiefs allied themselves in marriage with the Malays. Daeng Manompo married Tun Tepati, aunt of Sultan Sulaiman; Daeng Merowah married Inche' Ayu, daughter of the ex-Temenggong Abdul Jalil and widow of the murdered Sultan Mahmud; Daeng Parani had married Těngku Těngah; and Daeng Chelak sought to marry Těngku Kamariah, the captured wife of Raja Kéchil. Other Bugis chiefs—Daeng Sasuru and Daeng Mengato—married nieces of Sultan Sulaiman.

As the Bugis accounts of the Raja Kéchil incident differ very materially from the Malay version, we can hardly hope to get a thoroughly reliable history of the events that led to the establishment of Bugis kingdoms in the Straits of Malacca. We may, however, consider it certain that Raja Kéchil was not a posthumous son of Sultan Mahmud Shah. Dutch records prove that Raja Kéchil was an extremely old man in A.D. 1745; they even provide strong evidence that he was fifty-three years of age when he seized the throne of Johore. He must therefore have been an older man than the Prince whom he claimed as his father. In all probability Raja Kéchil won his kingdom by mere right of conquest, supplanting a murderer who was quite ready to give up an untenable throne and to take a secure position as Bendahara under a strong ruler. In later years, when the Malays became savagely hostile to their Bugis masters, they were doubtless ready to accept any tale and to follow a Menangkabau ruler, who was at least a Malay, in preference to the Bugis pirates and their miserable tool, Sultan Sulaiman Shah. But when Raja Kéchil died the Malays rallied to the side of his younger son (who had a royal Malay mother) and treated the elder son as a mere alien without any claim to the throne. The murder at Kota Tinggi in A.D. 1699 had divided the allegiance of the Malay world and contributed greatly to the success of the Bugis. It was only at the close of the eighteenth century that the old Johore communities again recognised a common ruler.

The Bugis chiefs at Riau paid very little attention to the puppet-Sultans that they set up. They so exasperated Sultan Sulaiman that he soon left his sultanate and fled to

Kampar. After this incident the Bugis felt that they had gone too far, and they made a new treaty with their titular sovereign and induced him to return to Riau. It should be understood that even with Sultan Sulaiman's help the Bugis position at Riau was very insecure. Raja Kéchil, who had established himself at Siak, gained many victories and repeatedly attacked his enemies in their very capital. In A.D. 1727 he even abducted his wife, Těngku Kamariah, who was held captive at Riau itself. In A.D. 1728, with the aid of Palembang troops, he laid siege to Riau and was repulsed. In A.D. 1729 the Bugis blockaded Siak and were repulsed in their turn. The history of the whole of this period of Bugis activity (1721–85) is extremely involved, but it is fully discussed in Dutch works, especially in the thirty-fifth volume of the *Transactions* of the Batavian Society. We can only briefly refer to it.

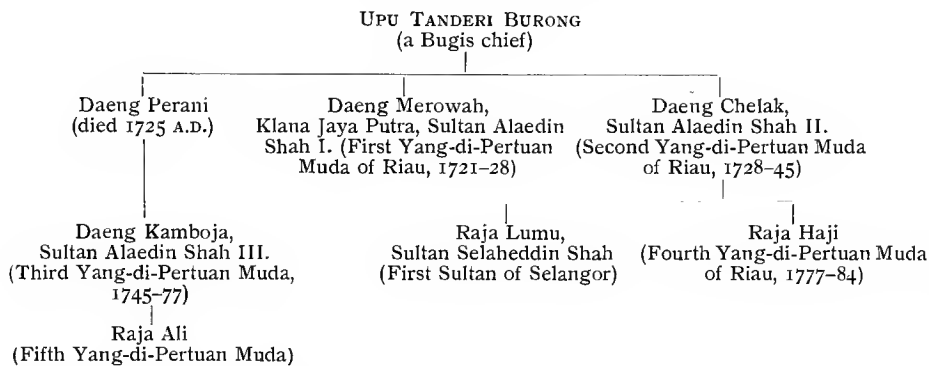
The policy of the Dutch—so far as their general unwillingness to interfere allowed of any policy—was that of supporting the Malays against the restless and piratical Bugis. It was a difficult policy, this assistance of the weak against the strong, but it proved successful in the end. Looking at it in the light of ultimate results, we can compare two exactly similar situations, one in 1756 and the other in 1784, and notice the difference in treatment. On both occasions Malacca was attacked.

On the first occasion the Dutch, after repelling the attack on their fortress, allied themselves with the Malays (Sultan Sulaiman, his son the Těngku Běsar, and his son-in-law the Sultan of Trengganu), and forced the Bugis to come to terms (A.D. 1757) and to acknowledge the Sultan of Johore as their lawful sovereign. This plan did not work well, as Sultan Sulaiman had great difficulty in enforcing his authority. To make matters worse, his death (August 20, 1760) occurred at a time when his eldest son, the Těngku Běsar, was on a mission to the Bugis Princes of Linggi and Selangor. If Malay records are to be believed, the Bugis chief, Daeng Kamboja, was not a man to waste an opportunity. He poisoned the Těngku Běsar and then took his body, with every possible manifestation of grief, back to Riau to be buried. At the burial he proclaimed the Těngku Běsar's young son Sultan of Johore under the title of Sultan Ahmad Riayat Shah, but he also nominated himself to be Regent. When the unhappy boy-King was a little older, and seemed likely to take the government into his own hands, he too was poisoned, so as to allow a mere child, his brother, Sultan Mahmud Riayat Shah, to be made Sultan and to prolong the duration of the Regency. The Dutch plan of securing Malay ascendancy had completely failed.

On the second occasion (when Raja Haji attacked Malacca in 1784) the Dutch, after repelling the attack and killing the Bugis chief, followed up their success by driving the Bugis out of Riau and recognising the young Malay Sultan Mahmud Riayat Shah as the ruler of Johore. But on this occasion they felt that they could not trust any native dynasty to maintain permanent peace. They accordingly made a treaty with the Sultan, and stationed a Resident with a small Dutch garrison at Riau.

This plan did not work very well at first; it pleased neither the Bugis nor the Malay chiefs. The fifth Bugis "Yamtuan Muda" attacked Riau; the Malay Sultan fled from his capital to get up a coalition against the Dutch; even the Ilanun pirates made an attack upon the place. In time, however, when the various chiefs came to recognise that the glories of independence were not sufficient compensation for losing the creature-comforts of security and peace, both the Sultan Mahmud Shah and the Bugis Yamtuan Muda settled down definitely at Riau and accepted the part of dependent Princes.

The following pedigree shows the branches of the Bugis family that ruled in the Straits.



Sultan Mahmud Riayat Shah of Johore died in the year 1812 A.D., leaving two sons, Tengkus Husain and Tengkus Abdurrahman. The latter was at once proclaimed Sultan by the Bugis Yang-di-Pertuan Muda of Riau. Tengkus Husain, who was absent in Pahang at the time of his father's death, returned to Riau, but appears to have made no effective protest against his younger brother's accession. Sultan Abdurrahman was recognised as Sultan of Johore and Pahang by both the Dutch and the English until January, 1819, when it suited Sir Stamford Raffles to repudiate that recognition and to accord to Tengkus Husain the title of Sultan of Johore. From this time the line of Sultans divides into two, one branch reigning under Dutch protection in the island of Linggi, the other living under British protection in the town of Singapore itself.

CHAPTER VII.

THE EARLY BRITISH CONNECTION WITH THE STATES.

WHEN the British occupied Pinang at the close of the eighteenth century the situation on the mainland was a confused one. The Dutch held Malacca, and their power extended over Naning, and to a less extent over Rembau and the Negri Sembilan, and they had a factory in Selangor which they utilised for the enforcement of their tin monopoly. In the north were the Siamese hovering about the confines of Kedah and menacing Trengganu and Kelantan. The separate States were ruled by chiefs whose power was despotically exercised, and who, in the majority of instances,

derived a considerable portion of their slender revenue from piracy. Generally, the condition of the country was anarchical. There was little trade and less agriculture, and the population was very scanty. The Dutch had a great opportunity of extending their influence throughout the peninsula, but they lacked the conciliatory qualities which are essential in dealing with so proud and highly intellectual a people as the Malays. Their power, such as it was, was greatly shaken by a "regrettable occurrence" in Selangor in 1785 which dimmed the lustre of their laurels. The State, as we have seen, was settled in the eighteenth century by a Bugis colony from the Celebes, and at the period named it was under the govern-

ment of Sultan Ibrahim, a sturdy chief who commanded a great reputation amongst the people of the area. In 1784 the Sultan, with his ally the Muda of Riau, Raja Haji, attacked Malacca, plundered and burned the suburbs of the city, and would probably have completed the conquest of the place but for the timely arrival in the roads of a Dutch fleet under Admiral Von Braam. The Dutch succeeded in defeating the combined forces, and later carried the war into the enemy's country. But Sultan Ibrahim, deeming discretion the better part of valour, fled to Pahang, leaving the Dutch to occupy Selangor without opposition. Subsequently Ibrahim crossed the peninsula from Pahang with about two thousand followers, and made a night attack on the Dutch fort on June 27, 1785. Panic-stricken, the Dutch garrison abandoned their fort in a disgraceful manner, leaving behind them all their heavy artillery, ammunition, and a considerable amount of property. The Dutch threatened reprisals, and Ibrahim made peace with them by restoring the plunder and acknowledging the suzerainty of the Netherlands East India Company. The chief, however, was never reconciled to the connection, and he made repeated overtures to the authorities of Pinang for the extension of British protection to his State.

When Malacca was handed back to the Dutch in 1818, under the terms of the Treaty of Vienna, there was, as we have already noted, a feeling of alarm excited amongst the British community at Pinang. Not only was the retrocession regarded as in itself a serious blow to British prestige, but there were apprehensions that the re-establishment of the Dutch at this fine strategical centre would effectually prevent the extension of British influence in the

peninsula. The Pinang merchants on June 8, 1818, wrote to the Government on the subject of the desirability of the adoption of a more active policy in the Malay peninsula. In the course of their communication they adverted to the extensive commercial intercourse then carried on by British subjects from Pinang with Perak, Selangor, Riau, Cringore and Pontiana, and other ports in Borneo, and expressed apprehension that the Dutch on reoccupying Malacca would endeavour to make exclusive treaties with the chiefs of those States very detrimental to British trade. They therefore earnestly pressed the Governor (Colonel Bannerman) to lose no time in endeavouring to enter into friendly alliance with the chiefs of these countries, which would secure for British merchants equal privileges with those of the subjects of other nations. The Government, acting promptly upon the suggestion, despatched Mr. Cracroft, Malay translator to the Government, to the adjoining States of Perak and Selangor for the purpose of forming treaties which would at least prevent a monopoly on the part of the Dutch, and secure for Pinang a fair participation in the general trade of the States. There was at the time war raging between Kedah and Perak over the question of the despatch of a token of homage by the latter to the Siam Court. Mr. Cracroft was instructed by the short-sighted autocrat of Pinang to urge submission to the demand, and as the Perak people were little disposed to yield, his mission was for a time imperilled by the attitude he assumed. Eventually, however, by clever diplomacy, he managed to obtain the desired treaty. Proceeding to Selangor, Mr. Cracroft concluded a similar treaty there.

At or about this time efforts were made by the Pinang Government to revive the tin trade, which had greatly suffered by the transfer of the island of Banca to the Dutch. A reference has been made to this in the Pinang section of the work, but a more extended account of the transactions may be given here. The movement was prompted by offers from the Sultans of Perak, Selangor, and Patani to furnish supplies of the product. The Sultan of Perak was especially friendly. As far back as 1816 he not only made an offer to the Government of a tin monopoly, but tendered also the island of Pangkor and the Dinding district on the mainland for the trifling consideration of 2,000 dollars a year. This Sultan was the same chief who expelled the Dutch from Selangor in 1785. In these favourable circumstances Mr. John Anderson was despatched with full powers to negotiate with the chiefs named for the re-establishment of the trade.

In conformity with his instructions, Mr. Anderson proceeded to the States of Perak, Selangor, and Colong. An interesting relation of what befel him is given in a pamphlet he issued some years later under the title of "Observations on the Restoration of Banca and Malacca." From this we may summarise the facts. Despite the circumstance that Perak was in a state of anarchy at the time of his arrival, the result of his mission was by no means unfavourable even there, while at Selangor and Colong, although

considerable difficulties were encountered, the objects attained fully realised the expectations formed, an engagement having been made for 1,500 piculs of tin annually to the Company at the low price of 43 dollars per bahar, which was considerably less than expected. The contract was a perpetual one, but it appeared to Mr. Anderson that the establishment of native agents at the different States, as had been suggested by a Committee which had sat in Pinang before he left, would not only be ineffectual for the purposes intended, but involve a heavy expense without any corresponding benefit, and be much less adapted for the purpose of extending and encouraging the tin trade than the formation of a small factory at an island near the chief port where the tin was procured, to which natives of their own accord would resort for the sale of tin. He consequently recommended the establishment of a factory on the island of Pangkor, near the Dindings, and distant from the Perak river about 12 miles. It was pointed out by Mr. Anderson that the island was peculiarly well situated for the contemplated purpose. It abounded in canes, rattans, wood-oil, dammar, and crooked timber for ships. The water was particularly excellent, the harbour safe, and in fine the island possessed almost every advantage that could be desired for the purpose stated. Independently of its occupation being important in a commercial sense, it would, he pointed out, be the means of preventing pirates resorting there, as they had been in the habit of doing. The Government at Pinang approved the scheme, and obtained the sanction of the Supreme Government to establish a factory at Pangkor, "provided a cession of the island could be obtained from a power competent to grant it, and there was no probability of difficulties afterwards arising as to the legality of the occupation." The circumstances were not immediately favourable for the execution of the plan suggested by Mr. Anderson. The Sultan of Perak had long claimed the island as a dependency of that State, but the Sultan of Selangor had, with more propriety, made a similar claim, and his son was in fact in possession of the island and part of the mainland district known as the Dindings. Meanwhile, the Sultan of Kedah, having invaded Perak territory, was disposed to regard it as his by right of conquest. To this potentate Mr. Anderson applied in January, 1819, for the cession of the island, and for permission to allow his chiefs to continue disposing of the tin collected to the British agents in Perak. The Sultan of Kedah replied that he could not comply, as he was under the authority of Siam, and pending a communication from the King of Siam as to how matters were to be settled he could do nothing. While these negotiations were proceeding the Government of Pinang had been taking steps to forward the tin trade with Patani. Their operations were, however, hampered by the Sultan of Kedah's agents, and were ultimately completely nullified by the imposition of what was practically a prohibitive export duty. Shortly afterwards a new complication was introduced into the tangled thread of Perak politics by the intrusion of a Dutch mission into the territory with the object of founding a settlement there.

Both the Kedah and the Perak people were extremely averse to the Dutch designs, and an urgent representation in favour of inviting British interference was made by the Bendahara of Perak to the Sultan of Kedah. The withdrawal of the Dutch mission to Malacca relieved the situation, and nothing came of the proposal immediately. But two months later, when the Kedah forces evacuated Perak, the Bendahara wrote to Mr. Anderson offering to enter into a treaty with him for the supply of tin. The Dutch Government about this time sent an embassy to Selangor and insisted upon the King renewing an obsolete treaty which prejudiced British interests. The Sultan promptly communicated the fact to Pinang, and at the same time expressed his desire to fulfil his engagements. In June Mr. Cracroft was despatched again to Colong and Selangor, and on his return availed himself of the opportunity of bringing up 310 bahars of tin which were ready for Mr. Anderson.

The death of Colonel Bannerman rendered it expedient to suspend the execution of the contract with the Sultan of Selangor and to discontinue the collection of tin on account of the Company. The whole of the tin collected, about 2,000 piculs, having been properly smelted, was ultimately sold at the price of 18 Spanish dollars per picul. There was a gain on the adventure of 5,396.41 Spanish dollars, besides the Custom House duties, which amounted to 800 dollars more. The Hon. Mr. Clubley, in a minute on the subject, expressed the view that sufficient had been done for the beneficial purposes contemplated. "I quite agree with the Hon. the President in the justice of his ideas, that we shall best encourage the trade in tin by endeavouring, as much as lies in our power, to remove the barriers which, at present, either the selfish or timid policy of the neighbouring Malay Governments has opposed to the free transit of that article. The opening of a free communication with the Kwalla Muda will be highly desirable in this view on the one side, and on the other, the possession of Pankor, if it could be done with propriety, would facilitate trade with Perak and render it liable to the least possible obstructions. I am aware, however, of the justice and propriety of the Hon. the President's objections against our occupation of Pankor at present, in view to avoid any cause for jealousy either from the Dutch Government or from that of Siam under present circumstances. It does not appear to me, however, that any objections do arise from any other quarter to prevent this desirable measure being attained, and when the discussions which have been referred to Europe shall be adjusted, I certainly hope to see that island an integral part of this Government and forming (as it will essentially do) a great protection to the passing trade, especially of tin from Perak and Selangor, and a material obstruction, when guarded by a British detachment, to the enormous system of piracy that at present prevails in that part of the Straits. . . . From the foregoing observations, it is needless to add I consider, as the Hon. President does, that it becomes unnecessary to persevere in enforcing our treaties with the Rajas of Perak and Selangor for our annual supply of tin.

Yet, if circumstances had been otherwise, I would assuredly have added my humble voice in deprecating and resenting the overbearing assumptions of our Netherlands neighbours at Malacca, who in the most uncourteous, if not unjustifiable, manner have prevailed on the Raja of Selangor to annul a former treaty he had concluded with this Government, for the purpose of substituting an obsolete one of their own. The superior authorities will no doubt view in this procedure a continuation only of the same system which has been practised universally by the Dutch since they resumed the government of the Eastern islands."

The Siamese connection with the affairs of the Malay Peninsula cannot be overlooked in a general survey of the history of the federated area. From a very early period, as has been noted, the Siamese had relations with the northern portions of the region. Their influence varied in degree from time to time with the fortunes of their country; but they would appear to have effectually stamped the impress of their race upon the population at the period of the occupation of Pinang. On the strength of their position as the dominant power seated at the northern end of the peninsula, they put forward claims to supremacy over several of the principal Malay States, notably Kedah, Patani, Perak, and Selangor. These claims were never, there is reason to think, fully conceded, but occasionally, under stress of threats, the chiefs of the States rendered the traditional tribute, known as the Bunga Mas, or flower of gold. Kedah conceded this degree of dependence upon the Siamese power early in the nineteenth century, but when demands were made upon it for more substantial homage it resolutely declined to submit, with the result that the State, in November, 1821, was overrun by a horde of Siamese under the Raja of Ligore, and conquered in the circumstances of hideous barbarity related in the Pinang section of this work. What followed may be related in the words of Mr. Anderson in his famous pamphlet previously referred to: "Having effected the complete subjugation of Quedah and possessed himself of the country, the Raja of Ligore next turned his attention to one of its principal dependencies, one of the Lancavy islands, and fitted out a strong, well-equipped expedition, which proceeded to the principal island, which, independent of possessing a fixed population of three or four thousand souls, had received a large accession by emigrants from Quedah. Here, too, commenced a scene of death and desolation almost exceeding credibility. The men were murdered and the women and female children carried off to Quedah, while the male children were either put to death or left to perish. . . . Several badly planned and ineffectual attempts have at different times been made by unorganised bodies of the King of Quedah's adherents in the country to cut off the Siamese garrison in Quedah, but these have all been followed by the most disastrous results; not only by the destruction of the assailants, but by increased persecution towards

¹ "Considerations on the Conquest of Quedah and Perak by the Siamese."

the remaining Malayan inhabitants. The King himself for some time was anxious to have made an effort to regain his country, in concert with some native powers which had promised him aid in vessels and men; but he was dissuaded from so perilous and certainly doubtful an enterprise by those who were interested in his cause, and who apprehended his certain overthrow and destruction from an attempt of the kind. There is no doubt the Siamese were too powerful and too well prepared for any such ill-arranged expedition as it could have been within the compass of the Quedah Raja's means to have brought against them to have had any chance of success; and it would have been inconsistent with the professed neutrality of the British Government to have permitted any equipments or warlike preparations within its ports, the more particularly so as a mission had just proceeded to Siam from the Governor-General of India.

"However much disposed the Pinang Government might have been on the first blush of the affair to have stopped such proceedings on the part of the Siamese and to have checked such ambitious and unwarrantable aggression, however consistent and politic it might have been to have treated the Ligorean troops as a predatory horde and expelled them at once from the territories of an old and faithful ally of the British Government, the mission from the Supreme Government of Bengal to the Court of Siam, and the probable evil consequences of an immediate rupture, were considerations which could not fail to embarrass the Pinang Government and render it necessary to deliberate well before it embarked in any measures of active hostility; while the disposable force on the island, although fully adequate to the safe guardianship and protection of the place, and sufficient to repel any force that the Siamese could bring against it, was yet insufficient for prosecuting a vigorous war, or maintaining its conquests against the recruited legions which the Siamese power could have transported with facility, ere reinforcements could have arrived from other parts of India. Under all these circumstances the policy of suspending hostilities was manifest, and it was deemed proper to await the orders of the superior and controlling authorities. It was expected that the mission would have produced some results advantageous to the interests of our ally, by the mediation of the Ambassador, and that, at all events, the affairs of Quedah would have been settled upon a proper footing. So far, however, from any of these most desirable objects which were contemplated being attained, the Siamese authorities not only assumed a tone of insolence and evasion to all the reasonable propositions of the Ambassador, but signified their expectation that the King of Quedah should be delivered up to them.

"The King of Ligore, not satisfied with the conquest of Quedah, and grasping at more extended dominion, under pretence of conveying back some messengers from Perak who had carried the Bunga Mas, or token of homage, to Quedah, requested permission for a fleet to pass through Pinang harbour, which, being conducted beyond the borders by a cruiser, proceeded to Perak, and, after a

short struggle, his (the King of Ligore's) forces also possessed themselves of that country, which had been reduced by the Quedah forces in 1818, by the orders of Siam, in consequence of a refusal to send the Bunga Mas, a refusal thoroughly justified, for the history of that oppressed State affords no instance of such a demand ever having been made by Siam or complied with before."

It was understood that Selangor was to be the next place attacked, but the timely preparations of, and the determined attitude taken up by, the Raja of that country deterred the Siamese from making the attempt. But it was evident from their actions, Mr. Anderson thinks, that they contemplated the total overthrow and subjugation of all the Malayan States on the peninsula and the subversion of the Mahomedan religion. Raffles, with his clear-sighted vision, had an equally strong opinion of the subversive tendencies of Siamese policy. In a letter dated June 7, 1823, addressed to Mr. John Crawford, on the occasion of his handing over to that official the administration of Singapore, he drew attention to the political relations of Siam with the Malay States in order to guide him as to the line he should adopt in his political capacity. After stating that in his opinion the policy hitherto pursued by the British had been founded on erroneous principles, Raffles proceeded: "The dependence of the tributary States in this case is founded on no rational relation which connects them with the Siamese nation. These people are of opposite manners, language, religion, and general interests, and the superiority maintained by the one over the other is so remote from protection on the one side or attachment on the other, that it is but a simple exercise of capricious tyranny by the stronger party, submitted to by the weaker from the law of necessity. We have ourselves for nearly forty years been eye-witnesses of the pernicious influence exercised by the Siamese over the Malayan States. During the revolution of the Siamese Government these profit by its weakness, and from cultivating an intimacy with strangers, especially with ours over other European nations, they are always in a fair train of prosperity; with the settlement of the Siamese Government, on the contrary, it invariably regains the exercise of its tyranny, and the Malayan States are threatened, intimidated, and plundered. The recent invasion of Kedah is a striking example in point, and from the information conveyed to me it would appear that that commercial seat, governed by a prince of the most respectable character, long personally attached to our nation, has only been saved from a similar fate by a most unlooked-for event. By the independent Malayan States, who may be supposed the best judges of this matter, it is important to observe, the connection of the tributary Malays with Siam is looked upon as a matter of simple compulsion. Fully aware of our power and in general deeply impressed with respect for our national character, still it cannot be denied that we suffer at the present moment in their good opinion by withholding from them that protection from the oppression of the Siamese which it would be so easy for us to give; and the case is stronger with regard to Kedah than

the rest, for here a general impression is abroad amongst them that we refuse an assistance that we are by treaty virtually bound to give, since we entered into a treaty with that State as an independent Power, without regarding the supremacy of Siam, or even alluding to its connection for five-and-twenty years after our first establishment at Pinang. The prosperity of the settlement under your direction is so much connected with that of the Malayan nation in its neighbourhood, and this again depends so much upon their liberty and security from foreign oppression, that I must seriously recommend to your attention the contemplation of the probable event of their deliverance from the yoke of Siam, and your making the Supreme Government immediately informed of every event which may promise to lead to that desirable result."

Raffles was so impressed with the vital importance of the question that, besides inditing this suggestive letter of advice to his successor, he wrote to the Supreme Government urging the necessity of a strong policy in dealing with the Siamese. "The conduct and character of the Court of Siam," he wrote, "offer no opening for friendly negotiations on the footing on which European States would treat with each other, and require that in our future communications we should rather dictate what we consider to be just and right than sue for their granting it as an indulgence. I am satisfied that if, instead of deferring to them so much as we have done in the case of Kedah, we had maintained a higher tone and declared the country to be under our protection, they would have hesitated to invade that unfortunate territory. Having, however, been allowed to indulge their rapacity in this instance with impunity, they are encouraged to similar acts towards the other States of the peninsula, and, if not timely checked, may be expected in a similar manner to destroy the truly respectable State of Tringanu, on the eastern side of the peninsula." Raffles went on to suggest that the blockade of the Menam river, which could at any time be effected by the cruisers from Singapore, would always bring the Siamese to terms as far as concerned the Malay States.

The wise words of the founder of Singapore had little influence on the prejudiced minds of the authorities in India and at home. They disliked the idea of additional responsibility in this region, and they adopted the line of the least resistance, which was the conclusion of a treaty with Siam accepting the conquest of Kedah as an accomplished fact and compromising other disputed points.

The treaty, which was concluded on June 20, 1826, provided, *inter alia*, for unrestricted trade between the contracting parties "in the English countries of Prince of Wales Island, Malacca, and Singapore, and the Siamese countries of Ligore, Merdilons, Singora, Patani, Junk Ceylon, Quedah, and other Siamese provinces;" that the Siamese should not "obstruct or interrupt commerce in the States of Tringanu and Calantan"; that Kedah should remain in Siamese occupation; and that the Raja of Perak should govern his country according to his own will, and should send gold and silver flowers to Siam as heretofore, if he desired so to do. Practically the effect of the treaty was to confirm the Siamese in the possession of an

enormous tract of country over which their hold would, in other circumstances, have been of a very precarious character, and supply them with an excuse for further aggression at a later period. The shortcomings of the arrangement were recognised at the time by the most experienced of the Straits administrators, but the full realisation of the nature of the blunder committed in giving the aggressive little people from the North a substantial stake in the peninsula was left to a later generation of officials, who were to find the natural expansion of British influence checked by claims arising out of this Treaty of Bangkok of 1826.

CHAPTER VIII.

ANARCHY IN THE STATES—BRITISH INTERVENTION.

FOR a considerable period following the completion of this compact between Great Britain and Siam the course of events in the Malay Peninsula ceased to engage the active attention of British officials in the Straits. The expedition to Naning, described in the Malacca section, was the one exception to the rule of inactivity, and that was but a local and passing episode which did not touch the larger question of control in the peninsula, since Naning had long been regarded as an essential part of the Malacca territory. The abstention from interference was due to a variety of reasons, but chiefly to the indifference of the Indian authorities to the interests which centred in the Straits. The distance of the area from the seat of government prevented that intimate knowledge of the country which was essential to a proper handling of the difficult and delicate problems arising out of the position of the Malay chiefs, and, moreover, there was no apparent compensation to be gained for thrusting a hand into the Asiatic wasps' nest which the region for generations had proved to be. Could the Supreme Government have seen the Federated Malay States as they are to-day—a marvellously prosperous centre of industry, not only handsomely paying their way but acting as a feeder to the trade of the established British settlements—they would doubtless have acted differently. But those things were in the lap of the gods. All that was visible to the somewhat narrow political intelligence of the Calcutta bureaucrats was a welter of anarchical tribal despotism, out of which nothing could come more tangible than a heavy financial responsibility to the Company should it be rash enough to intervene. So, forgetting the lessons inculcated by Raffles, Marsden, and Anderson of the vast potentialities of this region for trade, it was content to ignore the existence of the Western Malay States save on those occasions, not infrequent, when some unusually daring act of piracy perpetrated by the inhabitants aroused it to transient activity.

The indifference of the Government of the Straits to affairs in the Malay States survived for some years the authority of the Government of India in the settlements. The Government at home sternly discountenanced any exercise of authority beyond the limits of British territory, and knowing this, the local

officials turned a blind eye on events which were passing across the border save when, as has been said, flagrant acts of piracy committed on British subjects galvanised them to spasmodic action. This policy of masterly inactivity was possible when the trade of the peninsula was small and steam communication was little developed in the Straits. But when the tin mines of Larut became, as they did in the later sixties, an important centre of Chinese industry and a valuable trade flowed from them through Pinang, the attitude of aloofness could not be so easily maintained. The commercial community of Singapore and Pinang chafed under the losses to which they were subjected by the eternal warfare of the anarchical elements which pervaded the Western States, and again and again urged the Government in vain to adopt a more energetic policy for the protection of what even then was a valuable trade. Matters at length got so bad that the Government could no longer ignore their plain responsibilities. The events which led up to intervention may be briefly described. In 1871 a daring act of piracy committed on a British trading boat by Chinese and Selangor Malays led to the bombardment by H.M.S. *Rinaldo* of the forts at the mouth of the Selangor river. The situation in Selangor itself at the time was about as disturbed as it could possibly be. On the one side was the brother-in-law of the Sultan, a Kedah chief named Tunku Dia Oodin, acting as a sort of viceroy under the authority of the Sultan, a curious old fellow whose motto seems to have been "Anything for a quiet life"—his idea of quietude being freedom from personal worry; and on the other were the Sultan's sons, who set themselves indefatigably to thwart the constituted authority at every turn. Three of these sons, the Rajas Mahdie, Syed Mashoor, and Mahmud, were mixed up in the act of piracy which led to the bombardment of the Selangor forts, and the British Government preferred a demand to the Sultan for their surrender, and at the same time announced that they would support Tunku Dia Oodin. For some reason the demand was not pressed, and the three lively young princelets, with other disaffected members of the royal house, threw themselves heart and soul into the congenial task of making government by Tunku impossible. In July, 1872, a number of influential traders at Malacca petitioned the Singapore Chamber of Commerce to take up the question of the disturbances in Selangor. They represented that on the faith of the Government assurances of support to Tunku, and with full confidence in his administration, they had invested large sums of money in the trade of Selangor, more particularly in the tin mines. The Singapore Chamber sent the petition on to Government, and elicited a reply to the effect that every endeavour was being made to induce the chiefs to submit to the authority of the Sultan and his viceroy, but that it was the policy of the Government "not to interfere in the affairs of those countries unless (*sic*) where it becomes necessary for the suppression of piracy or the punishment of aggression on our people or territories; but that if traders, prompted by the prospect of large gains, choose to run the risk of placing their persons and property in the jeopardy

which they are aware attends them in this country, under these circumstances it is impossible for Government to be answerable for their protection or that of their property." The Singapore Chamber sent a respectful protest against the views enunciated in this communication. They urged that the Malacca traders had made out a just claim for the interference of the British Government for the "punishment of aggression on our people," and that even if the Malacca traders had been induced solely by "prospects of large gains" to run considerable risks, that alone would not warrant the Government in refusing its protection. Finally the Chamber, while deprecating any recourse to coercive measures, urged upon the Government "the absolute necessity of adopting some straightforward and well defined policy in dealing with the rulers of the various States of the Malay Peninsula, for the purpose of promoting and protecting commercial relations with their respective provinces, as there is every reason to believe they would readily accept the impartial views and friendly advice of the British authorities."

Somewhat earlier than the date of this Malacca petition—in the month of April—the Governor, Sir Harry Ord, had been induced by the news which reached him of the disturbed conditions on the peninsula to despatch the Auditor-General, Mr. C. J. Irving, who had warmly supported the cause of Tunku Dia Oodin, to the Klang and Selangor rivers to ascertain exactly what was the condition of affairs, and whether it was likely that any arrangement could be come to between Tunku and those Rajas, especially Mahdie, Syed Mashoor, and Mahmud, who were still holding out against his and the Sultan's authority. Mr. Irving brought back word that Tunku Dia Oodin had practical possession of both the Selangor and Klang rivers, and possessed communications with the Bernam river on the north and the Langat river on the south, on which latter the Sultan resided, and were thus enabled to send down to the coast, though not without difficulty, the tin raised in the interior, and with it to obtain supplies of arms and food. Constant warfare prevailed between the two parties, and there were repeated attacks and captures of posts in which neither party seemed to gain any great advantage. Raja Mahdie was then out of the country trying to organise a force with which to return to the attack. Tunku Dia Oodin expressed himself ready to make any arrangement by which peace could be restored to the country. He had, he said, put the Sultan's sons in charge of the Selangor river, but partly through weakness and partly through treachery they had played into the hands of his enemies, and he had been compelled to displace them. He endeavoured to interfere as little as possible with the trade of the country, but so long as the rebel Rajas could send out of it the tin and get back in return supplies, so long would the war continue; and with the view of putting a stop to this he had been compelled to enforce a strict blockade of the two rivers, which was naturally giving great offence to those merchants who had made advances on behalf of the tin.

After completing his inquiries at Selangor, Mr. Irving proceeded to Larut, in Perak, where

serious disturbances threatening the trade of the country with Pinang had broken out. He found the state of affairs quite as bad as it had been represented to the Government at Singapore. On the death of the Sultan of Perak, his son, the Raja Muda, should in the natural course of events have succeeded his father, but he, having given great offence to a number of chiefs by absenting himself from the funeral ceremonies, was superseded by another high official, the Bendahara, who had, with the chiefs' consent, assumed the sultanhip. Each party appealed to the Government for countenance and support, and was informed that the British authorities could not interfere in any way in the internal affairs of the country, but that as soon as the chiefs and great men had determined who, according to their native customs, was the proper successor to the Sultan, the Government would be happy to recognise him. Mr. Irving saw the Raja Muda, but not the Bendahara, who made excuses to avoid meeting him. He was of opinion that the Raja Muda had stronger claims, but owing to his being an opium smoker and a debauchee he had no great following nor much influence with the people. Mr. Irving strongly urged on the three Rajas and their chiefs the importance of a peaceful settlement of their differences, and suggested that there should be a meeting of all the great chiefs to determine the question of the succession. He added that he would with pleasure send an officer of rank to be present at their deliberation and to communicate their selection, which they might rest assured would be accepted by the British Government. Mr. Irving returned to Singapore on April 29, and on May 3rd he went back again with letters from the Governor strongly impressing on the disputants the expediency of settling their differences in the way that had been suggested. He found the Raja Muda willing to accede to the proposal, but not the Bendahara and his adviser, the Raja of Larut.

Such was the position at Perak. At Larut, where thousands of Chinese were employed upon the mines, serious faction fights had broken out amongst these people earlier in the year, with the result of the victory of one party and the driving away of the vanquished. It was hoped that matters had quieted down, but in October the faction fight broke out afresh with renewed violence. The defeated party, having obtained assistance, largely from Pinang, attacked their former opponents, and after a severe struggle succeeded in driving them from the mines, of which they took possession.

Meanwhile, matters in Selangor were going from bad to worse. When Raja Mahdie escaped from Johore he made his way up the Linggi river, which forms the northern boundary of Malacca, and with the connivance of the chief of a small territory called Sungei Ujong (one of the Negri Sembilan States), through which the northern branch of the river runs, he made his way to the interior of Selangor and joined his brother rebel chiefs. Although bringing neither men nor arms, his mere presence seems to have acted strongly on his party, and the result was a series of attacks on Tunku Dia Oodin, ending in the recapture of the forts at the mouth of the Selangor river,

which gave them the entire possession of that river, and later of two forts on the upper part of the Klang river. Tunku Dia Oodin, being now hard pressed, applied for assistance to the Bendahara of Pahang, with the assent of the British authorities. But before this could reach him Tunku, irritated with the favour shown to Mahdie by the chief of Sungei Ujong, prevailed on the chief of Rembau, another of the Negri Sembilan group of States, to reassert some old claim which he had to a place called Sempang in Sungei Ujong, and on the banks of the Linggi river, which communicates in the interior with the Langat, Klang, and Selangor rivers. As the immediate effect of this would have been to prevent the Sungei Ujong people from getting in their supplies or getting out their tin, they immediately applied to the Straits Government for protection, offering to hand their country over to the British Government if they would accept it. Thinking that his interference might tend to bring about some arrangement of the matter, Sir Harry Ord sent his Colonial Secretary to the chief of Rembau, and this individual, on being seen, at once expressed his willingness to leave in the Governor's hands the entire settlement of his difference with Sungei Ujong. The Sungei Ujong chief being equally ready to accept the proposal, Sir Harry Ord proceeded on October 29th to Sempang, where he met the chief of Sungei Ujong but not the Rembau chief, who appears to have mistaken the day of meeting. As Sir Harry Ord had an appointment with the Sultan of Selangor on the next day but one, and the day after was the *Ramazan* festival, on which no business could be done, it was impossible for him to wait, and he conducted his inquiries in the absence of the Rembau chief. He was glad to find, after discussing matters with the Tunku and the chief of Sungei Ujong, that the latter stated that he would do all in his power to prevent any assistance whatever from reaching Tunku's enemies. With this assurance Tunku expressed himself satisfied, and the idea of his occupying the Sungei river was allowed to drop. On leaving Sungei Sir Harry Ord proceeded to Langat to meet the Sultan of Selangor. He was accompanied by Tunku, and knowing that Mahdie was in the neighbourhood and that some of the Sultan's people and relatives were ill-affected towards Tunku, he deemed it prudent to ask to be accompanied by the armed boats of H.M.S. *Zebra* and a small escort of the 88th Regiment. Before landing he had a long interview with Tunku Dia Oodin. He pointed out to him the apparently precarious nature of his position, and that although he had the nominal support of the Sultan and was well backed up by people who were satisfied of his ultimate success, yet that he had immense difficulties to contend with in the open hostility of the rebel chiefs and lukewarmness, if not treachery, of the Sultan's sons. Sir Harry suggested that if he did not feel very sanguine of success it would be better for him to retire from the contest while he could do so without loss or disgrace, and that if he decided on this he (Sir Harry) would, in his interview with the Sultan, pave the way for his doing so in an honourable and satisfactory manner. Tunku Dia Oodin, while acknow-

ledging the justice of much that Sir Harry Ord had said, stated that he did not consider his situation desperate so long as he had the prospect of the aid that had been promised him from Pahang. Tunku admitted, however, that this was his last chance, and offered to hand back to the Sultan the authority that had been given him on being reimbursed the expenses he had been put to in endeavouring to carry it out. Sir Harry Ord did not think it necessary to accept this offer, and was glad to find in his interview with the Sultan that individual expressed the utmost confidence in Tunku. The complaints about the blockade were abandoned on Tunku's explanation of the difficulties which compelled him to take this step. At Sir Harry Ord's suggestion it was agreed that any future difficulties should be left for adjustment between Tunku and Raja Yacoof, the Sultan's youngest and favourite son.

Sir Harry Ord hoped rather than expected that in the arrangement he had made he had advanced a good step towards adjusting the difficulties which had for so long a period existed in Selangor. But he had not taken sufficient account of the strength of the elements of disorder which were in active being all over the peninsula. Before very long the position changed materially for the worse. The assistance asked of the Bendahara of Pahang by Tunku Dia Oodin was duly forthcoming, and with its aid the tide was soon turned in Tunku's favour once more. One after another the "rebel" forts were captured, and finally, after a long blockade, Kuala Lumpur, the chief town of the State, now the flourishing headquarters of the Federation, fell into Tunku's hands. The advantage was somewhat dearly purchased, for the intrusion of the Pahang force introduced a fresh disturbing factor into this truly distressful land.

In October, 1873, Sir Harry Ord left for England, bearing with him a vivid impression of the increasing gravity of the situation which he left behind him. Some little time earlier he had forwarded home a suggestive memorial, signed by practically every leading Chinese merchant in the Straits, representing the lamentable condition into which the Malay States had been allowed to fall, and imploring the Government to give their attention to the matter. As evidence of the overwhelming desire there was at the period for British intervention on the part of the peaceful native community, the document is of great interest. But perhaps its chief value to-day lies in its impartial testimony to the beneficent fruits of British rule. After drawing a lurid picture of the anarchy which everywhere prevailed, the memorialists contrasted the condition of the disturbed country with that of Johore: "As an example of what the moral influence of Great Britain can effect in a native State we would point to the neighbouring territory of Johore, whose prosperous and peaceful condition and steady progress is due as well to the liberality and foresight of its present ruler as to the English influences which have of late years been brought to bear upon the Maharaja's rule. This territory we are informed from the highest authority contains some seventy thousand Chinese, amongst whom are

twenty or thirty Chinese traders, who are possessed of property and capital valued at from twenty thousand to thirty thousand dollars.

"Your Excellency will thus see that the above circumstances have so restricted the field for trade round the British settlements in these waters that it becomes necessary for us to seek elsewhere openings for commerce, and our eyes anxiously turn to the Malayan Peninsula, which affords the finest field for the enterprise of British subjects, and from whence we may hope to reinvigorate that commercial prosperity which our industry has hitherto secured for us.

"In former days it was the duty of the Governors and Resident Councillors of the settlements to maintain intimate relations with the States of the peninsula. If complaints were made of misconduct on the part of the native chiefs or any of their headmen, or of outrages committed by them on the legitimate trader, an investigation was ordered and redress afforded. By a constant attention to the state of affairs in these territories, and by the rendering of advice and assistance in their regulation, the officials of Government obtained such an influence over the native rulers as to be enabled without the use of force to insure the security of the trader and the order of the country."

The policy pursued by the Government of the day might, the petitioners said, be in accordance with the view which European Governments took of their responsibilities to each other, but "its application to the half civilised States of the Malay Peninsula (whose inhabitants are as ignorant as children) is to assume an amount of knowledge of the world and an appreciation of the elements of law and justice which will not exist amongst those Governments until your petitioners and their descendants of several generations have passed away." The memorialists concluded: "We ask for no privileges or monopolies; all we pray of our most gracious Queen is that she will protect us when engaged in honest occupations, that she will continue to make the privilege of being one of her subjects the greatest that we can enjoy, and that by the counsel, advice, and enterprise of her representative in this colony, she will restore peace and order again in those States, so long connected with her country, not only by treaty engagements but by filial attachment, but which, in consequence of the policy now pursued towards them, are rapidly returning to their original state of lawlessness and barbarism."

It was impossible for the Home Government to ignore a memorial couched in such pointed language without doing grave injury to British prestige, not merely in the Straits Settlements but throughout the Far East. Accordingly, when at the close of 1873 Major-General Sir Andrew Clarke, R.E., went out as Sir Harry Ord's successor, he took with him definite instructions from Lord Kimberley to make a new and important departure in the policy of dealing with the Malay States. In a letter dated September 20, 1873, in which acknowledgment of the receipt of the petition of the Chinese traders is made, Lord Kimberley wrote:

"Her Majesty's Government have, it need hardly be said, no desire to interfere in the internal affairs of the Malay States. But looking to the long and intimate connection between them and the British Government, as shown in the treaties which have at various times been concluded with them, and to the well-being of the British settlements themselves, her Majesty's Government feel it incumbent upon them to employ such influence as they possess with the native Princes to rescue, if possible, these fertile and productive countries from the ruin which must befall them if the present disorders continue unchecked.

"I have to request that you will carefully ascertain, as far as you are able, the actual condition of affairs in each State, and that you will report to me whether there are, in your opinion, any steps which can properly be taken by the Colonial Government to promote the restoration of peace and order and to secure protection to trade and commerce with



LIEUT.-GEN. SIR ANDREW CLARKE.

the native territories. I should wish you especially to consider whether it would be advisable to appoint a British officer to reside in any of the States. Such an appointment could, of course, only be made with the full consent of the native Government, and the expenses connected with it would have to be defrayed by the Government of the Straits Settlements."

Sir Andrew Clarke's responsibilities were enormously lightened by these instructions, which practically conceded the principle for which traders and officials alike in the Straits had been pleading for many years. But the situation he had to face when he reached Singapore on November 4, 1873, was not of a character to inspire a hopeful feeling. In the weeks preceding his arrival the troubles all round had increased in seriousness. The chief storm centre was Larut. As has been briefly noted, the country was the battle-ground of two Chinese factions—the See Kwans (or four district men) and the Go Kwans (or five

district men). These men, from different parts of China, were traditionally at enmity, but their feud had blazed into stronger flame owing to the absence of any controlling authority in the disturbed area. For a proper understanding of the position we may with advantage quote from a memorandum drawn up by Mr. Irving, the Auditor-General, a survey of the history of Larut anterior to these events. In the reign of a previous Sultan, Jafaar of Perak, there was a trader of considerable importance at Bukit Gantang, several miles beyond the tin mines, of the name of Inchi Long Jafaar. This individual was placed by the Sultan in charge of a district, which was then limited to the river and the mines, without any title, and in this office he probably received all the revenues of Larut. Each successive Sultan confirmed the appointment on attaining to power, and when Inchi Jafaar died, his brother Inchi Nghar Lamat succeeded him. In turn Inchi Nghar was succeeded by Nghar Ibrahim. Before this last-named personage attained to power the long protracted feud of the Chinese factions had broken out. The first attack was made by the Cheng Sia (or Go Kwans) upon the Wee Chew (or See Kwans), and the latter came off victorious. Nghar Ibrahim appears to have sided with the victorious party, and it is certain that he dated his rise in fortune from this point. One of the leaders of the defeated party, a British subject, complained to the Resident Councillor of Pinang of the loss he had suffered. This resulted in two visits to Perak of a man-of-war carrying letters from Governor Cavenagh with a demand (enforced by a blockade of the river Larut) for an indemnity amounting to 17,447 dollars to recoup the defeated party the injury done. The Sultan treated the indemnity as a forfeiture due from Nghar Ibrahim. He, moreover, confirmed the government of Larut upon Nghar Ibrahim. This appointment was apparently in consideration of his having found the indemnity money. The Sultan soon afterwards promoted Nghar Ibrahim to the high office of Orang Kaya Mantri of Perak, one of the Mantri Ampat or four chief officers, and before long he was acknowledged to be practically the independent ruler of Larut, including a district between the river Krian on the north and the river Bruas on the south. The Laksamana's name seems to have been added merely to give weight to the appointment; he had never held authority in Larut. From that period until 1872 the Mantri enjoyed all the royalties and other revenues of the country. These had much increased with the growth of the Chinese population, whose numbers at the close of 1871 amounted to forty thousand, while the imports that year into Pinang of tin, the greater part of which came from Larut, amounted to 1,276,518 dollars. Circumstances, however, had already occurred to show that he was losing his control over the miners; and when, in February, 1872, disturbances commenced between the two factions, he was practically powerless. As has been stated, the fighting resulted in the complete defeat of the Go Kwan party and their expulsion from the country. With August, 1872, opened the second stage of the Larut disturbances. On August 27th the Mantri addressed a letter to

the Lieutenant-Governor of Pinang (Mr. Campbell), in which he made bitter complaints of "the trouble that had now befallen him." He asserted that the Go Kwans were collecting to attack him, and that many of his relatives were siding with them. On the 6th of September the Lieutenant-Governor, in forwarding papers on the subject, reported that he feared there was much bad feeling abroad, as evidenced by the attempt made a few days before to stah Ho Gie Siew, the chief of the victorious See Kwan faction. Later in the same month, on the 28th, Too Tye Sin, one of the principal Chinese in Pinang, forwarded a petition signed by forty-four Chinese traders directly accusing the Mantri of having assented to the proceedings of the See Kwans, and claiming protection from the Government. This seems to have been designed as an announcement of their intention to recommence hostilities. It was followed, at all events, on the 16th of October by the departure from Pinang of a large junk manned with one hundred Chinese and armed with twelve 4-pounder guns. In anticipation of fighting, the Lieutenant-Governor proceeded in H.M.S. *Nassau* to Larut. He returned to Pinang on the 18th. The Governor, in commenting on his proceedings, observed that he should have required the junks to desist from their illegal proceedings, which were in contravention of the provisions of the Penal Code. In consequence of this a proclamation was issued in Pinang citing the sections of the Code bearing upon the matter. But the mischief had then been done. The two factions were engaged in a deadly fight, and, thanks to the assistance from Pinang, the See Kwans were ousted from the mines. With them went the Mantri, who had got into bad odour with both parties.

Meanwhile, affairs along the coast had assumed a condition of such gravity as to necessitate the adoption of special measures by the British authorities. Early in August, owing to attacks on boats and junks near Province Wellesley, H.M.S. *Midge* had been sent to patrol that part of the straits. Some piratical craft were captured, but the force available was too small to cope with the marauders, who skilfully and successfully evaded the man-of-war's boats by sending their larger vessels to sea and concealing their war boats and prahus in the numerous creeks along the sea-board. On September 16th the *Midge's* boat, while proceeding up the Larut river, was fired upon by the faction opposing the Mantri, who held the banks. The fire was briskly returned, but owing to the native pilot bolting below on the firing of the first shot, the boat got ashore and the position of the inmates was for a time one of some danger. It was got off eventually, but not before two officers had been seriously wounded. In consequence of this outrage Captain Woolcombe, the senior naval officer on the station, proceeded in H.M.S. *Thalia* to the Larut river, and on the 20th of September an attack was made under his direction upon the enemy's position. The stockade was carried in a brilliant manner, and three junks forming part of the defences were also captured. Having dismounted all the guns and spiked them, and thrown the small arms found in the stockade into the river, Captain Woolcombe

burnt the junks. Afterwards he directed his forces against another stockade further up the river. By this time the enemy had lost their zest for the fight, and the British contingent met with little further opposition. The punishment administered had a great moral effect on the piratical faction. From three thousand to four thousand of the See Kwans there and then tendered their submission, and there can be no doubt that if the success had been followed up an end would have been made to the struggle which had for so long a period raged in the district. As things were, the fighting continued in a desultory fashion for some time longer, a hand being taken in the later phases by Captain T. C. Speedy, who had resigned his post as Port-Officer of Pinang to assist the Mantri with a specially recruited force of Indians.

Sir Andrew Clarke's first business on taking up the reins of government was to thoroughly acquaint himself with the situation in all its aspects. He was not long in coming to the conclusion that the anarchy must be stopped



MR. W. A. PICKERING.

by the action of the Government, but as to what that action should be he was not quite clear. A proposal to invoke the intervention of the Malay rulers was rejected as absolutely hopeless, and a suggestion that the Chinese Government should be asked to send a mandarin to play the part of mediator was found equally objectionable. Direct intervention appeared to be also out of the question because the Government was suspect owing to its having favoured one party. Eventually, as a last resource Sir Andrew Clarke empowered Mr. W. A. Pickering, an able official who had charge of Chinese affairs at Singapore, to seek out the headmen and sound them informally as to whether they would accept the Governor as an arbitrator in their quarrel. Such was Mr. Pickering's influence over the Chinese and their trust in his integrity, that he had little difficulty in persuading them to submit their dispute to Sir Andrew Clarke for adjustment. This important point gained, Sir Andrew Clarke lost no time in taking action.

He immediately issued invitations to the Perak chiefs and the Chinese headmen to a conference, which he fixed for January 14th at the Dindings. Arriving at the rendezvous on the 13th, the Governor had several interviews with the chiefs, separately and together. He was agreeably surprised to find the Raja Muda a man of considerable intelligence, and possessing perfect confidence in his ability to maintain his position if once placed in Perak as its legitimate ruler. All the chiefs except the Mantri of Larut were prepared at once to receive him as their sovereign. Therefore, at the final meeting on the 20th of January, Sir Andrew Clarke announced his intention to support the Raja Muda. As regards the Chinese disputants, an arrangement was come to under which the leaders of both factions pledged themselves under a penalty of 50,000 dollars to keep the peace towards each other and towards the Malays and to complete the disarmament of their stockades. A commission of three officers was appointed to settle the question of the right to the mines and to endeavour to discover and release a number of women and children held captive by the victorious party.

As an outcome of the conference we have the Treaty of Pangkor of June 20, 1874, giving force to the arrangements already detailed as to the Dindings and Province Wellesley, and containing these important provisions:

"That the Sultan receive and provide a suitable residence for a British officer, to be called Resident, who shall be accredited to his Court, and whose advice must be asked and acted upon in all questions other than those touching Malay religion and custom.

"That the collection and control of all revenues and the general administration of the country be regulated under the advice of these Residents."

Thus at one stroke the British Government, for good or for evil, was committed to that active intervention in Malay affairs from which it had shrunk with almost morbid dislike for a century. It was not without trepidation that Sir Andrew Clarke reported what he had done to the Colonial Secretary. "I am perfectly aware," he wrote, "that I have acted beyond my instructions, and that nothing but very urgent circumstances would justify the step I have taken, but I have every confidence that her Majesty's Government will feel that the circumstances at the time—the utter stoppage of all trade, the daily loss of life by the piratical attacks on even peaceful traders and by the fighting of the factions themselves, and the imminent peril of the disturbances extending to the Chinese in our own settlement—justified me in assuming the responsibility I have taken." The Governor did not lack backing at this important juncture. The Straits Settlements Association addressed a communication to the Colonial Secretary on March 6, 1874, expressing entire satisfaction with the proceedings and intimating that they considered the negotiations so successfully carried out by Sir Andrew Clarke as constituting "the most important step that has for many years been taken by the British Government in the Straits of Malacca"—for they were not only valuable in themselves, but involved principles

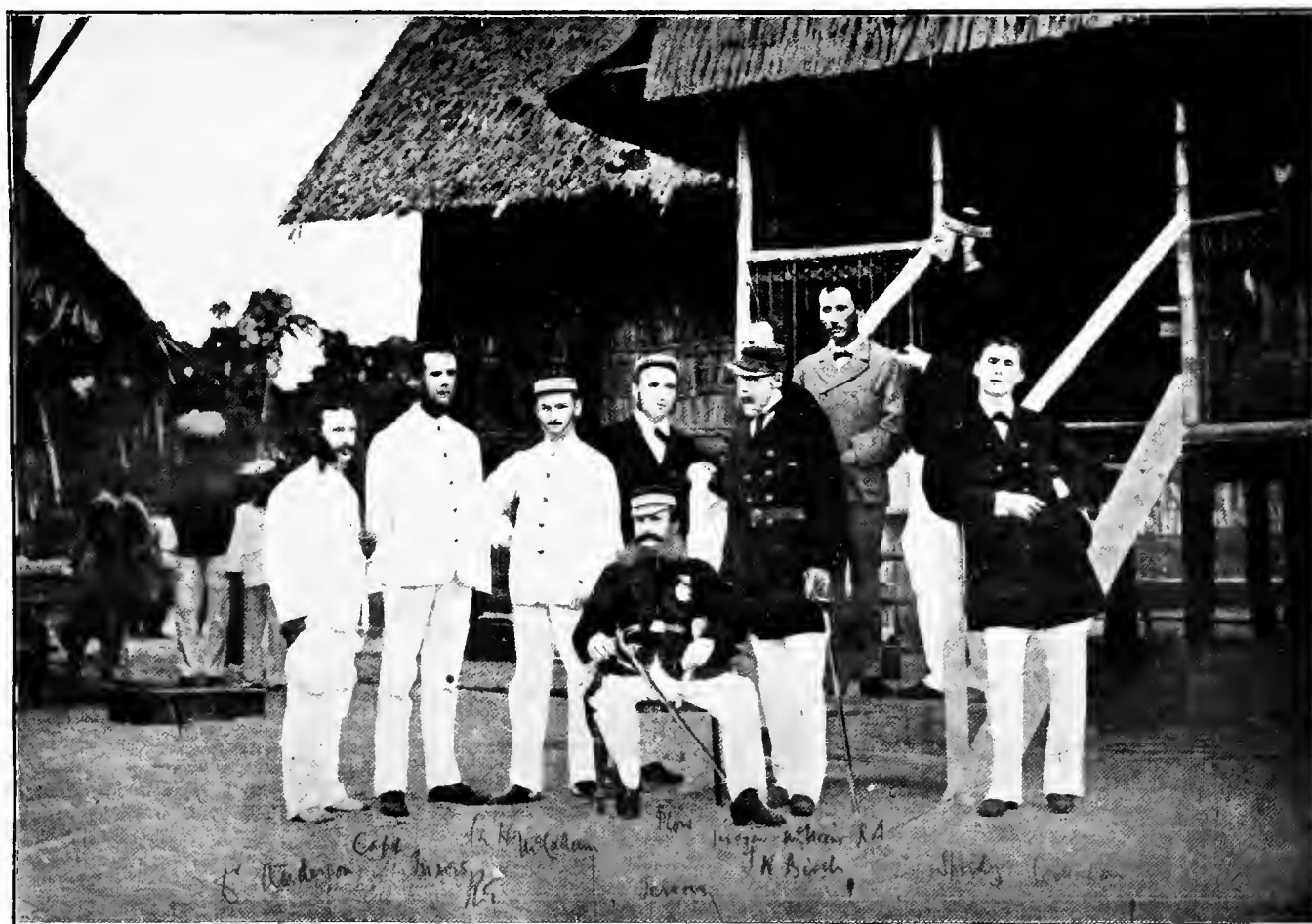
"capable of a wide and beneficent extension in the neighbouring territories."

It now remained to give effect to the arrangements which Sir Andrew Clarke had made under cover of the general instructions given to him by Lord Kimberley. The task was not an easy one, for the country had been so long under the domination of the fomenters of disorder that it was difficult for a mere handful of Englishmen, backed by no physical force, or very little, to win it over to the paths of peace. However, the Commissioners, three

women and children, and finally crossed the defile between the Larut and Perak valleys, reached the bank of the Perak river at Kuala Kangsa, secured a country boat, and in her paddled a hundred miles down the Perak river to the village of Sultan Abdullah, where they found their steamer and returned to Pinang, having completely accomplished their mission."

About the same period as the Commission was prosecuting its investigations a portion of the China Fleet, under the Admiral, Sir Charles

the Sultan's village in his yacht and invited the chief to visit him to talk matters over. The old fellow obeyed the summons, and proved a most interesting, and, in some respects, entertaining guest. Mr. Irving, who saw him at the time, described him as "an elderly-looking gentleman of fifty or sixty years of age, an opium-smoker, but not to excess, having his senses perfectly about him, and quite able to manage his affairs if he pleased; but from indolence he had got into the habit of not himself interfering so long as he was left at



A GROUP OF BRITISH OFFICIALS WHO WERE CONCERNED IN ENFORCING THE PROVISIONS OF THE TREATY OF PANGKOR, BY WHICH THE FEDERATED MALAY STATES CAME UNDER BRITISH PROTECTION.

(The photo was taken at Pangkor, in the Dindings.)

Sir Wm. Drummond Jervis, the Governor of the Straits Settlements, is seated in the middle of the group. Standing on his left, with his hand upon a sword, is Mr. J. W. Birch, the first British Resident of Perak, who was murdered in 1875; while the youthful figure leaning upon the banister on the extreme right of the picture is Mr. (afterwards Sir) Frank Swettenham. On the Governor's immediate right is Lieut. (now Sir) Henry McCallum, then Assistant Colonial Engineer of the Straits Settlements, and next to him is Captain Innes, R.E., who was killed at the attack on the stockade at Pasir Salak in 1875. The tall bearded officer standing upon the steps is Captain Speedy, of Abyssinia fame.

British officials and a Chinaman, the head of the See Kwan faction, embarked upon their duties with a resolute determination to succeed, if success were possible. Sir Frank Swettenham, who was one of the trio of officials, gives in his book a moving picture of the obstacles encountered by the Commissioners in what were then the almost impenetrable wilds of Larut. "The Commission," he says in summarising their proceedings, "visited many out-of-the-way places in the Larut, Krian, and Selama districts, in search of the captive

Shadwell, was demonstrating off Selangor the determination of the Government to suppress once for all the piracy which was rife off that coast. The incident which had led to this display of power was the pirating of a large Malacca boat at the entrance of the Jugra river, a tidal creek communicating with the Langat river. The case was a bad one, and it lost nothing of its gravity in the eyes of the British authorities from the circumstance that the Sultan's sons were implicated in it. Sir Andrew Clarke went up the Langat river to

peace to enjoy himself in his own way—a rather careless heathen philosopher, who showed his character in one of the conversations on the subject of piracy, when he said, "Oh! those are the affairs of the boys" (meaning his sons). "I have nothing to do with them." Sir Frank Swettenham knew the Sultan intimately, and he gives a sketch of him which tallies with this description. The Sultan was supposed, he said, to have killed ninety-nine men with his own hand, and he did not deny the imputation. He was "a spare, wizened man, with a

kindly smile, fond of a good story, and with a strong sense of humour. His amusements were gardening (in which he sometimes showed remarkable energy), hoarding money and tin, of which he was supposed to have a very large store buried under his house, and smoking opium to excess."

Sir Andrew Clarke took the old fellow in hand, and gave him a thoroughly undiplomatic talking to on the disgraceful state of affairs in his State. The Sultan, so far from resenting this treatment, entered quite into the spirit of the Governor's plans, and promised to do his utmost to forward them. He was as good as his word; and when in due course the prisoners had been tried by the Viceroy and sentenced to death, he sent his own *kris* for use at the execution. The episode had a most salutary effect upon the pirates of the locality. There was plenty of trouble afterwards in the State itself, but piracy did not again raise its head in a serious form. Meanwhile, affairs were proceeding satisfactorily in Larut. Mr. Birch, the Colonial Secretary, who made a tour of the area early in 1874, was greatly impressed with all he saw. He found the Resident busily engaged in laying out streets and building lots, and was surprised to find many respectable and substantial houses already constructed. All around was an animated scene of industry and good-fellowship, where only a few weeks before there was nothing but misery, ruin, and bloodshed. The road to the mines, which had been given over to the Go Kwan Chinese, was in very fair order for carts along eight miles of its length, shops were rapidly being opened, and large bodies of men were engaged in reopening the mines. Mr. Birch added these details, which are of interest as an indication of the whole-hearted way in which the settlement arranged by Sir Andrew Clarke had been accepted:

"The See Kwan mines are situated about two miles further, and here also a small township was forming rapidly, and it is anticipated that a few months hence this road also will be completed. The miners here are already at work, and although a short time ago a deadly feud of some years' duration existed between these two factions, the See Kwan miners are now to be seen daily bartering at the shops and feeding at the eating-houses in the Go Kwan town. The Chinese have already opened gardens, and even in these few weeks a fair supply of vegetables was available.

"The results of the tour may be considered to be satisfactory. The greatest courtesy and kindness were exhibited by the chiefs and inhabitants of all the villages except Blanja; and in the interior a good deal of curiosity was evinced by the natives, some of whom had never seen a white man before. The whole country traversed was at peace, and there is reason to anticipate that the appointment of British Residents will foster the feeling of security that now prevails, and thus tend to develop the resources of the peninsula."

Unhappily, these sanguine expectations were not realised; but it was so generally believed that the Residential principle would cure once for all the grievous malady from which the Malay States were suffering, that when, on September 15, 1874, the Government of the

Straits Settlements had occasion to seek sanction for an expenditure of 54,000 dollars on account of the expenses incurred in putting the new arrangements into operation, the grant was made by the Legislative Council with unanimity, and even enthusiasm.

CHAPTER IX.

THE DEVELOPMENT OF THE RESIDENTIAL SYSTEM—MURDER OF MR. BIRCH.

WHEN the Residential system was introduced into the Malay States by Sir Andrew Clarke in the circumstances described in the previous chapter, it was hoped that at last a remedy had been found for the misgovernment and anarchy under which the country had been groaning for generations. Neither the authorities on the spot nor the Government at home had, however, made sufficient allowance for the tenacity of the evil system which it was hoped to obliterate by moral suasion exercised by a few British officials. Too much reliance was probably placed on the successful working of the Residential system in India. It was forgotten, or at least overlooked, that the conditions under which this form of supervision was exercised in that country were totally different to those existing in the Malay States. In India the native chiefs had been accustomed by generations of usage to regard the British official placed in their midst as an authoritative exponent of the views of the suzerain Power. Experience, oftentimes bitter, had taught them that it was useless to kick against the pricks, and they knew that though an official might be changed the system would exist, dislike it as they might. Quite different was the position in Malaya, where a sturdy race, with marked independence of character, and with their naturally pugnacious qualities sharpened by generations of incessant strife, had to be brought to the realisation of the existence of a new influence which meant for many of them the loss of much that went to make life, if not enjoyable, at least interesting. It was the old story of Britain trying to accomplish a great work with inadequate means. The Government wanted to bring the Malay States under their control, and they foolishly, as it seems to-day, as it ought to have appeared even then, expected they could achieve the desired result by simply placing their agents at particular points to direct the perverse Malay character into the paths of peace rather than into those of rapine and demoralising internecine war. A rude awakening awaited the authorities before the new arrangements had been long in operation.

The new *régime* was ushered in by a proclamation issued by Sir Andrew Clarke in November, 1874, announcing the introduction, with the sanction of the Secretary for the Colonies, of arrangements for the control of the Malay States, and intimating that the Government would hold those concerned to the strict observance of their engagements. At the same time the following appointments were made public: Mr. J. W. Birch, Resident of Perak on a salary of £2,000 a year, with

Captain Speedy as Assistant-Resident at Larut on £1,500 a year; Mr. J. G. Davidson, Resident of Selangor (attending on the Viceroy Tunku Dia Oodin) on £1,500 a year, with Mr. (afterwards Sir) F. A. Swettenham as Assistant on £750 a year. Captain Tatham, R.A., was appointed, as a temporary measure, Assistant-Resident of Sungei Ujong. At the outset all seemed fairly plain sailing. The Residents' authority was outwardly respected, their advice was listened to, and the revenue in Larut, which under the Treaty was to be collected by the British, was got in without trouble. But beneath the surface there was a smouldering discontent ready to burst into flame, given the proper amount of provocation. And the provocation was not wanting. It was forthcoming in numerous ways from the moment that the British officials, with their notions of equity and justice and their direct methods of dealing, came into contact with the life of the States. The collection of revenue in Larut touched the Mantri on a raw spot, and the Mantri was an influential personage whose ill-will meant much in a situation such as that which existed at the time. He was not alone in his dissatisfaction at the turn of events. Raja Ismail resented Abdullah's recognition as Sultan, and the people generally sided with him. Raja Yusuf was, if anything, more inimical to the new *régime*. He did not even trouble to conceal his intention to upset it if he could. Sultan Abdullah himself fretted under the chains which the new dispensation imposed upon his ill-regulated methods of what, for want of a better term, we may call government. While there was this disaffection amongst the chiefs, there were influences in operation disturbing the minds of the general body of the population. Mr. Birch, with the honest Briton's hatred of oppression, interested himself energetically in the righting of wrongs, of which Perak at that period furnished abundant examples. One practice against which he set his face resolutely was the custom of debt slavery, under which individuals—even women and children—were held in bondage to their debtors for payments due. How this degrading usage worked is well illustrated by a story told by Captain Speedy in one of his early reports. One day a Malay policeman asked him for the loan of 25 dollars. On inquiring the reason for this request, Captain Speedy was told that the money was required to secure the liberation of an aunt who was a slave debtor to a man in a certain village. She had fallen into slavery under the following circumstances. Some six months previously the woman was passing by a village when she met an acquaintance and stopped to converse with her. Taking a stone from the roadside, the man's aunt placed it on the pathway, and sat down to rest meanwhile. When she departed she left the stone on the path. About an hour afterwards a child from the village came running along the path, and her foot catching against the stone, she fell, and slightly cut her forehead. Inquiries were made as to how the stone came in the path, and the fact of the aunt having placed it there becoming known, she was arrested, and sentenced to pay 25 dollars. Being poor and totally unable to pay, she and her children became, according to the

Malay phrase, "bar-utang"—or slaves—to the father of the child who had been hurt. Captain Speedy paid the fine, and secured the release of the woman and her children, but not without considerable difficulty. Such a system, of course, was utterly subversive of all personal rights, but it was a usage which had immemorial sanction amongst the Malays, and they adhered to it with a tenacity characteristic of a people who are deeply attached to their national habits. Mr. Birch's efforts to suppress it, persistently and resolutely prosecuted, were bitterly resented, and by none more than by the chiefs, who were amongst the worst offenders. The almost natural results followed. "The chiefs of every grade," says Sir Frank Swettenham, "made common cause against a Resident who scoured the country, inquired into and pushed home their evil deeds, and endeavoured to put a stop to them. Therefore, some began to conspire to compass his death or removal, and others looked idly on, conscious of what was brewing, but not anxious to take a hand if they could avoid it. Only the poor and oppressed recognised and were grateful for all the many kindnesses they received from the Resident; for when he was not busy finding out all about the country and its resources, or writing instructions and suggestions for its development and administration, he was tending the sick or giving generous help to those most in need of it. Unfortunately, he did not speak Malay or understand the customs and prejudices of the people, and to this cause more than any other his death must be attributed."

Before the circumstances under which Mr. Birch was killed are narrated, it is necessary to make a survey of the general position as it existed in the months immediately preceding the deplorable event. When Sir W. F. D. Jervois arrived in Singapore as the successor to Sir Andrew Clarke at the end of May, 1875, he found himself confronted with reports from the Residents revealing a very unsatisfactory state of affairs in the Malay States. There was considerable unrest and an increasing disposition on the part of the chiefs to oppose the Residents. The new Governor set himself to study very carefully the problem with which it was obvious he would soon have to deal—the problem of harmonising British supervision of the States with a proper regard for native rights and susceptibilities. He came to the conclusion, after several months' investigation, that it would be wise for him to examine the situation on the spot, with the help of those best in a position to give him advice and assistance. Accordingly he proceeded to Perak, interviewed Sultan Abdullah, Raja Ismael, and Raja Yusuf, conferred with Mr. Birch and Mr. Davidson, and then returned to Singapore. The impression he obtained from his journey was that the arrangements made by his predecessor had broken down, and that a change in methods was imperatively demanded. He therefore determined on his own authority to make a new departure of a rather striking kind. He decided to convert the Residents into Commissioners, and to give them with the new title a more tangible status as advisers in the States. A proclamation embodying the Governor's views was drawn up,

and the Sultan Abdullah was required to sign documents accepting the new policy. He resolutely declined for a time to do what was required, but with the exercise of considerable pressure, and after he had received not obscure hints that he would be deposed if he did not yield, he appended his signature. In adopting the course he did Sir Wm. Jervois was doubtless actuated by the best motives, but it must be acknowledged that he took to himself an astonishing amount of liberty, having regard to the grave issues involved. At least it might have been expected that he would have informed the Government at home by cable of the fact that he had been driven to inaugurate changes. He, however, failed to do so, and later, as we shall see, drew upon himself an uncommon measure of rebuke for his independent action.

When the proclamations had been fully prepared, arrangements were made for their distribution in the districts concerned as an outward and visible token of the determination of the Government to make their supervision of the States a reality. Mr. Swettenham took



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with him from Singapore a bundle of the documents and handed them over to Mr. Birch at Bandar Bharu. "I found him," writes the gifted administrator (whose vivid narrative of this tragic episode in the history of the Malay States is the best account of the occurrences extant) "suffering from a sprained ankle and only able to walk with the help of crutches. Lieut. Abbott, R.N., and four bluejackets were with him, and on the night of my arrival the sergeant-major of Mr. Birch's Indian guard (about eighty Pathans, Sikhs, and Punjabis) behaved so badly that he had to be confined in the guard-room, while his men were in a state bordering on mutiny.

"It was then arranged that I should go up river to a village called Kota Lama, above Kuala Kangsa, a village with the worst repute in Perak, and distribute the proclamations in the Upper Country, returning about the 3rd of November to meet Mr. Birch at Pâsir Sâlak, the village of the Maharaja Lela, five miles above Bandar Bhâru. Mr. Birch, meanwhile, was to go down river and distribute the proclamations amongst Abdullah's adherents,

where no trouble was expected, and we were to join forces at Pâsir Sâlak because the Maharaja Lela was believed to have declared that he would not take instructions from the Resident, and it was known that he had built himself a new house and had recently been protecting it by a strong earthwork and palisade. Therefore, if there was to be trouble it would probably be there. What was only disclosed long afterwards was that, as soon as he had consented to the new arrangement, Abdullah summoned his chiefs (including the Maharaja Lela and the Dato' Sâgor, who lived at Kampong Gâjah, on the opposite bank of the river to Pâsir Sâlak) and told them that he had handed over the government of the country to Mr. Birch. The Maharaja Lela, however, said that he would not accept any orders from the Resident, and if Mr. Birch came to his Kampong he would kill him. Asked whether he really intended to keep his word, he replied that he certainly meant it. The Dato' Sâgor also said that he was of one mind with the Maharaja Lela. The meeting then broke up and the members returned to their own villages. Later, when the proclamations arrived, the Sultan again sent for the chiefs, showed them the papers, and asked what they thought of them. The Laksamâna said, 'Down here, in the lower part of the river, we must accept them.' But the Maharaja Lela said, 'In my Kampong, I will not allow any white man to post these proclamations. If they insist, there will certainly be a fight.' To this the Sultan and the other chiefs said, 'Very well.' The Maharaja Lela immediately left, and, having loaded his boats with rice, returned up river to his own Kampong."

Mr. Swettenham left Bandar Bharu at noon on October 28th, and as he went up stream Mr. Birch was proceeding down. The further Mr. Swettenham went up the river the more threatening became the talk. He, however, posted his proclamations at various points without encountering any overt act of hostility. On November 4th, his work being done, he started down river, intending to spend the night at Blanja; but on arriving there he was told that Mr. Birch had been killed by the Maharaja Lela's people at Pâsir Sâlak on November 2nd. The news induced him to continue his journey, and though he had been informed that the river had been staked at Pâsir Sâlak with the object of intercepting him, his boats passed that danger point without being challenged. At daylight the next morning he returned up the river to Bandar Bharu and there and afterwards heard the details of Mr. Birch's assassination.

He had done his work in the low country more quickly than he expected, and reached Pâsir Sâlak at midnight on November 1st with three boats, containing the Resident, Lieut. Abbott, R.N., a guard of twelve Sikhs, an orderly, a Malay interpreter, and a number of boatmen. In all the party numbered about forty men, and they had plenty of arms and ammunition. They anchored in midstream for the night, and at daylight hauled to the bank, when Mr. Abbott crossed to the other side of the river to shoot snipe, and Mr. Birch sent a message to the Maharaja Lela to say that he would be glad to see him, either at the boats

or in his own house. To the interpreter who carried the message the chief said, "I have nothing to do with Mr. Birch."

"Some days earlier the Maharaja Lela had summoned all his people and told them that Mr. Birch would shortly come to Pâsir Sâlak, and if he attempted to post any notices there the orders of the Sultan and the down-river chiefs were that he should be killed. The people replied that if those were the orders they would carry them out, and the Maharaja Lela then handed his sword to a man called Pandak Indut, his father-in-law, and told the people to take Pandak Indut's directions as though they were his own. Directly Mr. Birch arrived messengers were sent out to collect the people, and, before the sun was hot, there were already about seventy armed men on the bank above Mr. Birch's boats. The Dato' Sâgor had come over from the other side (in the boat which had taken Mr. Abbott across), and he had seen and spoken to Mr. Birch and was now with the Maharaja Lela. By Mr. Birch's orders the interpreter posted a proclamation on the shop of a Chinese goldsmith, close to the bank, and this paper was torn down by Pandak Indut and taken to the Maharaja Lela, the occurrence being at the same time reported to Mr. Birch. The crowd on the bank were showing distinct signs of restiveness; but the boatmen began to make fires to cook rice, and Mr. Birch went to take his bath in a floating bath-house by the river bank, his Sikh orderly standing at the door with a loaded revolver. The interpreter was putting up another copy of the proclamation when Pandak Indut tore it down, and as the interpreter remonstrated, Pandak Indut thrust a spear into him and cried out, 'Amok! amok!' The crowd instantly rushed for the bath-house, and attacked the boatmen and any of the Resident's party within reach. Spears were thrust through the bath-house, and Mr. Birch sank into the river, coming to the surface just below the bath-house, when he was immediately slashed on the head with a sword and was not seen again. Mr. Birch's Sikh orderly had jumped into the river when the first rush was made at the bath-house, and he swam to a boat, taking great care to save the revolver, which he had not fired, from getting wet! The interpreter struggled to the river, and was helped into a boat by two of Mr. Birch's Malays, but he died very shortly afterwards. A Sikh and a Malay boatman were also killed, and several of the others were wounded; but the rest with great difficulty got away. Mr. Abbott, on the other bank, was warned of what had occurred, and managed to get a dugout and escape, running the fire from both banks.

"Then the Maharaja Lela came out and asked who were those who had actually had a hand in the killing. Pandak Indut and the others at once claimed credit for the deed, and the chief ordered that only those who had struck blows should share in the spoils. Then he said, 'Go and tell the Laksâmana I have killed Mr. Birch.' The message was duly delivered, and the Laksâmana said, 'Very well, I will inform the Sultan.' The same evening the Maharaja Lela sent Mr. Birch's boat to Blanja, with the letter to ex-Sultan Ismail describing what he

had done. Ismail was much too clever to keep the boat, so he sent it back again. All the arms and other property were removed to the Maharaja Lela's house, and orders were given to build stockades, to stake the river, and to amok the Resident's station at Bandar Bhâru. The party sent on this last errand returned without accomplishing their object; for when they got near the place it began to rain, and the people in the house where they took shelter told them that they would get a warm reception at Bandar Bhâru, and it would be quite a different thing to murdering the Resident."

By the help of a friendly Malay, a foreigner, Mr. Birch's body was recovered and buried at Bandar Bhâru on November 6th.

The news of Mr. Birch's assassination speedily reached Singapore and created a painful sensation. There had often been trouble with the Malays, but in the whole history of British dealings with the race, from the time that British power had become firmly established in the Straits, there had never been previously a case in which a leading official had been put to death in the treacherous circumstances which marked this incident. Sir William Jervois took immediate steps to strengthen the British forces in the disturbed area. A detachment consisting of two officers and 60 men of the 10th Regiment was sent immediately from Pinang, and arrangements were made for further reinforcements. The Governor believed at the time that the murder was an isolated incident which might be dealt with without difficulty, and he cabled to the Government at home in that sense. But he was speedily disillusioned. The Pinang detachment, reinforced by four bluejackets and a small body of Sikhs, on attempting to carry Pâsir Sâlak, failed. Meanwhile ominous rumours were daily coming in of serious trouble in Selangor and the Negri Sembilan. In the circumstances Sir William Jervois deemed it wise to make a requisition on the home Government for a considerable force of white troops to overcome the disaffected elements in the States and restore British prestige. The demand seriously disturbed the equanimity of the authorities in Downing Street, whose natural dislike of "little wars" in this instance was accentuated by a belief that the trouble had been brought on by the high-handed policy of the Governor. Lord Carnarvon peremptorily cabled out for information and wanted to know why a force of 1,500 bayonets, with artillery, 50 miles of telegraphic apparatus, and a million of cartridges—the specific requisition made—should be required to deal with an "isolated outrage."

Sir William Jervois was absent from Singapore directing the preparations for the suppression of the disturbances when the message arrived. Receiving no reply, the Secretary for the Colonies telegraphed again in urgent terms, intimating that the Government disapproved altogether of the Governor's policy, and that the troops which were being sent "must not be employed for annexation or other political objects." "Her Majesty's Government," the message proceeded, "cannot adopt the principle of the permanent retention of troops in peninsula to maintain Residents or other officers; and unless natives are willing to

receive them on footing originally sanctioned of simply advising the ruling authorities I doubt whether their continuance in the country can be sanctioned." Lord Carnarvon followed this communication with a despatch by post in which he referred severely to "the grave errors of policy and of action" which had marked the Governor's policy. Sir William Jervois explained by cable that the large body of troops asked for was required for the reassertion of British authority, and to prevent the spread of the disturbances in adjoining districts. At a later period Lord Carnarvon again, and at much greater length, addressed Sir William Jervois, the despatch being a review of the latter's own despatch of October 16th previously, in which he for the first time described the new policy which he was inaugurating. The Secretary for the Colonies referred particularly to a passage in this despatch in which the Governor said that before his interviews with the chiefs he had inclined to the opinion that the best course to adopt would be to declare Perak British territory; but that on weighing well the impressions conveyed by the interviews with the chiefs, it did not appear to be expedient at present that this course should be adopted, and he had therefore determined, if the Sultan could be induced to agree, to adopt the policy of governing Perak by British officers in his name. Commenting on this, Lord Carnarvon acridly remarked that he did not know how far this middle course differed from an assumption of actual sovereignty, but what had been done constituted "large and important changes as to which you had no ground for supposing that her Majesty's Government would approve a very material departure from the policy which had been previously sanctioned as an experiment." It would, of course, have been right and proper, if he were convinced of the inefficacy of the existing arrangements, if he had laid his proposals before Government. But instead of doing that he at once issued a proclamation which altered the whole system of government and affected in a more or less degree a vast number of individual interests, provoking apparently the crisis with which they had now to contend. The despatch suggested that if it had been found necessary to introduce a change of policy the telegraph ought to have been used. "I am altogether unable to understand how you came to omit this obvious duty," proceeded Lord Carnarvon. "I can only conclude that, being convinced of the soundness of your own judgment, you acted in lamentable forgetfulness of the fact that you had no authority whatever for what you were doing." Sir William Jervois's reply to these strictures cannot be described as convincing. He argued that he had not really changed the policy of dealing with the States. The action he had taken was, he said, merely a natural development of the policy introduced by Sir Andrew Clarke with the sanction of the Government. With more force he maintained that the condition of disorder into which the States had fallen could not have been allowed to continue without serious detriment to British interests immediately, and possibly creating a situation later which would menace the stability of the

British possessions themselves. Lord Carnarvon, in acknowledging the despatch, reaffirmed his views, and gave emphatic instructions that no step affecting the political situation was to be taken by the Straits Government pending the consideration of the question of future policy by the Home Government. On June 1, 1876, Lord Carnarvon wrote sanctioning the continuance of the Residential system, and also approving the institution of Councils of State in the protected States. The despatch strongly insisted upon the exercise of caution in the execution of this policy.

While this angry controversy was proceeding a strong British force was operating in the disturbed area. At quite an early stage in the little campaign the local troops, reinforced by a naval brigade, had wiped out the initial failure at Pasir Salak, in which Captain Innes, R.E., had been killed, and two officers of the 10th Regiment severely wounded, by carrying the stockade at that point, and burning the villages of the Maharaja Lela and the Dato' Sagar. But the country by this time was thoroughly aroused, and the expeditionary force proved none too large for the work in hand. The troops consisted of the 3rd (Bufs) Regiment, 600 strong, 300 officers and men of the 80th Regiment, 200 officers and men of the 10th Regiment, a battery and half of Royal Artillery, the 1st Gurkhas, 450 strong, and a party of Bengal sappers numbering 80 men. There was also a strong naval brigade, drawn from H.M.'s ships *Modeste*, *Thistle*, *Philomel*, *Ringdove*, and *Fly*. The whole were under the command of Major-General the Hon. F. Colborne, C.B., and Brigadier-General John Ross. With the headquarters of the China troops established at Bandar Bharu, and with the Indian troops based at Kuala Kangsa, a series of expeditions was organised against the disaffected Malays under the Maharaja Lela, the Dato' Sagar, and the ex-Sultan Ismail. Transport difficulties hampered the movements of the troops considerably, but eventually the Maharaja Lela was driven across the border into Kedah, and the country settled down. Perak continued to be occupied by British troops for some little time after the restoration of peace. Their presence had a good effect in convincing the natives that the old order had been changed irrevocably, and when at length they were replaced with a police force, the outlook was perfectly peaceful. Meanwhile, however, the situation in the Negri Sembilan was causing a good deal of anxiety. An attack on a survey party, despatched from Sungei Ujong across the border into Terachi, led up to a series of military operations of a somewhat arduous character. The Malays fought with determination, and it required a very considerable force to dispose of them. They were ultimately driven off, thanks to the courageous action of Captain Channer, who, with a party of Gurkhas, rushed a stockade which commanded the rest of the position. For this gallantry Captain Channer was awarded the Victoria Cross—a decoration which he had richly earned, for his act was not only a singularly brave one, but it was the main factor in bringing to a successful conclusion what might have been a long, wearisome, and costly business.

On the termination of the military operations,

it only remained to mete out justice to those who had been directly concerned in Mr. Birch's assassination. Information collected by a Commission specially appointed to investigate the troubles plainly pointed to the Sultan Abdullah, the Mantri, the Dato' Laksmama, and the Dato' Shabandar as the accomplices of the Maharaja Lela and Pandak Indut in the crime. The four first mentioned were all exiled to the Seychelles at a comparatively early period of the investigation. The Maharaja Lela and others, after eluding pursuit for several months, in July, 1876, gave themselves up to the Maharaja of Johore, and by him were handed over to the British authorities. They were tried at Larut by a special tribunal composed of Raja Yusuf and Raja Husein, with Mr. Davidson and Mr. W. E. Maxwell as British assessors. They were found guilty and condemned to death. The Maharaja Lela, the Dato' Sagar, and Pandak Indut were executed. In the case of the other prisoners the sentences were commuted to imprisonment for life. Thus was a foul crime avenged. The punishment, though severe, was necessary to



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bring home to the population of the Malay States the determination of the British Government to protect its officials, and the certainty of retribution in cases in which injury was done to them. The Malays recognised the substantial justice of the sentences. The more influential of them took the view expressed by the two Rajas in announcing their judgment—that the accused had not only been guilty of murder, but of treason, since they had taken upon themselves to assassinate one who had been invited to the State by the responsible chiefs, and was in a sense the country's guest. Politically the trial and its sequel had a great and salutary influence throughout the peninsula. It was accepted as a sign that the British Government now really meant to assert itself, and would no longer tolerate the conditions of misgovernment which had for generations existed in the States. Opposition there continued to be for a good many years, as was natural, having regard to the Malay character, and the immensity of the change which the new order made in the national system of life. But there was no overt act of hostility, and gradually, as the

benefits of peace and unhampered trade were brought home to them in tangible fashion, the inhabitants were completely won over to the side of progressive administration. Thus Mr. Birch, as Sir Frank Swettenham aptly says, did not die in vain. "His death freed the country from an abominable thralldom, and was indirectly the means of bringing independence, justice, and comfort to tens of thousands of sorely oppressed people."

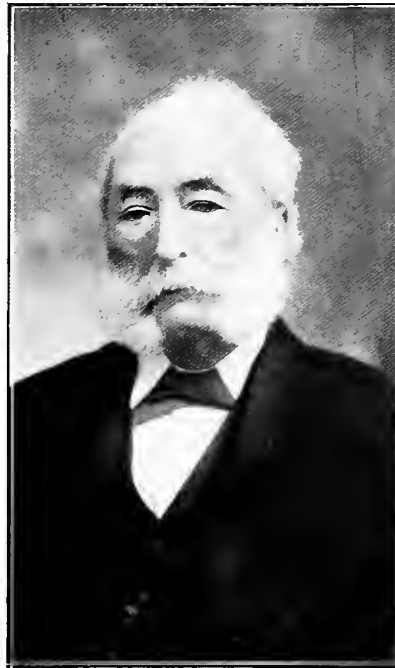
Lord Carnarvon's instructions that the Residential system was to be reintroduced with caution were interpreted very literally by the Singapore authorities. They dealt with crushing severity with an official who seemed to them to go a little beyond the strict letter of his instructions. The offender was Captain Douglas, the Resident of Selangor. In the early part of 1878 a report was made to him that Tunku Panglima, the Panghulu of Kauchong, near the entrance of the Jugra river, a member of the Mixed Council on 50 dollars a month, had offered a bribe of 40 dollars to Mr. Newbrunner, the Collector and Magistrate of the district, to influence him in a judicial proceeding. Captain Douglas had the peccant chief arrested, and subsequently ordered his removal from the Council and the reduction of his allowance by half to bring home to him the enormity of his offence. The matter was reported in due course to headquarters at Singapore, with results little anticipated by the Resident of Selangor. The Executive Council came to the unanimous resolution that the action of the Resident "was uncalled for and *extra vires*, and that he should be instructed to advise the Sultan to reinstate the Panglima Raja as a member of Council." Not content with this drastic measure, Sir W. C. F. Robinson, who in 1877 had succeeded Sir William Jervois as Governor on the latter's appointment to report on the defences of Australia, issued the following "Instructions to Residents": "His Excellency desires that you should be reminded that the Residents have been placed in the native States as advisers and not as rulers, and if they take upon themselves to disregard this principle they will most assuredly be held responsible if trouble springs out of their neglect of it." Sir Michael Hicks-Beach, the successor of Lord Carnarvon as Colonial Secretary, took a very tolerant view of Captain Douglas's lapse. He approved the action of the Governor, as he was bound to do, having regard to the instructions issued from Downing Street by his predecessor, but he spoke of Captain Douglas's action as an "error of judgment," and indulgently remarked that he fully recognised the delicacy of the task imposed on the Residents, and was aware that much must be left to their discretion on occasions when prompt and firm action was called for. Sir Michael Hicks-Beach's broad way of looking at this episode, we may assume, was not without its effect upon the Government at Singapore and the Residential officials. It was, at all events, in the spirit of his despatch rather than in consonance with the letter of the "Instructions to Residents" that the administration of the Malay States proceeded during the next few years. It was well that it was so, for a lack of courage at the outset—indecision on vital matters of principle—would have militated

seriously against the success of the work in hand. Indeed, it may be questioned whether the magnificent result which we see to-day would have been possible if British officials of those early days, when everything was in the melting-pot, had stood idly by while the native chiefs were manipulating the alloys after their own fashion. The Residents, who were all officials selected for their special knowledge of Malays, were not the type of men to accept a rôle of this sort. They knew that British administrative capacity and even the national prestige was at stake; they knew further that here was a splendid heritage for the Empire to be had only for the asking; so, nothing fearing, they kept steadily on their course. They were not "rulers," but they were pre-eminently the power behind the throne. The ship of State was directed whither they wished it to go, and they wished it go along the path of good government, which was also the high-road to commercial prosperity.

One of the earliest developments of the re-constituted Residential system was the establishment of advisory Councils of State. This was a very astute move, for it did more to secure the support of influential Malays and reconcile them to the new régime than any other step taken in these early days. The Councils, on which there was a mixed representation of chiefs, local officials, and leading men, transacted the ordinary business of an executive council. They discussed and passed legislative enactments, considered revenue questions, and the civil and pension lists, and conferred with the Resident on important matters affecting the welfare of the State. The first of these Councils was established in Perak, and was an immediate success owing to the intelligent co-operation of the Malay chiefs and the general goodwill of the leaders of the foreign native community. Selangor later was endowed with a Council, and the other States, after further intervals, followed on the same path. "The institution," Sir Frank Swettenham says, "served its purpose admirably. The Malay members from the first took an intelligent interest in the proceedings, which were always conducted in Malay, and a seat on the Council is much coveted and highly prized. A tactful Resident could always carry the majority with him, and nothing was so useful or effective in cases of difficulty as for those who would have been obstructive to find that their opinions were not shared by others of their own class and nationality."

Perak, as the chief seat of the troubles which led to British intervention, was watched anxiously by the authorities in the period following the cessation of hostilities. Happily in Mr. (afterwards Sir) Hugh Low the State had an adviser of exceptional ability and strength of character. His previous service had been in Borneo, but he thoroughly understood the Oriental character and quickly adapted himself to the special characteristics of the Malay. His was the iron hand beneath the velvet glove. Firm and yet conciliatory, he directed the ship of State with unerring skill through the shoals and quicksands which beset its course in those early days when the population, or an influential part of it, was smarting under the sense of defeat. Perhaps his tactfulness was in no

direction more strikingly shown than in his treatment of the delicate question of debt slavery. It was obvious from the first that the system was incompatible with British notions of sound and just administration. But to inaugurate a change was no easy task. The practice was, as we have said, a cherished Malay custom, and cut deeply into the home life of the people. Moreover, abolition meant money, and the State at that time was not too well endowed with funds. The masterful Resident, however, was not to be deterred by these considerations from taking up the question. He worked quietly to secure the goodwill of the chiefs, and having done this, formulated a scheme by which the State should purchase the freedom of all bond slaves, paying to their masters a maximum sum of 30 dollars for a male and 60 dollars for a female slave. The proposals were duly laid before the Perak Council, and after discussion unanimously



SIR HUGH LOW.

adopted, December 31, 1883, being fixed as the final date for the continuance of the state of slavery. The emancipation measures were attended by some interesting results. Very few freedmen consented to leave their masters or mistresses, while the latter on their part almost universally said that they set the slaves free "for the glory of God," and refused to take the State's money. "How can we take money for our friends who have so long lived with us, many of them born in our houses? We can sell cattle, fruit or rice, but not take money for our friends." "Such expressions," Sir Frederick Weld wrote in a despatch dated May 3, 1883, "have been used in very many cases in different parts of Perak. Many slave children whose own mothers are dead always call their mistresses 'mother,' and the attachment is reciprocal. In fine, this investigation has brought into notice many of the fine qualities of a most interesting and much maligned race,

and affords conclusive proof that the abuses which are sure to co-exist with slavery could not have been general, and bore no comparison with those formerly often accompanying negro slavery in our own colonies."

A rather unpleasant incident, which threatened at one time to have very serious consequences, arose out of the edict for the manumission of slaves. Soon after the arrangements had been put in force the inhabitants of the sub-district of Lomboh, on the Perak river, a centre in close proximity to the scene of Mr. Birch's murder, declined to pay taxes, giving as one of their reasons the abolition of slavery. They refused to meet the Resident excepting by proceeding as an armed body to Kuala Kangsa, and declared that if they were defeated they would disperse in small bands and harry the country.

Everything was done by the British officials and the Malay chiefs to bring the malcontents to reason, but they stubbornly refused to listen, and when approached, beat the mosque drum as a call to the inhabitants to arms. In the circumstances Mr. Low, the Resident, had no alternative but to make a display of force, for, as Sir Frederick Weld, the Governor, remarked in his despatch to the Secretary of State on the subject, "to have yielded to threats would have destroyed all the good work we have done in civilising and pacifying the country." He therefore ordered a force of 100 armed police and two guns to proceed down the river from Kuala Kangsa, and himself proceeded up the river from Teluk Anson with 40 men. The Lomboh people, seeing the Resident's determined attitude and impressed by the proximity of his highly disciplined and effective force, made a complete submission. They now willingly paid their tax, and, expressing deep contrition, promised most humbly never to repeat the offence, but to petition in a quiet way if they had a grievance. Accepting their plea that they were "poor ignorant jungle people," Mr. Low withdrew his warrant for the arrest of the ringleaders, and so terminated happily an episode which might with less skilful handling have set the whole peninsula aflame once more.

In 1884, on Sir Hugh Low's retirement from the Residency of Perak, Sir Cecil Smith, the officer administering the government of the Straits Settlements, reviewed the work done in the State since the introduction of British supervision. In 1876 the revenue of Perak amounted to 213,419 dollars, and the expenditure to 226,379 dollars. In 1883 the revenue had reached a total of 1,474,330 dollars, while the expenditure had grown to 1,350,610 dollars. During the period of Sir Hugh Low's administration debts to the amount of 800,000 dollars incurred in connection with the disturbances had been paid off, and the State was at the period of the review entirely free from such liabilities. There was a cash balance at the close of the year of 254,949 dollars. As to trade, the value of the imports was calculated in 1876 at 831,375 dollars, and the exports at 739,970 dollars. Similar returns for 1883 showed the imports to have been valued at 4,895,940 dollars, and the exports 5,625,335 dollars. Put in sterling, the aggregate value of the trade was £2,000,000.

Sir Hugh Low in his farewell report himself summarises the results of his administration in these graphic sentences: "When I first entered upon the duties of the position of adviser to the State there was only one steamer trading between Pinang and Larut, which was subsidised by the Government and made the voyage once in five or six days. There are now twelve steamers trading between Pinang and Perak, two or three of which arrive at and depart from Larut daily; there are others plying to and fro between Pinang and Singapore, calling at the intervening ports, so that, as is also shown by the returns, the trade has undergone a large development. The country has been opened up by excellent roads in the most important positions, and by a very extensive system of bridle paths in places of less consequence. Progress has been made in rendering rivers more navigable. A military police, consisting of infantry, artillery, and cavalry, second to none in the East, has been

which has a most abundant supply of excellent water conveyed to it in three miles of 8-inch pipes, is lighted with kerosene lamps, and in process of being connected with a new port by a metre-gauge railway eight miles in length. Very excellent barracks, large hospitals, courts of justice, commodious residences for all officers except the Resident, and numerous police stations and public buildings have been erected at the chief stations; a museum with a scientific staff and experimental gardens and farms established; the native foreign Eastern population conciliated; ancient animosities healed up, and all causes of disquietude removed. As compared with 1876, when 312,872 dollars were collected, the revenues of the State are now more than quadrupled, and the Treasury, rescued from insolvency, now contains a large balance available for further development of the resources of the State."

Sir Frederick Weld, who was Governor of the Straits Settlements from 1879 to 1887, took

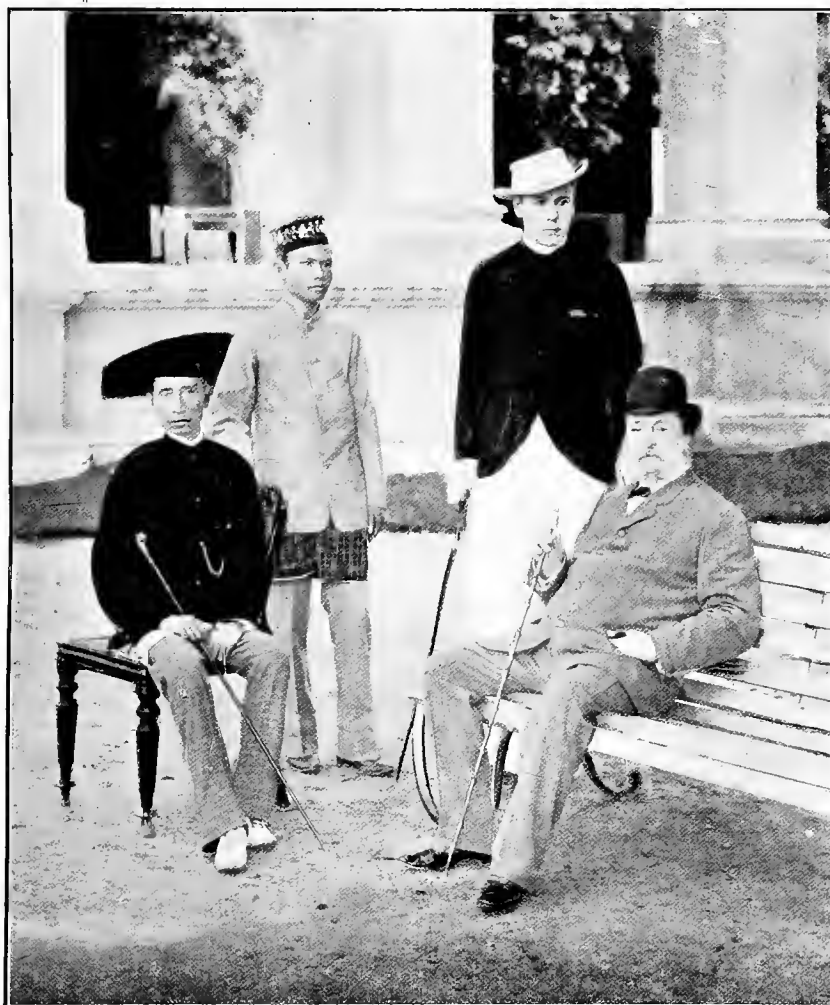
made. It was his practice during his term of office to be continually on the move through the States, seeing for himself the needs of the territory and keeping constantly in touch with



SIR FREDK. A WELD, K.C.M.G.

local opinion. He not only informed himself, but he took good care to keep the authorities at home thoroughly posted on all matters of importance. Bright little descriptions of his journeyings were sent to the Colonial Office, and the staid officials there, amid details of official receptions, read gossip accounts of camp incidents or adventures with wild beasts. A few excerpts from these despatches may be appropriately introduced, as they give a sketch of the early administration of the States which is both lively and informing. Writing of a tour made in March, 1883, Sir Frederick Weld furnishes an interesting description of Kuala Lumpur. "The improvement in the town," he says, "was marked. The main road has been improved; neat, inexpensive police stations and good bridges have replaced decayed old ones, whilst several new buildings are in progress." A visit paid subsequently to Larut and Lower Perak was productive of an equally favourable impression. "At Teluk Anson, the headquarters of the last named district, I found great changes in progress. Many good buildings have been erected and the streets are well laid out. The canal, which saves eight miles of river navigation, is likely to be a success, and is nearly finished. The hospital is commodious and in good order."

Later in the year Sir Frederick Weld was again in Selangor, and he makes these references to his visit: "At Kanching, about 15 miles north of Kuala Lumpur, we passed through and by a considerable forest of camphor trees, many of them 200 feet high. This tract occupied by camphor trees is the largest of the kind known in the peninsula, and the only one on the western side of the range. The Malays fear to cut the trees, as they say the smell gives them fever. Mr. Gower, who is putting up tin-mining machinery in the neighbourhood, got seven Japanese to attempt cutting a tree, and they all actually did get fever. This is very remarkable, as camphor is usually considered to be a febrifuge. This forest must become of enormous value, and I



SIR HUGH LOW AND THE SULTAN OF PERAK.

(From a photograph taken during Sir Hugh Low's term of office as Resident of Perak.)

recruited, disciplined, and most fully equipped, and also supplies a most efficient fire brigade for the town of Taiping. Two considerable and prosperous towns have been built, one of

a deep interest in the development of the Malay States, and to his energetic initiative and persistent advocacy was due in large measure the steady uninterrupted progress

have directed that it be reserved to the State and preserved.

"In the inhabited districts all the villages were decorated, always tastefully and sometimes very beautifully. I was welcomed with dancing and singing; they emulated their ancient legends of the programme of the passage of certain great Rajas in ancient times, and there is little doubt but that I had at least the advantage in the heartiness of the welcome. Even the wild Sakais and Semangs, the aborigines, came down from the mountains, bringing with them their women and children to meet me. They one and all assured me that under our rule the Malays have ceased to molest them, and one said that if they did he should go straight off to find a European magistrate and the police. They themselves are a most harmless, kindly, and good-tempered race."

CHAPTER X.

CONTINUED PROGRESS—FEDERATION—MAGNIFICENT RESULTS OF BRITISH INTERVENTION—CONCLUSION.

WHAT Sir Hugh Low accomplished in Perak was done in a minor degree in the other States. In the Nine States progress was for a time retarded by the mutual jealousies of the chiefs and the slumbering resentment of the population, who did not take too kindly to some of the changes wrought by British supervision. Owing largely to these causes the inevitable federation of the group of States was delayed. In 1876 six of the nine States united, agreeing to work together under the headship of Tunku Antar, who was given the title of Yam Tuan of Sri Menanti. The dissenting States, Sungei Ujong, Rembau, and Jelebu, after a few years' independent life, thought better of their refusal, and entered the federation, the formal act being registered in an agreement under which they acknowledged Tunku Muhammad, C.M.G., the successor of Tunku Antar, as their Raja, with the title of Yang-di-Pertuan of Negri Sembilan. In Selangor, first under Mr. Davidson and later under Mr. Swettenham, rapid progress was made when once the country had settled down. The revenue grew from 193,476 dollars in 1876 to 300,423 dollars in 1882. The next year there was a further advance to 450,644 dollars. After the lapse of another five years the receipts had grown to the large figure of 1,417,998 dollars. Thus in twelve years the revenue of the State had increased sevenfold. The expenditure kept pace with the receipts, because at the outset there were heavy liabilities to be liquidated, and throughout the period there were demands ever growing for public works absolutely essential for the development of the territory. The general situation of the States in these early years is illustrated by these figures showing the total receipts and expenditure of Perak, Selangor, and Sungei Ujong at particular periods from 1876 to 1888:

Year.	Revenue.	Expenditure.
1876	\$560,997	\$385,189
1880	881,910	794,944
1884	2,148,155	2,138,710
1888	3,657,673	3,013,943

The revenue system adopted in the States under British supervision differed materially from that of the British settlements. Its leading features at the outset were an import duty on opium, spirits, and tobacco, a farm of the sole right to open gambling houses, various licence fees, quit rents, &c., an export duty of 10 per cent. *ad valorem* on all jungle produce and salt fish, and an export duty on tin. The last-named import was the backbone of the system. To it is mainly due the remarkable development of the States. Without the steady and increasing flow to the exchequer of the tin receipts, the magnificent public works which are the most conspicuous feature of the federated area would have been luxuries beyond the attainment of the administration. References to these works are made elsewhere in this volume, and it is only necessary to touch lightly upon the subject here. The earliest works undertaken were almost exclusively concerned with the improvement of communications. As was stated at the beginning of this historical sketch, when the British first interested themselves in the concerns of the Malay States they found a practically roadless country. About the mines in Larut a few miles of ill-kept track, dignified by the name of road, served for purposes of transporting the tin to the coast, but this was an isolated example of enterprise. Communications, such as they were, were carried on for the most part by the numerous rivers and waterways in which the coast abounds. The British Residents quickly realised that if the States were to prosper there must be a good system of internal and ultimately of inter-State communication established. The efforts were directed to two ends—the improvement of the waterways by the clearing of channels, and the construction of roads. The former was a comparatively easy task, as in many cases all that was required was the expenditure of moderate sums on labour with the object of removing vegetation, which had accumulated to such an extent as to render the streams useless for navigation. The roads, on the other hand, had to be driven for the most part through virgin forest land, and the work was a troublesome and costly business. The Resident of Selangor in 1882-83, in order to meet the demand for increased means of communication without putting too heavy a strain upon the public resources, hit upon the expedient of making the initial roadway a bridle-path 6 feet wide without metalling and with very simple and cheap bridges. Traffic arteries of this type were constructed at the low cost of £150 a mile, and they served all reasonable needs until the period when the growth of the State revenue justified the heavier expenditure involved in the provision of a macadamised road with permanent bridges. This plan was finally adopted in all the States with markedly successful results. The bridle-paths attracted settlers to the districts through which they passed, and soon, a thriving population was to be found in districts which previously had been an uninhabited waste. When the population was large enough to justify the expenditure, and funds permitted, the permanent road was provided. In this way, bit by bit, was created a network of splendid roads, the like

of which is not to be found anywhere in Asia, excepting perhaps in India. Side by side with road construction the Government prosecuted measures for the settlement of the country. "Efforts," says Sir Frank Swettenham in his work, "were made to encourage the building of villages all over the country, and round the headquarters of every district settlers congregated, small towns were laid out, shops and markets were built, and everything was done to induce the people to believe in the permanence of the new institutions. The visitor who now travels by train through a succession of populous towns, or who lands at or leaves busy ports on the coast, can hardly realise the infinite trouble taken in the first fifteen years to coax Malays and Chinese and Indians to settle in the country, to build a better class of house than the flimsy shanties or *adobe* structure hitherto regarded as the height of all reasonable ambition. As the villages grew and the roads joined up the various mining fields and scattered hamlets, village councils, styled Sanitary Boards, were instituted to regulate the markets, sanitation, slaughter houses, laundries, water supply, and the hundred and one improvements of rapidly growing centres of population. Every nationality is represented on these boards, and the members take an intelligent interest in municipal administration."

The construction of railways was an inevitable accompaniment of the commercial development of the States. The pioneer scheme was a line eight miles long between Taiping, the chief mining town in Larut, and Port Weld, on a deep-water inlet of the Larut river. Another and more ambitious scheme undertaken some little time before the line was opened for traffic in 1884 was a railway between Kuala Lumpur and Klang in Selangor, a distance of 22 miles. Funds for this work were lent by the Straits Settlements Government, but the loan was recalled long before the work was completed, and the State authorities had to get on as best they could without external aid. Fortunately the revenue at the time was in a highly satisfactory condition, and no great difficulty was experienced in financing the venture out of current income. The line was an immediate success. In the first few months of working it achieved the remarkable result of earning a revenue which yielded a profit equal to 25 per cent. on the amount expended. From these comparatively small beginnings grew the great railway system which already has linked up the western districts of the peninsula, and which is destined probably in the not remote future to be the important final section of a great continental system of railways.

On the purely administrative side the work of supervision was not less effective than in the practical directions we have indicated. A judicial system was built up on lines suited to the needs of the population, educational machinery was started with special provision for the principal racial sections of which the inhabitants were composed, a land settlement system was devised, hospitals and dispensaries were started, and a magnificent police force—partly Indian, partly Malay—was created. In fine, the States were gradually equipped with all the essential institutions of a progressive community. The story of how these various

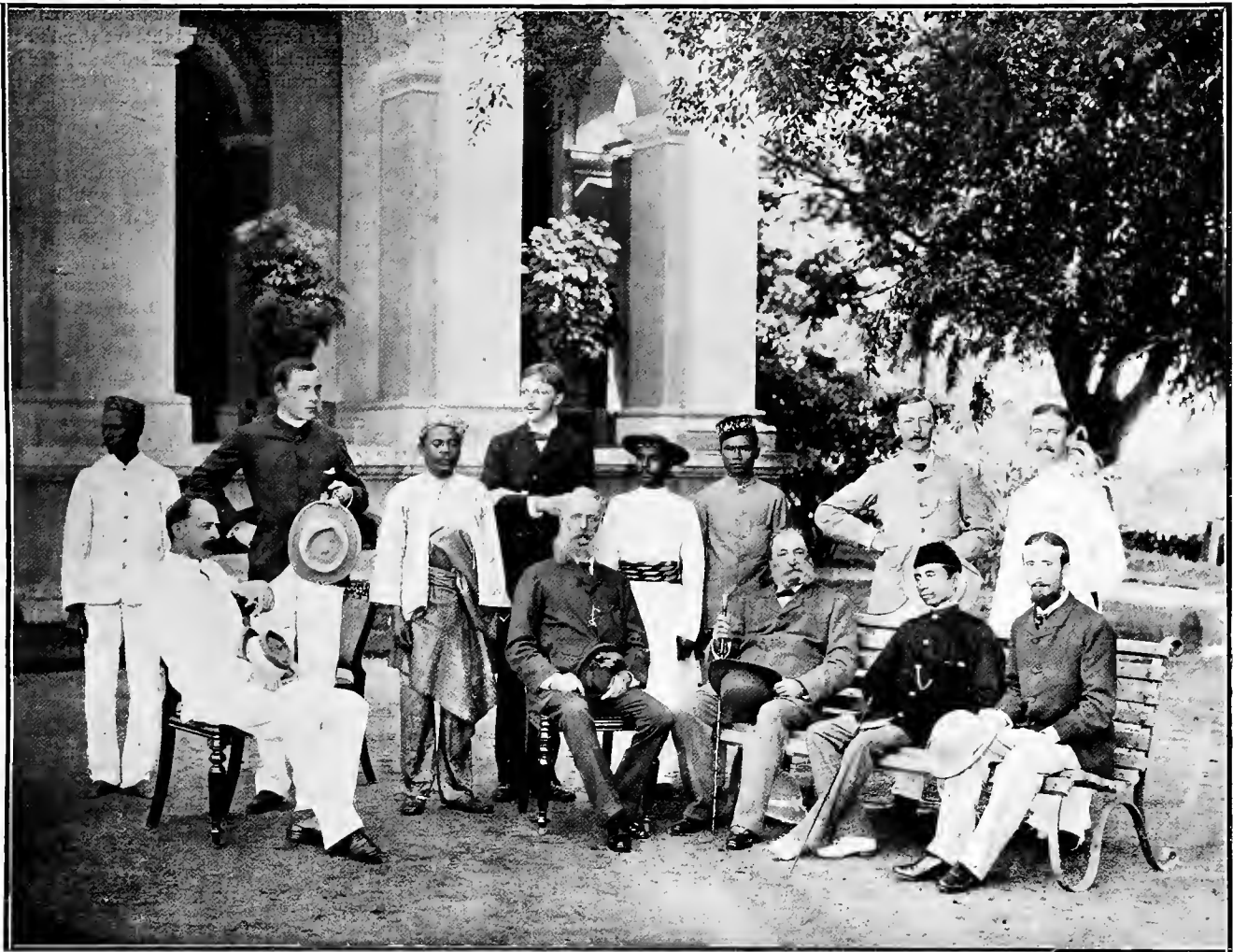
departments of the Federated Malay States Government grew may be left to be told by other writers. It is sufficient here to say that, with trivial exceptions, the work has been marked by a measure of successful achievement which is worthy of the most brilliant examples of British administration.

In 1888 the British responsibilities in the peninsula were increased by the addition of Pahang to the list of protected States. This State stood suspiciously apart when the other States were brought into the sphere of British influence, and it resolutely repelled all over-

authorities at Singapore, who saw in it only another indication of the perverse independence of the chief. They had, however, only to wait for an opportunity for intervention. It came one day when a more than usually brutal outrage was perpetrated upon a British subject with the connivance of the ruler. Satisfaction was demanded by Sir Clementi Smith, the then Governor of the Straits, and was refused. The position was becoming critical when the chief, acting mainly on the advice of the Maharaja of Johore, expressed regret for what had occurred and asked for the appointment of a British

the adjoining States, there to be either killed or captured by the Siamese. Pahang has never had reason to regret the decision taken by its chief to join the circle of protected States. In the seventeen years ending 1906 which followed the introduction of the Residential system, its revenue increased tenfold and its trade expanded from an insignificant total to one approximating five million dollars in value.

The remarkable progress made by the protected States and the consequent widening of the administrative sphere brought into prominence the necessity of federation in order to



GROUP TAKEN AT GOVERNMENT HOUSE, SINGAPORE, DURING SIR F. WELD'S ADMINISTRATION.

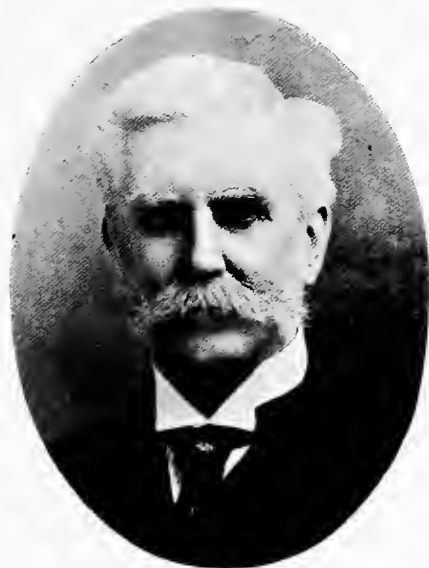
The figure in the centre is Sir F. Weld; seated on his left are Sir Hugh Low and the Sultan of Perak.

tures. On one occasion the Straits Government had to bring the chief to reason by a bombardment of his capital. After that there was little or no intercourse, until one day a British war vessel dropped into harbour to see what was doing in that part of the world. The captain landed to pay his respects, and on being ushered into the presence of the chief, found him seated on a pile of cannon balls which had been fired from the British warships on the occasion of the bombardment. The humour of the situation appealed to the British representative, but the incident was not so much relished by the

Resident. The *amende* was accepted, and Mr. (now Sir) J. P. Rodger was appointed Resident, with Mr. Hugh Clifford as Assistant. The new order was not accepted peacefully by an important section, represented by a group of petty chiefs. These resented the British intrusion and all that it implied in ordered administration and restraints on oppression, and they took up arms. A long and expensive campaign was involved in the suppression of this rising; but eventually, thanks largely to Mr. Hugh Clifford's exertions, the revolting element was either hunted down or driven across the border into

deal more effectually with questions of common interest which were continually arising. In 1893 Sir Frank Swettenham, who since the conclusion of the military operations in Perak had filled the post of Secretary for Malay Affairs to the Straits Settlement Government, drew up a scheme for the federation of the four States, and this in due course was forwarded to the Colonial Secretary. When Sir Charles Mitchell was appointed to the government of the Straits Settlements in succession to Sir Clementi Smith, in 1896, he carried with him instructions to report upon the desirability and feasibility of

the project. Sir Charles Mitchell, after mature consideration of the question, forwarded a recommendation in favour of the scheme, subject, however, to its receiving the approval of the ruling chiefs. Mr. Chamberlain in his turn gave conditional sanction to the federation idea



SIR CECIL CLEMENTI SMITH, G.C.M.G.

on these lines, and Sir Frank Swettenham was entrusted with the duty of securing the adhesion of the Residents and chiefs to his plans. His mission was entirely successful. The Residents welcomed the scheme, though it made a striking change in the system of government by putting over them a Resident-General, who was given executive control under the direction of "the High Commissioner for the Federated Malay States," otherwise the Governor of the Straits Settlements. The chiefs also gave the project their cordial approval. They were influenced in its favour, Sir Frank Swettenham says, because it did not touch their own status in any way, and because they believed that as a federation they would be stronger and more important, and that their views would be more likely to receive consideration should a day come when they found themselves at variance with the supreme authority, be it High Commissioner at Singapore or Secretary of State in England. A further consideration was the financial advantage which would accrue from the change. "Two of the States, Perak and Selangor, were then very rich; Negri Sembilan had a small debt, but was financially sound; while Pahang was very poor, owed a large sum to the colony, and, though believed to be rich in minerals, had no resources to develop the country. By federation the rich States were to help the poor ones; so Pahang and Negri Sembilan hoped to gain by the arrangement, while the rulers of Perak and Selangor were large-minded enough to welcome the opportunity of pushing on the backward States for the glory and ultimate benefit of the federation. Further, they welcomed federation because it meant consistency and continuity of policy. It meant the abolition of inter-State frictions and jealousies, and the

power to conceive and execute great projects for the benefit of the partnership without reference to the special interests of any partner. Above all, they not only accepted but desired federation, because they believed that it would give them, in the Resident-General, a powerful advocate of their needs and their views, a friend whose voice would be heard further and carry more weight than that of any Resident, or of all the Residents acting independently."

The new system was formally introduced on July 1, 1896, with Sir Frank Swettenham as the first Resident-General. Kuala Lumpur was selected as the headquarters of the federal departments, and here gradually grew up a series of fine public buildings in keeping with the importance of the federated area. Now, with an important trunk railway running through it, a network of roads radiating from it to all important points, and a considerable residential population, it vies in dignity and size with the chief towns of many Crown colonies. In matters of government the fruits of the federation were quickly seen in various directions. A Judicial Commissioner (Mr. Lawrence Jackson, Q.C.) was appointed to try capital charges and hear appeals from the magisterial courts. Simultaneously there was a reorganisation of the magisterial system, and counsel for the first time were admitted to plead in the Malay State Courts. At a later period the judicial bench was strengthened by the addition of two Assistant Commissioners, and a Public Prosecutor was appointed to facilitate criminal procedure. Other changes were the appointment of a Financial Commissioner, and the reorganisation of the whole financial system, the amalgamation of the police forces and the Public Works Departments of the several States, and the institution of a Railway Department, with a General-Manager as head of the entire system. Further, a regiment known as the Malay States Guides was constituted for purposes of defence. This is a splendid force, 900 strong, recruited from the warlike Indian races and officered by officers seconded from the British Army. Finally, an elaborate trigonometrical survey has been set on foot on a uniform system, a department for the conservation of forests has been created, Geological and Agricultural Departments established, and an institute for medical research under the direction of a highly-trained pathologist provided.

This was the practical outcome of federation as it affected the administration. In less tangible ways it has worked a great change in the States. One of its most notable influences has been the tightening of the bonds of sympathy between the various parts of the federated area and the creation of a sentiment of pride in the prosperity and greatness of the common country. This phase of federation was brought out very strongly in July, 1897, when a Conference of Malay rulers, members of State Councils and chiefs was held at Kuala Kangsa, the seat of the Sultan of Perak, to celebrate the introduction of the new system. Every chief of importance was present, and the proceedings were marked by absolute harmony and even enthusiasm. Sir Frank Swettenham, in his official report, summed up the results of the Conference in the following interesting fashion:

"From every point of view the meeting has been an unqualified success, and it is difficult to estimate now the present and prospective value of this unprecedented gathering of Malay Sultans, Rajas, and chiefs. Never in the history of Malaya has any such assemblage been even imagined. I doubt whether anybody has ever heard of one ruler of a State making a ceremonial visit to another; but to have been able to collect together in one place the Sultans of Perak, Selangor, Pahang, and the Negri Sembilan is a feat that might well have been regarded as impossible. People who do not understand the Malay cannot appreciate the difficulties of such a task; and I confess that I myself never believed that we should be able to accomplish it. It was hardly to be expected that a man of the great age of the Sultan of Selangor could be induced to make, for him, so long and difficult a journey, and to those who know the pride, the prejudices, and the sensitiveness of Malay Rajas, it was very unlikely that the Sultan of Pahang would join an assemblage where he could not himself dictate the exact part which he would play in it. It is not so many years since the Governor of the Straits Settlements found the utmost difficulty in getting speech with Malay Rajas in the States which are now federated; Sir Frederick Weld, even though accompanied by the present Sultan of Perak, by Sir Hugh Low, and the present Residents of Selangor and Pahang, all officers accustomed to deal with Malays, had to wait several hours on the bank of the Pahang river before any one could persuade the Sultan of Pahang to leave a game of chance in which he was engaged with a Chinese in order to grant an interview to his Excellency. It is difficult to imagine a greater difference than between then and now, and, though the Sultan of Perak has been far more nearly associated with British officers than any other of the Sultans, he has always been extremely jealous of his rights as a ruler. I was, therefore, sur-



SIR FRANK SWETTENHAM, K.C.M.G.

prised to hear the frank way in which, at the Council, he spoke of British protection, which he did not hesitate to describe as control.

"The deliberations of the Council were both interesting and useful, and there is no doubt that, in some respects, we could not have

arrived at the same ends by any other means than the meeting of the Rajas of the Federated States and their responsible advisers. All the proceedings of the Council were conducted in the Malay language, and I am convinced that, if ever it were necessary to introduce interpretation, no such successful meetings as those just concluded could ever be held. The Sultans and all their chiefs spoke on all the subjects which interested them, without either hesitation or difficulty, and on matters concerning the Mahammadan religion, Malay customs, and questions which specially touch the well-being of Malays, it would be impossible to find elsewhere such knowledge and experience as is possessed by those present at the recent meetings. Nothing can be decided at the Council, which is only one of advice, for no Raja has any voice in the affairs of any State but his own. This was carefully explained and is thoroughly understood. But it is of

and depicting the gradual change in the feelings of the people, an attitude of distrust and suspicion of British officials giving place to one of confidence and regard. In these Conferences we have the crowning triumph and vindication of British intervention. They may be regarded as the coping-stone of the edifice of administrative efficiency and progress reared on the blood-stained ashes of the old anarchical régime which once made the name Malaya a byword for ruthless barbarism and the cruellest despotism.

Figures are usually dull things, but only figures can properly bring home to the understanding the immensity of the change which has been worked in the peninsula under British direction. We make no excuse, therefore, for introducing the following official table, which illustrates the position of the Federated States from the year 1889, when Pahang came under British protection.

perusal of the table. If they study it with even a moderate disposition to be fair, they will arise from the exercise with minds attuned to a new view of the capacity of their fellow-countrymen who are bearing the white man's burden in distant regions, and of the material advantages which accrue from the wise extension of British influence. And the glory of the success is that it has been won, not by the sword, but by peaceful methods directed with the aid and co-operation of the most influential elements of the native community. The power has been there, but it has been sparingly used. Moral suasion is the force which has worked the transformation from a territory weltering in the most ferocious form of internecine war, with trade paralysed and agriculture neglected, to a land of plenty, with mineral and agricultural wealth developed to the highest extent, and with a twenty-fold larger population living a contented and law-abiding existence. In

FEDERATED MALAY STATES.
SPECIAL GENERAL RETURN.

Year.	Revenue.	Expenditure.	Trade.		Duty on Tin.	Land Revenue.	Forest Revenue.	Postal and Telegraph Revenue.	Railway Receipts.	Population.					Year.
			Imports.	Exports.						Perak.	Selangor.	Negri Sembilan.	Pahang.	Total.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$						
1889	5,013,000	4,091,078	15,053,456	19,720,689	1,750,008	190,538	—	26,027	359,025	—	—	—	—	—	1889
1890	4,840,065	3,237,275	15,443,809	17,602,093	1,609,401	166,054	—	37,742	406,032	—	—	—	—	—	1890
1891	4,572,310	5,554,800	14,889,942	18,495,554	1,573,441	199,680	—	44,286	414,889	214,254	81,592	70,730	57,642	424,218	1891†
1892	5,347,189	5,883,407	19,161,159	22,662,359	2,097,274	300,680	—	53,630	537,111	—	—	—	—	—	1892
1893	6,413,134	6,707,538	21,896,117	27,373,760	2,602,380	347,600	—	73,941	723,934	—	—	—	—	—	1893
1894	7,511,809	7,162,396	24,499,615	32,703,147	3,238,000	457,262	—	89,790	986,617	—	—	—	—	—	1894
1895	8,481,007	7,582,553	22,653,271	31,622,805	3,379,813	408,239	—	110,793	1,294,390	—	—	—	—	—	1895
1896	8,434,083	8,598,147	21,148,895	28,395,855	3,126,974	511,237	—	140,230	1,344,994	—	—	—	—	—	1896
1897	8,296,687	8,795,313	25,000,682	31,148,340	2,716,263	636,054	—	141,328	1,294,139	—	—	—	—	—	1897
1898	9,364,467	11,110,042	27,116,446	35,241,003	3,210,609	636,927	—	173,709	1,394,720	—	—	—	—	—	1898
1899	13,486,410	11,499,478	33,765,073	54,895,139	6,181,542	639,899	—	166,838	1,722,475	—	—	—	—	—	1899
1900	15,609,807	12,728,930	38,402,581	60,361,045	7,050,382	712,898	—	191,525	2,254,742	—	—	—	—	—	1900
1901	17,541,507	17,273,158	39,524,603	63,107,177	6,968,183	626,114	287,548	202,131	2,377,040	320,665	168,789	96,028	84,113	678,595	1901†
1902	20,550,543	15,986,247	45,757,240	71,350,243	8,438,775	661,668	288,053	241,944	2,856,640	—	—	—	—	—	1902
1903	22,672,507	16,219,872	47,790,059	80,253,944	9,590,505	721,304	514,657	278,715	3,608,054	381,500	216,920	117,820	85,000	801,240	1903†
1904	22,255,209	19,318,768	46,955,742	77,620,084	8,814,688	801,959	589,707	317,639	3,605,029	400,000	234,404	118,747	85,000	838,151	1904†
1905	23,904,593	20,750,395	50,575,455	80,057,654	9,249,627	887,593	622,009	296,323	3,940,599	400,000	240,546	119,454	100,000	860,000	1905†
*1906	27,223,476	18,899,425	50,926,606	80,832,325	10,036,798	1,437,753	598,999	437,487	4,564,100	413,000	283,619	118,408	100,000	915,027	1906

NOTE.—The total Revenue and the total Expenditure of Perak, Selangor, and Negri Sembilan in 1875 were respectively \$409,394 and \$436,872. Figures for Pahang first appear in 1889. Federation dates from July 1, 1896.

	Revenue.	Expenditure.
* Perak	\$14,282,481	\$8,776,478
Selangor	9,803,184	6,414,257
Negri Sembilan	2,487,090	2,274,337
Pahang	650,718	1,434,353

† A census of the population was taken in 1891 and in 1901. The population of Perak in 1879 was estimated at 81,084, and in 1889 at 194,801; that of Selangor in 1884 at 46,568 and in 1887 at 97,166. No figures for the other States are given prior to 1891.

† Estimated for 1903, 1904, and 1905.

great value to get together the best native opinions and to hear those qualified to do so thoroughly discuss, from varying points of view, questions which are similar in all the Federated States. On several important subjects the members of the Council expressed unanimous views, and it now only remains to take action in the various State Councils to secure identical measures embodying the opinions expressed."

There was a second Conference on similar lines at Kuala Lumpur in July, 1903. It was equally as successful as the initial gathering. One striking feature of the proceedings was a notable speech by the Sultan of Perak, dwelling upon the enormous advantages which had accrued to the States from British intervention,

If there is romance in statistics it is surely to be found in this wonderful table. Where in the history of modern government can the progress revealed by it be paralleled? In India, British government has worked marvellous changes; in Ceylon a splendid success has been achieved; even in the Straits Settlements themselves we have an example of the genius of the race for the government of alien communities. But we may ransack the Imperial records in vain for an instance in which in so short an interval a great possession has been built up. Those pessimists who bewail the national degeneracy, equally with the section of political extremists who are forever decrying the achievements of the British Colonial official, may be commended to a

this fact lies the highest justification of the experiment reluctantly and timidly entered upon less than forty years ago. In it is to be found the most splendid testimony to the ability of the British administrators who have been concerned in this most striking example of Empire-building.

SUPPLEMENTARY.

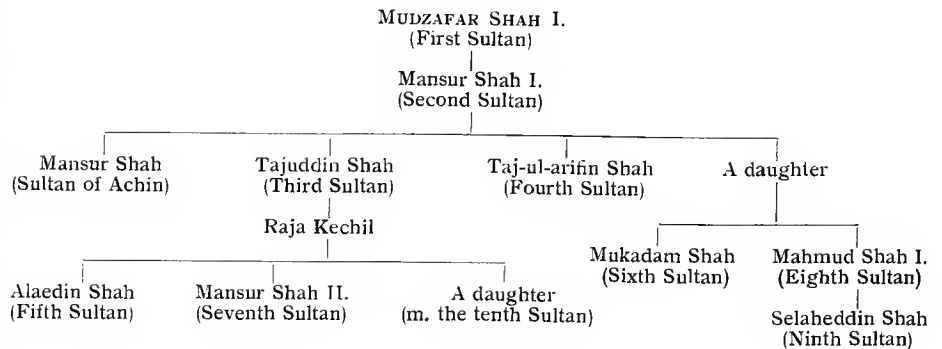
THE PENINSULAR STATES.

Perak.—The history of Perak may be divided into four periods. Of the first period (during which the seat of government was at Bruas, in

the Dindings) we know next to nothing. A few carved tombstones represent all that is left of this very ancient capital—and even these are of late Achinese make and throw no light whatever on the early history of the country. If Malay tradition is right in saying that the great arm of the sea at the Dindings was once an outlet of the Perak river, we can easily understand the importance of Bruas, combining as it did the advantages of a perfect landlocked harbour with a commanding situation at the mouth of the greatest waterway in the western half of the peninsula. Although Bruas was powerful—the "Malay Annals" tell us—before even the mythical ancestors of the Malacca dynasty appeared on the famous hill of Siguntang, it had begun to decline as the river silted up. In the days of Sultan Mahmud (A.D. 1500) Bruas had so far fallen that its King did homage to Malacca in mere gratitude for assistance against a petty rival village. After the Achinese invasion the place entirely disappears from history.

The second period of Perak history stretches

Kings, down to the extinction of his direct male line in the wars with Achin. This period covers a century—from 1530 to 1630 A.D.—and is marked by the reigns of nine Sultans:



Perak tradition identifies its first Sultan, Mudzafar Shah, with a son of Sultan Mahmud I. (of Malacca), who was born about A.D. 1505,

reached his new kingdom after various adventures, such as the slaughter of the great serpent, Si-Katimuna, with the sword Chura Si-Mandong Kini. As will have been seen, the Perak tradition does not hesitate to borrow from the legend of Sang Sapurba. Mudzafar Shah was succeeded by his son, Mansur Shah. After the death of this latter Prince, his widow and children were taken prisoners by Achinese invaders and carried off to Kota Raja, where fortune favoured them in that the eldest son—another Mansur Shah—succeeded in marrying the Queen of Achin.

After restoring his brothers to Perak, this Achinese Mansur Shah perished in a revolution in A.D. 1585. Early in the sixteenth century the great Iskandar Muda or Mahkota Alam, Sultan of Achin, subjugated Perak and led ruler after ruler to captivity and death, until the direct male line of Mudzafar Shah had completely died out and Perak had become a mere province of his empire. About the year 1635 Mahkota Alam died, and his successor, Sultan Mughal, sent a certain Raja Sulong (who had married a Perak Princess) to govern Perak as a tributary Prince under the name of Sultan Mudzafar Shah II. This event begins the third period of Perak history.

As regards the truth of this story, there seems very little doubt that there was a Raja Mudzafar who was disinherited by Sultan Mahmud Shah in the manner described by Perak tradition. It is also true that this Raja Mudzafar married Tun Trang and had a son Raja Mansur, as the Perak tradition tells us. It also seems true enough that the Achinese invaded and conquered Perak. The only evidence against the truth of this story is negative evidence. The "Malay Annals" are absolutely silent as to Raja Mudzafar having gone to Perak, though they give an account of the second Mudzafar Shah, who was unquestionably Sultan of Perak and who may possibly have been confused with the first.

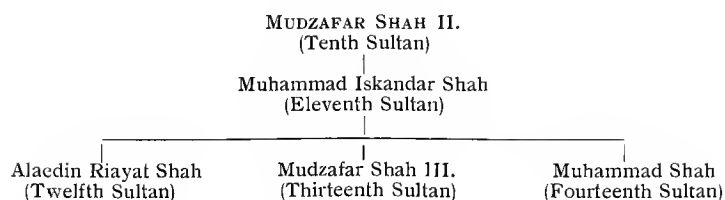
The third period of Perak history begins with the accession of Mudzafar Shah II. (A.D. 1635) and goes down to the death of Mudzafar Shah III. (A.D. 1765). The Sultans with whom tradition fills up this period of 130 years are given in the following table:



THE REGALIA OF THE SULTAN OF PERAK.

from the coming of Mudzafar Shah I., the reputed founder of the long line of Perak

and was at one time heir to the throne of Johore, but was passed over in favour of his



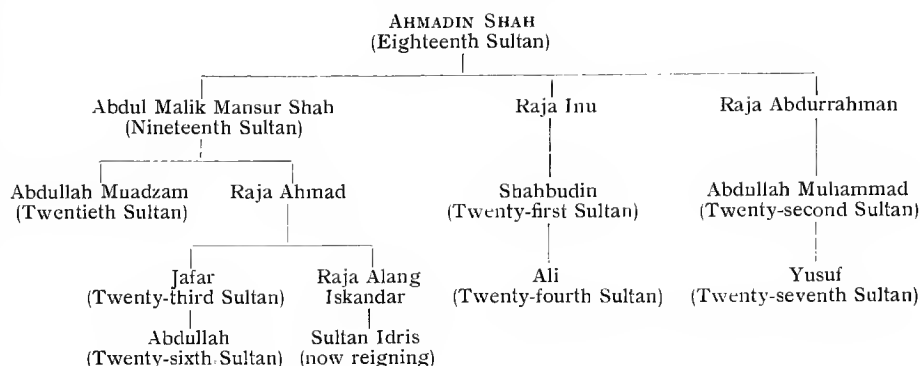
It should be added that the eleventh Sultan is said to have reigned for 111 years, and that the next three Sultans were his nephews by birth and his sons by adoption.

This period presents great difficulties. Raja Sulong, who married a Perak Princess and was sent by the King of Achin to rule over Perak, is a real figure in history. His mother was a daughter or niece of the author of the "Malay Annals." But (if we are to believe the "Malay Annals") this Mudzafar Shah II. was succeeded by Raja Mansur "who is reigning now." The Perak account itself speaks of the twelfth, thirteenth, and fourteenth Sultans as grandsons of a certain Mansur Shah, who is not given in the pedigree. The Perak account also states that the Bugis chiefs, Klana Jaya Putra and Daeng Chelak, invaded Perak in the days of Alaedin Riayat Shah. As the Klana died in A.D. 1628, the 111-year reign seems to need some modification. Again, the Bugis Raja Lumu is said to have been created Sultan of Selangor by Sultan Mahmud Shah of Perak in A.D. 1743; who is this Mahmud Shah?

Putting aside these questions of royal descent, we know that this period (A.D. 1655-1665) was one of extreme turbulence, and probably of civil war. In A.D. 1650 the Dutch opened a factory on the Perak river; in A.D. 1651 the factory was destroyed and its inmates massacred. Hamilton, writing in A.D. 1727, speaks of Perak as "properly a part of the kingdom of Johor, but the people are untractable and rebellious, and the government anarchical. Their religion is a sort of heterodox Muhammedanism. The country produces more tin than any in India, but the inhabitants are so treacherous, faithless, and bloody that no European nation can keep factories there with safety. The Dutch tried it once, and the first year had their factory cut off. They then settled on Pulau Dinding, but about the year 1690 that factory was also cut off. The ruins of the blockhouse on the island of Pangkor are still to be seen." In justice to the Malays, it should be added that the Dutch, in their anxiety to secure a trade monopoly, treated the selling of tin to any one but themselves as a serious offence, and even as a *casus belli*. It is not therefore surprising that disputes were frequent and sanguinary.

The first half of the eighteenth century in Perak was marked by internal anarchy and foreign invasions. There were three Kings in the land—the Sultan of Bernam, the Sultan of Perak, and the Regent; the chiefs were at war with each other, and the Bugis kept raiding the country. About A.D. 1757 things had so far settled down that the Dutch were able to establish a factory at Tanjong Putus on the Perak river. They subsequently sent a mission to Sultan Mudzafar Shah about A.D. 1764, and concluded a treaty with his successor, Muhammad Shah, in A.D. 1765.

The exact position of the next four Sultans in the Perak pedigree is a matter of doubt, but they seem to have been either brothers or cousins of one another, and to have belonged to the generation immediately following Mudzafar Shah III. and Muhammad Shah. From the eighteenth Sultan onwards the pedigree is officially stated to have been as follows:



The special interest of this table lies in its illustration of the curious law of succession under which the three branches of the royal house take it in turn to provide the reigning Sultan.

Selangor.—The present reigning dynasty of Selangor traces its descent to Raja Lumu, son of Daeng Chelak, one of the Bugis chiefs who overthrew the old State of Johore in A.D. 1722. It should be added, however, that Raja Lumu appears to have become Raja of Selangor through his mother and not through his father. In any case, he was recognised as Sultan of Selangor in A.D. 1743. He maintained a close alliance with his Riau relatives and with the Bugis of Kuala Linggi. In A.D. 1756, and again in A.D. 1783, the combined Bugis forces attacked Malacca, but were repulsed with heavy loss. On the second occasion the Dutch followed up their success by attacking Kuala Selangor and ultimately forcing the Sultan to come to terms.

There have been five Sultans of Selangor: Sultan Selaheddin, who founded the dynasty; Sultan Ibrahim, who made the treaty with the Dutch in A.D. 1786; Sultan Muhammad, who reigned from A.D. 1826 to 1856; Sultan Abdul-Samad, who accepted British protection, and Sultan Sulaiman, the present ruler. The principal events in the history of this State during the last century were the development of Lukut as a mining centre and the civil wars between Raja Mahdi and Tengkudza-din. The Lukut mining led to a great influx of Chinese immigrants, who paid a poll-tax to the Bugis chiefs for their protection, and who were kept in order by the splendid old fort on the hills near Port Dickson. As the Sultan

seems to have taken rather more of this revenue than the local chiefs would willingly have given him, Raja Jumaat, the principal Lukut chief, succeeded at Sultan Muhammad's death in diverting the succession from the Sultan's son to a weak nominee of his own, who belonged to another branch of the family. The new ruler, Sultan Abdul-Samad, did not interfere with the Lukut Princes, but he allowed himself to be influenced by a stronger will than his own, and ultimately surrendered all true power into the hands of his son-in-law, the Kedah Prince, Tengkudza-din. He thereby exasperated many of his subjects, who did not like to see a foreigner become the real ruler of the country.

Politically the State of Selangor has never

been interesting. Piratical and anarchical, it never developed any organised system of government, nor did the authority of the Bugis chiefs ever extend very far beyond their own little settlements on the rivers or near the mines.

Negri Sembilan.—About the middle of the seventeenth century, after the decline of Achin and before the coming of the Bugis pirates, a large number of Menangkabau Malays migrated in small detachments from Sumatra into the peninsula, where they founded the little confederacy of States now known as the Negri Sembilan. Extremely proud of their origin, for Menangkabau is the purest-blooded kingdom of Malaya, the descendants of these immigrants still speak of themselves as "we sons of Menangkabau, who live with the heavens above us and the earth beneath our feet, we who once dwelt on the slopes of the mighty volcanoes as far as the Great Pass, through which we came down to the plains of Sumatra in the isle of Andalas." The early settlers taught this formula to their children so that their history might never be forgotten. But they taught more. These sons of Menangkabau were passionately devoted to the old legal sayings, in which is embodied a most extraordinary old system of matriarchal law. They are the most conservative people in Malaya. To their everlasting honour it should be added that they most loyally observed the covenants by which they first obtained possession of their lands, and that to this day, although all real power has long since passed out of the hands of the aborigines, the proud "sons of Menangkabau" acknowledge as ruling chiefs in Rembau and Johol men who are avowedly the representatives of the humble

Sakai race. The migrations seem to have been peaceful. The first comers occupied the nearest lands in the district of Naning; the next arrivals settled in Rembau; the latest settlers had to go further afield—to Sri Menanti, to Inas, to Sungei Ujong, and to Jelebu. In the development of their peculiar systems of constitutional law and statecraft, treaties or conventions (*muafakat*) probably played a great part. In Naning succession to the chieftaincy went by descent in the female line; a Dato' Sri Maharaja was succeeded by his eldest sister's son. This little State has been absorbed into the settlement of Malacca, but the representatives of the old rulers still receive a great deal of popular respect and were even given a small allowance of about £40 a year by the British Government up to a few years ago, when the allowance was withdrawn because the then "Dato' of Naning" omitted to call on Sir William Maxwell when that officer was passing through the district.

Next in antiquity to Naning comes Rembau. Tradition has it that the first settlers in Rembau were headed by two chiefs, Dato' Laut Dalam and Dato' Lela Blang. These men, though they settled in different localities, made an alliance and arranged that their descendants (in the female line) should take it in turn to be rulers of the country. With the craving for high-sounding names that is so striking a feature of Malay character, these two chiefs sought and obtained from the then Sultan of Johore the titles that their descendants still bear. The present ruler is the thirteenth Dato' of Rembau and the seventh "Dato' Sedia Raja," the other six being "Dato' Lela Maharaja."

The founders of the State of Rembau were followed to the Negri Sembilan by many other headmen of small immigrant parties, until at last a whole aristocracy of petty dignitaries was established in the country. Far from their homes in Sumatra and surrounded by possible foes, the early settlers had looked to Johore for protection and recognition; but the last comers, finding themselves strong and Johore weak, began to seek for a Prince of their own from the royal line of Menangkabau. In their own words:

"The villager owes obedience to the village elders,

The village elders to the district chief,

The district chief to the provincial chief,

The provincial chief to the ruler of the State."

This ruler of the State was the Yamtuan Besar of Sri Menanti. He occupied a position of great dignity, but of very little real authority over great provincial chiefs like the Dato' of Rembau; but of late years he has had his office strengthened by British support. The principal provincial chiefs are:

The Dato' Klana of Sungei Ujong,

The Dato' Akhirzaman of Jelebu,

The Dato' Johan Pahlawan of Johol,

The Dato' of Rembau,

The Dato' Bandar of Sungei Ujong,

The Ruler of Tampin, and

The Dato' Muda of Linggi.

Pahang.—The early history of the State of Pahang—as usually given—is brief and inaccurate. Even so authoritative a work as the present edition of the official "Handbook of the Federated Malay States" sums it up in two statements, both of which are incorrect. It says: "The first ruler of Pahang of whom there is any record was a son of the Sultan Mahmud, who fled to Pahang from Malacca after the capture of that town by the Portuguese in A.D. 1511. A reputed descendant of his was Bendahara Ali, who died in the year 1850 or thereabouts."

We know from Portuguese as well as Malay sources that when Albuquerque arrived at Malacca he found the city engaged in festivities over the marriage of Sultan Mahmud's daughter to a Sultan of Pahang. The statement in the "Handbook" is, therefore, singularly unfortunate, since "a son of Sultan Mahmud" is obviously the only thing that the Sultan could not have been. There is, however, no mystery about the origin of the old line of Sultans of Pahang. The country was conquered by Mansur Shah or Mudzafar Shah, and was first created a separate sultanate by the former ruler, who bestowed it upon his eldest son. This family continued to reign over Pahang till 1699, when Mahmud Shah II., the latest Prince of the line, was murdered by his Bendahara. Mahmud Shah II. was succeeded as Sultan of Johore and Pahang by this Bendahara, who took the title of Abdul Jalil Riayat Shah. As after the Bugis conquest of Linggi the Sultans were practically hostages and had to reside at Riau, they deputed their principal ministers to govern in their name, the Bendahara in Pahang and the Temenggong in Johore. These ministers continued, however, to visit Riau from time to time, and to take part in the decision of important matters, such as questions of succession to the throne. At the death of Sultan Mahmud Riayat Shah (A.D. 1812), the Bendahara came up from Pahang and seems to have accepted Sultan Abdurrahman as his suzerain, though he must have personally favoured the other candidate, Tengku Husain, who was his own son-in-law. When the Riau family divided into the Singapore branch under British protection and the Linggi branch under Dutch control, the Bendaharas of Pahang acknowledged the Linggi rulers, while the Temenggongs of Johore threw in their lot with the English. In time, however, both of these great feudatories began to pay less attention to their titular suzerains and to assume the position of independent Princes, until at last the British Government recognised the real position by converting the Bendahara into a Sultan of Pahang and the Temenggong into a Sultan of Johore.

Malay history is a record of great vicissitudes of fortune. Time after time the connecting link between one period and another is a mere band of fugitives, a few score refugees. Such was the case in 1511, in 1526, in 1615, in 1673, and in 1721. It should not, there-

fore, be imagined that the new States that were built up after each successive disaster were made up entirely—or even largely—of men of true Malay blood. The bond connecting the peninsular States is unity of language and religion more than unity of blood. The Northern Malay is physically unlike the Southern Malay; the one has been compared to a cart-horse and the other to a Batak pony. The Malay population of Perak, Pahang and the Negri Sembilan must be largely Sakai, that of Selangor is Sakai or Bugis—where it is not made up of recent immigrants. Moreover, the Malays have accepted many of the traditions and beliefs of the people who preceded them in the possession of the land; they still worship at the holy places of the people of the country and believe in the same spirits of disease. Any one who is a Mahomedan and speaks the Malay tongue is accepted as a Malay, whatever his ancestry; there is no real unity about Malay tradition. Still, there are three systems of government that are essentially Malayan. The first is what one may call "river" government. The State was a river valley; the Sultan lived near the mouth and levied toll on all the produce that travelled up and down the great highway of communication. Such a State could be controlled with comparative ease, since the great feudal chiefs who governed the reaches and the tributaries of the main stream were dependent for their imports and exports on the goodwill of the King. Pahang, Trengganu, Kelantan and Perak all furnished good examples of this type of feudal government. The second type of Malay kingdom was the predatory State—a Malay Sultan with a sort of military aristocracy living on the foreign settlers in his own country or terrorising smaller Malay communities into paying blackmail or tribute. Malacca, Johore Lama, Achin, Riau and Pasai were instances of this type of predatory rule; the Larut and Lukut settlements in the nineteenth century show how it could be applied to comparatively modern conditions. The third type is represented by the matriarchal communities of Menangkabau or Negri Sembilan. Self-sufficing, independent of trade, and rather averse to war, a Negri Sembilan village might be established at some distance from any navigable river, and was not usually amenable to the control of central authorities. It led to the evolution of a most interesting and successful type of government that one might almost call constitutional. But annalists do not, as a rule, take much interest in the humble politics of village communities, nor do they care much about the civil wars of river States. It is always the lawless predatory government that makes most noise in the world. The great names of Malay history are those of men like Mansur Shah of Malacca and Mahkota Alam of Achin. None the less, the best political work of the Malay race was done in the little villages that have no history—the matriarchal communities in the highlands of Sumatra and in the valleys of the Negri Sembilan.



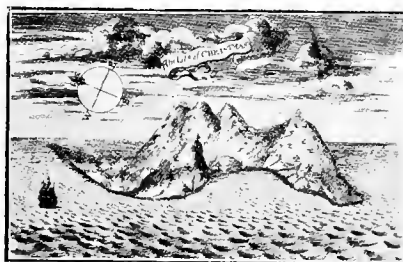
CHRISTMAS ISLAND, THE COCOS-KEELING ISLANDS, AND LABUAN



ASSOCIATED in an administrative sense with the Straits Settlements, though geographically somewhat remote from the chief centres of authority in British Malaya, are a number of islands in the Indian Ocean, which, though of small area, present many points of interest. These outposts of the Straits Settlements are Christmas Island, an isolated islet off the coast of Java, and a group of coral atolls known as the Cocos-Keeling Islands, a considerable distance to the south, about midway between Java and Australia. Held under leases from the Government, these islands are centres of considerable commercial activity, and contribute in a modest way to the prosperity of the Straits Settlements as a whole.

Christmas Island came conspicuously before the public eye in the United Kingdom a few years ago as the result of a scientific expedition sent out, in 1900, to investigate the flora and fauna and geological characteristics of the place. Mr. Charles W. Andrews, B.A., B.Sc., F.G.S., of the British Museum, the chief member of the expedition, on his return prepared an elaborate monograph embodying the results of the investigations of the party, and this was officially published. The work, besides giving a mass of valuable scientific facts, supplies much information relating to the history of the island. From it may be extracted some details which are of general interest. The island lies in the eastern part of the Indian Ocean in S. latitude $10^{\circ} 25'$, E. long. $105^{\circ} 42'$. Java, the nearest land, is about 190 miles to the north, while some 900 miles to the south-east is the coast of North-west Australia. A little to the south of west, at a distance of 550 miles, are the two atolls of Cocos and North Keeling, and to the north of these Glendinning Shoal. The submarine slopes of the island are very steep, and soundings of upwards of 1,000 fathoms occur within two or three miles of the coast. To the north is Maclear Deep, in which 3,200 fathoms were found, and to the south and south-west is the more extensive Wharton

Deep, with upwards of 3,000 fathoms. The island, in fact, forms the summit of a submarine peak, the base of which rises from the low saddle which separates these two abysses, and on the western end of which the Cocos-Keeling Islands are situated. The first mention of Christmas Island occurs in a map by Pieter Goos, published in Holland in 1666, in which it is called *Moni*. In subsequent maps this name and that of Christmas Island are applied to it indifferently, but it is not known by whom the island was discovered and named. Dampier landed at the island in 1688, and a description of it is to be found in his "Voyages." Next the island was visited in 1718 by Captain Daniel Beckman, who in a book he wrote on the subject gives a sketch of



THE ISLAND OF CHRISTMAS.
(From Captain Beckman's "Voyage to Borneo.")

the island "in which the heights are ridiculously exaggerated." In 1771 the *Pigot*, East Indiaman, attempted to find an anchorage but failed. The crews of this and other passing vessels reported the occurrence of wild pigs, coconut palms, and lime-trees, none of which really existed. The first attempt at an exploration was made by the frigate *Amethyst* in 1857. From this vessel a boat's crew was landed with the object of attempting to reach the summit, but the inland cliffs proved an insuperable obstacle, and the ascent was abandoned. In 1886 the surveying vessel *Flying Fish* (Captain Maclear) was ordered to make an examination of the island. A number of men were landed, and collections of the plants and animals were obtained, but since the island seemed of little value no serious attempt at

exploration was made. In the following year H.M.S. *Egeria* (Captain Pelham Aldrich) called at the island and remained about ten days. Captain Aldrich and his men cut a way to the top of the island, and sent home a number of rock specimens obtained on the way, and Mr. J. J. Custer, who accompanied the expedition as naturalist, made extensive collections both of the fauna and flora, but had not time to penetrate to the middle of the island. The island was formally annexed by H.M.S. *Imperieuse* in June, 1888, and placed under the Straits Settlements Government. In 1890 H.M.S. *Redpole* called at the island for a few hours, and Mr. H. N. Ridley, of the Singapore Botanical Gardens, who was on board, collected a number of plants not previously recorded. It seemed desirable that a more complete examination of the spot should be undertaken, and in 1896 Sir John Murray generously offered to pay the expenses of an expedition. Mr. C. W. Andrews, author of the monograph already referred to, obtained leave from the trustees of the British Museum to join the expedition. Mr. Andrews left England in the beginning of May, 1897, and arrived off the island on July 29th. His sojourn extended over ten months, and during that period he and his companions accumulated a most valuable series of natural history and geological specimens, which now form a part of the national collections at South Kensington.

Mr. Andrews describes the climate of the island as both pleasant and healthy. During the greater part of the year, he says, the weather is much like that of a hot dry English summer, tempered nearly always by a steady sea breeze from the ESE., which is generally fairly cool and keeps the temperature very even day and night. Except for showers at night, almost the whole rainfall occurs from December to May inclusive. During these months there are sometimes heavy downpours lasting several days, but as a rule the mornings are fine. In the dry season (May to December) the vegetation is kept fresh by very heavy dews and occasional showers at night.

The soil is a rich brown loam, often strewn with nodules of phosphates, and here and there with fragments of volcanic rock. One of

the most notable features about the island is the depth to which in many places the soil extends. A well was sunk by Mr. Ross for 40 feet without reaching the bed-rock. Mr. Andrews surmises that this great depth of soil is accounted for by the decomposition of volcanic rock.

At the time of the visit by H.M.S. *Egeria* in 1887 the island was totally uninhabited. In November, 1888, following upon the annexation of the island, a settlement was established at Flying Fish Cove by Mr. G. Clunies Ross, of Cocos-Keeling Islands, and since that date this gentleman's brother, Mr. Andrew Clunies Ross, with his family and a few Cocos Island Malays, has resided there almost continuously. By them houses were built, wells were dug and small clearings for planting coffee, coconut palms, bananas and other plants were made in the neighbourhood of Flying Fish Cove. In February, 1891, Sir John Murray and Mr. G. Clunies Ross were granted a lease of the island by the British Government, and in 1895-96 Mr. Sidney Clunies Ross made explorations in the higher part of the island, resulting in the discovery of large deposits of phosphate of lime. Finally, in 1897, the leaseholders sold their lease to a small company, in the possession of which the island still remains.

Writing on the flora and fauna of the island, Mr. Andrews says that they are on the whole, as might be expected, most nearly related to those of the Indo-Malayan islands, but of this there are some exceptions in the case of certain groups. "Of the 319 species of animals recorded 145, or about 45 per cent., are described as endemic. This remarkably high percentage of peculiar forms is, however, no doubt largely due to the fact that in some groups, particularly the insects, the species inhabiting Java and the neighbouring islands are still imperfectly known, and many now described for the first time from Christmas Island will probably be found to exist in other localities."

The main group of the Cocos-Keeling Islands is situated between 12° 14' and 12° 13' S. and 96° 49' 57" E. A smaller island belonging to the group is in 11° 50' N. and 91° 50' E. The islands were discovered in 1609 by Captain Keeling on his voyage from Batavia to the Cape, and until quite recent times had an independent existence as an outlying possession of the Crown. In 1878, following upon their occupation for commercial purposes, they were attached to the Government of Ceylon. Four years later the supervision of the group was handed over to the Straits Settlements Govern-

ment, who were rightly regarded as being better placed to discharge the not too exacting duties required. At different times the islands were visited by scientific travellers making a tour of investigation. The most distinguished of these visitors was Charles Darwin, who during the famous voyage of the *Beagle* put in at the islands in 1836 and remained there some little time. It was from observations made during his sojourn in the group that he formed his famous theory of the formation of coral reefs—a theory which it may be remarked is discredited by subsequent investigations and experience on the same spot.

The islands are held under a lease from the Crown of one thousand years by Mr. George Clunies Ross, and this gentleman, with the members of his family, carry on a lucrative trade mainly in the produce of the coconut tree, which flourishes in the islands. Only three of the islands—Settlement, West, and Direction islands—are inhabited. The total population of the group in 1903 was 669, of whom 567 are Cocos born, the remainder representing Bantamese coolies and other imported labour. The entire population is engaged under Mr. Ross's direction in the cultivation of the coconut and the preparation of copra for export. In the Government report on the islands for 1901 the number of coconuts gathered on the islands was given at seven millions. But in the early part of 1902 a severe cyclone swept across the group, uprooting no fewer than 300,000 trees. This was a severe blow to the trade of the islands, and it will be years probably before the mischief is entirely repaired.

Long completely isolated, the islands have been quite recently brought into intimate touch with the rest of the world by the establishment of a station of the Eastern Telegraph Company on Direction Island. This link with civilisation was forged as the result of the sittings of the Cables Communication Committee, which, in its report issued in 1902, recommended the construction of a cable from Rodriguez to Perth in Western Australia *via* the Cocos Group. The station is equipped with the latest appliances in telegraphy, and a speed of 120 letters a minute can be maintained on either cable without risk of error from indistinct signals. It is hoped that some day a cable from the islands will be constructed to Ceylon and an "all-British route" thus provided. Meanwhile, there is reason to believe (says Mr. A. S. Baxendale, of the Feder-

ated Malay States service, in his official report on the islands for 1903) that the islands will soon become an important signalling station for vessels steaming between Colombo and Fremantle. "The islands lie directly in the track of these vessels, and sometimes—as for instance occurred in April in the case of the Peninsular and Oriental Steam Navigation Company's steamship *Himalaya*—the name of the passing mail steamers can be read from the shore. It is probable that if the steamship companies concerned desired that their vessels should be afforded facilities for communicating by means of wireless telegraphy with the Cable Company's office, the company would be willing to establish on Direction Island a station on the Lodge-Muirhead system."

Besides the islands referred to above, the Straits Settlements Government has since 1906 been associated with the administration of Labuan, an island lying about six miles from the north-west coast of Borneo in the Malay Archipelago. The island, from 1890 until the period of its transfer to the Straits Settlements, was under the government of the British North Borneo Company. Though not large—the total area is only 30½ square miles—the territory is one of some commercial promise. It has rich coal deposits, and there is considerable scope for planting enterprise. The trade at present, apart from coal, is largely in sago, gutta percha, indiarubber, wax, &c., imported from Borneo and other islands and exported to Singapore. The population in 1901 was estimated at 8,411. It consisted chiefly of Malays from Borneo, but there was a considerable Chinese colony, and there were also thirty European residents. The capital of the island is a settlement of 1,500 inhabitants to which the name Victoria has been given. The trade of the island amounted in 1905 to £130,135 in exports and £108,766 in imports, as compared with £153,770 exports and £157,068 imports in the previous year. The tonnage entered and cleared in 1905 was 321,400, against 311,744 in 1904. The great bulk of the trade being with Singapore, the trade with the United Kingdom direct is infinitesimal. The revenue of the place is derived from retail licences and customs duties on spirits, wine, tobacco, &c. The tiny colony is in the happy position of having no public debt. It also possesses the advantage of direct communication with the outer world, as the cable from Hongkong to Singapore touches on its shores, and there is also telegraphic communication with the mainland.





THE PRESENT DAY



ORLD-WIDE as the colonising influence of the United Kingdom has been, it is doubtful whether its beneficent results have ever been more strikingly manifest than in British Malaya.

The Straits Settlements can look back over a century of phenomenal prosperity under British rule, and the prospect for the future is as bright as the record of the past. Pinang and Singapore have been the keys which have unlocked the portals of the Golden Peninsula, so that its wealth in well-laden argosies has been distributed to the four corners of the earth. And by a natural process the spirit of enterprise and progress has communicated itself to the Hinterland, which is being rapidly opened up and bids fair to become a veritable commercial El Dorado. From this territory the world derives no less than two-thirds of its total supply of tin, while vast areas of land are being placed under cultivation for rubber, which promises to become a great and increasing source of revenue year by year.

Until the early part of 1907 the Straits Settlements were in the happy position of having a balance of 3,200,000 dollars to their credit. In the opening months of the year, however, they raised a loan of £7,861,457 for the purpose of acquiring the Tanjong Pagar Docks and improving the Singapore harbour. The sum paid for the docks amounted to about three millions and a half sterling, and in respect of this the undertaking will be called upon to pay 4 per cent. per annum. For the expenditure upon the harbour the Government will be in some measure reimbursed by the sale of reclaimed land, which is expected to produce a large sum. The revenue of the colony has increased from 7,041,686 dollars in 1901 to 9,631,944 dollars in 1906, while the expenditure within that period has grown from 7,315,000 dollars to 8,747,820 dollars. More than one-half the total revenue is derived from the opium traffic.

The financial position of the Federated Malay States is exceptionally sound. Perak, Selangor and Negri Sembilan show excess assets amounting to 36,576,569 dollars, and the excess liabilities of Pahang, amounting to

5,788,303 dollars, represent only loans advanced free of interest by the other three States for the development of the country. The revenue of the Federated Malay States has increased from 5,013,000 dollars in 1889 to 27,223,476 dollars in 1906. To the latter sum the export duty on tin contributed no less than 10,036,607 dollars. The expenditure has risen from 4,091,078 dollars in 1889 to 18,899,425 dollars in 1906.

Except for an excise duty on opium and alcoholic liquors, all the ports of the colony are free, and the only charge on shipping is a light due of a penny a ton in and out. It is this freedom which in a large measure explains the pre-eminence of the colony over its older Dutch rivals, where trade is hampered by heavy duties on imports. The exports of merchandise from the colony, excluding inter-port trade, were valued in 1906 at 281,273 and the imports at 317,851 million dollars. Together these exceeded by 14,392 million dollars the return for 1902, when the figures were 273,622 and 311,110 million dollars respectively. The gross aggregate trade, including the movement of treasure, showed, however, a falling off of about 2,645 million dollars when compared with the figure for 1902. In order to appreciate correctly the comparisons instituted, it is necessary to bear in mind that the value of the dollar in 1902 was only 1s. 8½d., whereas in 1906 it was 2s. 4d.

It is gratifying to observe the increasing growth of the import trade with the United Kingdom. The commodities purchased from the mother country exceeded in value those from the Continents of Europe and America by 111 million dollars during the ten years 1887-96 and by 129.5 million dollars in the following decade. The exports to the United Kingdom are worth about double as much as those to America, which comes next amongst Western nations as a purchaser of the colony's products and ranks second only to Germany as a shipper. The greatest portion of the colony's trade is with the Malay Peninsula, the United Kingdom, the Netherlands Indies, British India and Burma, Siam, Hongkong, China, and the United States of America in the order given.

In the Federated Malay States the only import duties are on spirits and opium, except in Pahang, where tobacco is also taxed. Duties are collected on all the commodities sent out of the country. The duty on tin varies accord-

ing to the market price of the metal, while cultivated rubber, tapioca, gambier, and pepper pay an *ad valorem* export duty of 2½ per cent. The value of the exports (excluding bullion) from the Federated Malay States in 1906 was 79,178,891 dollars as compared with 29,402,343 dollars, ten years previously. To this total tin ore contributed no less than 71,104,191 dollars, cultivated rubber 1,855,486 dollars, sugar 1,044,625 dollars, and tapioca, coffee, copra, gambier, padi, pepper, gutta percha, and dried fish 5,000,000 dollars. The equivalent of 331,234 dollars was exported in gold from the mines of Pahang. The imports amounted to 44,547,133 dollars as against 29,074,531 dollars in 1897, and consisted chiefly of opium, provisions, cotton textiles, hardware, and iron-ware. The bulk of these exports and imports are shipped through Singapore and Pinang.

Shipping is as the breath of life to the Straits Settlements. Singapore is the seventh port of the world, and is a port of call for vessels trading between Europe or India and the Far East, the north of Australia, and the Netherlands Indies. Pinang is the emporium for all the trade for the northern parts of Sumatra and the Malay Peninsula. The total tonnage of the shipping cleared at Singapore, Pinang, and Malacca in 1906 was 11,191,776—an increase of 465,490 tons over the return for the previous year. The aggregate tonnage of the shipping cleared at Singapore, which is a port of call for most of the shipping of the colony, was 6,661,549, or 2,667,944 more than in 1896. During the period under review the tonnage of British shipping increased from 2,630,472 to 3,602,126 tons, and of German from 484,447 to 974,241 tons. Amongst the smaller competitors Japan has made the most headway, advancing from the position of eighth on the list, with a tonnage of only 54,172 tons, to that of fifth with a tonnage of 238,454 tons.

At the present time British shipping in the colony is unfairly handicapped by the immunity which foreign competitors enjoy from regulations which vessels flying the red ensign are obliged to observe. Under the existing law foreign shipping can demand a clearance though overloaded to the deck-line, and it runs no risk of detention on the ground that hull, equipment, or machinery is defective. These inequalities will be removed by a measure, framed on the model of the Merchant Shipping

Acts of 1894 and 1906, which is now engaging the attention of the Attorney-General of the Straits Settlements. This measure will provide, also, for the consolidation of the merchant shipping laws of the colony, which are now in a state bordering upon chaos, and will probably contain a clause prohibiting masters and mates of foreign ships from obtaining local pilotage certificates.

All the important shipping lines calling at Singapore and Pinang have combined for some years past to charge uniform rates for the conveyance of freight and passengers to and from the colony. Their practice is to grant a rebate equal to 10 per cent. per annum to all shippers who use their lines exclusively, 5 per cent. being paid at the end of the first six months and another five in respect of that period six months later. In this way the steamship companies always hold a considerable sum in hand, and prevent the local shipper from seeking relief elsewhere. The possibility of competition being thus precluded, the combine is in a position to name its own terms, and the natural consequence has been a considerable increase in freight rates. In proof of this it may be mentioned that the charge for carrying tin has been raised from 6s. 5d. per picul (133½ lbs.) in 1892 to 28s. 4d. in 1906. But this does not constitute the whole of the indictment alleged against the combine. A system of preference is adopted whereby some local firms benefit at the cost of others. For, in addition to the rebates already referred to, a further 5 per cent. on the total freight carried by the combine is distributed amongst a limited number of privileged firms or persons. Again, as all transshipment cargo is excluded from the tariff, the combine is free to accept at any rate foreign goods shipped *via* Singapore on through bills of lading. The British manufacturer is handicapped by the fact that certain goods, such as tin and gums, can be delivered in America at a cheaper rate than they can be placed in any port of the United Kingdom except London. This is notably the case with tin, which costs 5s. a ton more to Swansea than to New York. These facts are generally admitted, but it is urged in mitigation of them that the combine has provided the colony with better, faster, and more regular shipping opportunities than existed in the days of cheaper, but more speculative, freights, and that this has tended to create easier financial facilities. On the other hand it is contended that these advantages are the outcome of a natural process of evolution. Since the formation of the combine the shipments from the colony, which were increasing, have fallen, and the matter is engaging the attention of a Royal Commission.

As has already been stated, the Government of the Straits Settlements have recently acquired the Tanjong Pagar Docks, and are carrying out a number of works for the improvement of Singapore harbour. A progressive policy is also being adopted in regard to the port of Pinang, where, however, some little feeling of dissatisfaction prevails in consequence of what is thought to be the preferential treatment of Singapore. On the Malay Peninsula the harbours are chiefly interesting by reason of the possibilities which they offer for future develop-

ment. It seems to be generally agreed that Port Swettenham is destined to outstrip its rivals, the intention of the Government being apparently to concentrate there the shipping of the central and southern portion of the Federated Malay States, by developing to the utmost the natural advantages of the port. The east coast, the navigation of which is attended with much danger to small shipping during certain seasons of the year, is singularly destitute of accommodation for shipping, but at the mouth of the river Kuantan, in Pahang, there is a deep-water front extending for some considerable distance. Steps are being taken to remove the sand-bar at the mouth of the river, and these may be followed by the construction of a groyne to prevent further silting.

Opium is a very fruitful source of revenue to the Straits Settlements, contributing no less a sum than five or six million dollars, or rather more than one-half of the total revenue of the colony. In the Federated Malay States, also, the Government derives about two and a half million dollars annually from the drug. The quantity imported into the Federated Malay States, however, is three times as great as in the Straits Settlements. The difference in the sum yielded is attributable to several causes. In the colony the exclusive right to import, manufacture, and sell opium is farmed out to the highest bidder, but in the Federated Malay States, except in the coast districts—a comparatively small area—anyone may import opium on payment of the import duty, which now stands at 560 dollars a chest. Again, the miners in the Federated Malay States are paid to a considerable extent in kind, including opium, and the opium smokers are more extravagant than in the Straits Settlements, where the drug is a much more expensive luxury. It must be remembered also that the figures of opium consumption in the Straits Settlements are those of the drug imported by the farmers; but it is a well known fact that thousands of dollars' worth of opium—much of it from the Federated Malay States—are smuggled into the colony, and this cannot well be stopped, as there is no Customs department in the Straits Settlements. In the Federated Malay States there is a Customs department, and there is less inducement to smuggle owing to the low price at which the drug is retailed there.

The Chinese are inveterate gamblers, and recognising this fact, the Federated Malay States Government have legalised gambling in properly licensed premises. The monopoly of conducting these gambling houses is farmed out, after being submitted to tender. A substantial revenue accrues to the Government from this source. In the Straits Settlements, however, gambling is prohibited, and the law is enforced by severe penalties.

The tin mining industry in the Federated Malay States provides employment for 212,660 labourers, the greater proportion of whom work upon the "tribute" system, under which their earnings are to some extent dependent upon the success or failure of the mine. The total area of land alienated for mining purposes at the close of 1906 was 263,800 acres, more than one-half of which area is in the State of Perak. Upon only a small portion of this acreage, however, are mining operations actually in progress.

The primitive methods adopted by the Chinese for the winning of tin ore are now being superseded largely by more modern systems, which have been rendered necessary by the exhaustion of the more easily won tin-bearing deposits. It seems almost certain that the future of the tin mining industry in the Federated Malay States will depend upon the economical development, on a large scale, of low-grade propositions. The methods of working in vogue fall into three classes—the open-cast system, the underground workings, and the alluvial washings known as "lampans." In not a few instances also the pay-dirt is washed down from the sides of the hills by hydraulic pressure, the water being sometimes brought from great distances in order to secure a sufficient head. After the "karang" has been washed down it is treated in the ordinary way by means of wash-boxes or riffles.

Next to the tin industry, and promising soon to outrival it in importance as a commercial and revenue producing factor, is the great rubber-planting industry. Though quite in its infancy it is already taking a prominent position in the finances of the federated territory, as will be seen from the figures given elsewhere. A simple statement of fact will bring home to readers the truly remarkable development which the States are undergoing as a result of the rise of rubber. At the end of 1905 there were in the States 40,000 acres under rubber; twelve months later the area under cultivation was 100,000 acres. Nor is the end yet by a long way. Immense areas still await the attention of the pioneering planter, and without doubt they will receive it. Thus a splendid future awaits planting enterprise in the Federated States unless some great calamity occurs, or, what at the moment seems highly improbable, some efficient substitute for rubber is discovered.

Owing to the difficulty which has been experienced by certain estates in the Federated Malay States in obtaining an adequate supply of labour, the Government have decided to levy a poll-tax, not exceeding five dollars per coolie, on all employers of this class of labour, for the purpose of forming a fund for the establishment of a labour recruiting agency. From this source mine managers and estate agents will be able to obtain all the labour they require for the development of their properties, without incurring the expenditure of bringing over from India Tamils who frequently abscond in order to take up temporary employment of a more remunerative nature before they have repaid the sums advanced to them for the cost of transit, &c.

The Government of the Federated Malay States have not failed to keep pace with private enterprise. The country is intersected with excellent roads, which are being rapidly extended, and a well-equipped railway runs from Prye, the northern extremity of Perak, opposite Pinang, to the borders of Johore, with branch lines to the various ports on the seaboard. This railway was constructed entirely out of the revenue of the States, and has already paid dividends equal to 40 per cent. of the capital expenditure. Several extensions of the system are under consideration, and it is almost certain that before long a line will be carried into

Pahang, the least-developed of the four States comprised in the Federation. At the time of writing, a line of 120 miles in length is being constructed through the independent State of Johore with money advanced by the Federated Malay States. When this project is completed, some time in 1909, it will be possible to travel by rail from Singapore to Prye, and it is considered probable that some day in the future connection may be established with Calcutta by means of a trunk line through the intervening territory.

Scarcely any steps were taken by the Government to provide education in the colony until 1872, in which year the Education Department was formed. In 1906 the Education Departments of the colony and the Federated States were amalgamated under one head, and Mr. J. B. Elcum, B.A. Oxon., was appointed Director of Public Instruction. It is hoped shortly to assimilate entirely the educational systems in the two territories. The codes now in force, though very similar, contain certain important differences, and the methods of administration show even greater differences. In 1906 there were in the Straits Settlements 35 English-teaching schools and 174 vernacular schools, while in the Federated Malay States the numbers were 22 and 263 respectively. All the vernacular schools, except a few in which Tamil and Chinese are taught, are purely Government schools for the teaching of Malay. The English schools and the Chinese and Tamil vernacular schools receive a grant-in-aid from the Government based on attendance, merit, organisation, and discipline. Apart from expenditure upon school buildings, the net cost of education during 1906 was in the Straits Settlements 328,635 dollars, or 15.42 dollars per pupil, and in the Federated Malay States 263,876 dollars, or 15.45 dollars per pupil.

The total average number of children in the Government schools of all kinds has materially increased of late years. In 1906 it was approximately 38,380, but exact figures are not available for Pahang, where education is still very backward. The average attendance of pupils was 83.6 per cent. These figures appear small in comparison with the population, but it must be remembered that only among the Eurasians and Malays, who alone are settled under normal conditions, is the proportion of children to adults as large as in most countries. The cause of education is severely handicapped, too, by the fact that the Malays and Chinese are almost indifferent as to the instruction of their female children; the Chinese, however, are very much alive to the advantage of an English education for their sons. Thus it

happens that, although nearly half the children of school-going age are girls, only 4,260 girls attended school in 1906, as compared with 34,120 boys.

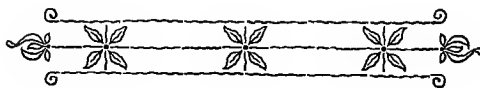
At all the large and important English schools there are classes for the continued instruction of boys who have passed Standard VII., and generally between 100 and 200 candidates are presented each year at the Cambridge Senior and Junior Examinations held at Singapore and Pinang. These examinations were dropped in the Federated Malay States for a few years, but Kuala Lumpur was again made a centre in 1907. The great inducement to take up secondary work in the Straits Settlements has been the Queen's Scholarship, of the value of £250 per year, tenable for not more than five years at an English University. Hitherto two of these scholarships have been awarded each year, but it is now proposed to discontinue one and devote the money to the improvement of local education. An occasional scholarship on the same lines has also been given in the Federated Malay States. Special grants and prizes are offered for boys who are trained in a commercial class in shorthand, typewriting, bookkeeping, and composition, but, so far, very little advantage has been taken of these offers in the Federated Malay States. Attempts to provide technical instruction have not proved popular, but a large and satisfactory science class has been established at Raffles Institute, Singapore.

The Straits Settlements are administered by a Governor, an Executive Council, composed entirely of officials, and a Legislative Council containing a minority of representatives of the general community appointed by the Governor. The germ of the principle of popular election is seen in the privilege accorded to the Singapore and Pinang Chambers of Commerce of each nominating a member for the Legislative Council. The Governor of the Straits Settlements is also High Commissioner of the Federated Malay States. Subordinate to him are the Resident-General and four British Residents—one for each of the States comprised in the Federation. The system of government is tantamount to a bureaucracy, and the territory is for all practical purposes as British as the neighbouring colony itself. The Sultans rule but do not govern, and although it is provided that no measure can become law until it has been passed by the Council of each State to which it applies, these bodies are, in reality, merely advisory.

As regards local government there are in Singapore, Pinang, and Malacca Municipal Commissions, with powers very similar to those possessed by Urban District Councils in

Great Britain. The members are partly nominated by the Governor and partly elected by popular vote. This vote is limited to adult male British subjects occupying or possessing property of a certain rateable value. In the Federated Malay States the chief centres of population are administered by Sanitary Boards, consisting of civil servants and an unofficial minority chosen by the Government.

The trend of things at the present day is, undoubtedly, in the direction of extending the principle of federation. Each year similar departments, which formerly existed independently of one another in each of the States, are being amalgamated, in order to establish uniformity and promote efficiency. At the present time the Public Works, Railways, Post Office, Land and Survey, Mines, Forests, Agriculture, Fisheries, Finance, Police, Prisons, Trade and Customs, Immigration, Education, Museum, and Printing Departments are each under one head. The Judiciary, the military forces, and the Chinese Secretariat are also Federal institutions. By an elaborate system of bookkeeping an attempt is made to keep the finances of the different States distinct from one another, but their interests are so very closely interwoven that it is only possible to appear to do this on paper. It is probably only a matter of time before even this attempt will be abandoned, and, contemporaneously with this, one may expect to see the establishment of a system of Federal Government, something on the lines of the Executive and Legislative Councils in the Straits Settlements. The mining and planting communities, to whom, of course, the prosperity of the Federated Malay States is mainly due, appear to think that they are entitled to some more effective voice in the management of the country than they possess under the existing system. But the principle of unification seems not unlikely to spread even beyond these limits. Not only is the Governor of the Straits Settlements High Commissioner for the Federated Malay States, but quite recently a Director of Education, an Inspector-General of Hospitals, a Conservator of Forests, and a Secretary for Chinese Affairs have been appointed for the Straits Settlements and Federated Malay States conjointly. An arrangement, too, has been made whereby the Puisne Judges of the Straits Settlements and the Judicial Commissioners of the Federated Malay States will be interchangeable. Gradually the colony and the Federated Malay States, with their mutual commercial interests and interdependent business relationships, are being drawn more and more closely together for administrative purposes to their common advantage.





GOVERNORS OF THE STRAITS SETTLEMENTS



APPENDED is a list of the Governors and Administrators of the Straits Settlements since these were taken over by the Colonial Office in 1867:

Colonel HARRY ST. GEORGE ORD, R.E., C.B.,
April 1, 1867, to March 3, 1871.

Lieut.-Colonel ARCHIBALD EDWARD HARBORD ANSON, R.A., Administrator,
March 4, 1871, to March 22, 1872.

Major-General Sir HARRY ST. GEORGE ORD, C.B. (G.C.M.G.), March 23, 1872, to November 2, 1873.

Lieut.-Colonel ARCHIBALD EDWARD HARBORD ANSON, R.A., Administrator, November 3, 1873, to November 4, 1873.

Colonel Sir ANDREW CLARKE, R.E., K.C.M.G., C.B., November 4, 1873, to May 10, 1875.

Colonel Sir WILLIAM FRANCIS DRUMMOND JERVOIS, R.E., K.C.M.G., C.B. (Major-General, G.C.M.G.), May 10, 1875, to April 3, 1877.

Colonel ARCHIBALD EDWARD HARBORD ANSON, R.A., C.M.G., Administrator, April 3, 1877, to October 29, 1877.

Sir WILLIAM CLEAVER FRANCIS ROBINSON, K.C.M.G., October 29, 1877, to February 10, 1879.

Major-General Sir ARCHIBALD EDWARD ANSON, R.A., K.C.M.G., Administrator, February 10, 1879, to May 6, 1880.

FREDERICK ALOYSIUS WELD, C.M.G., Administrator, May 6, 1880, to March 28, 1884.

CECIL CLEMENTI SMITH, C.M.G., Administrator, March 29, 1884, to November 12, 1885.

SIR FREDERICK ALOYSIUS WELD, K.C.M.G., November 13, 1885, to May 13, 1887.

JOHN FREDERICK DICKSON, C.M.G., Administrator, May 14, 1887, to June 19, 1887.

Sir FREDERICK ALOYSIUS WELD, G.C.M.G., June 20, 1887, to October 17, 1887.

Sir CECIL CLEMENTI SMITH, K.C.M.G., October 20, 1887, to April 8, 1890.

Sir J. FREDERICK DICKSON, K.C.M.G., Administrator, April 8, 1890, to November 11, 1890.

Sir CECIL CLEMENTI SMITH, K.C.M.G. (G.C.M.G.), November 12, 1890, to August 30, 1893.

WILLIAM EDWARD MAXWELL, C.M.G. (K.C.M.G.), Administrator, August 30, 1893, to January 31, 1894.

Lieut.-Colonel Sir CHARLES BULLEN HUGH MITCHELL, K.C.M.G. (G.C.M.G.), February 1, 1894, to March 27, 1898.

Sir JAMES ALEXANDER SWETTENHAM, K.C.M.G., Administrator, March 28, 1898, to December 29, 1898.

Lieut.-Colonel Sir CHARLES BULLEN HUGH MITCHELL, G.C.M.G., December 30, 1898, to December 7, 1899.

Sir JAMES ALEXANDER SWETTENHAM, K.C.M.G., Administrator, December 8, 1899, to February 18, 1901.

Sir FRANK ATHELSTANE SWETTENHAM, K.C.M.G., Administrator, February 18, 1901, to September 25, 1901.

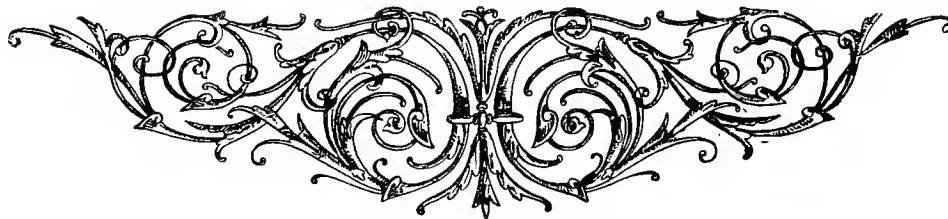
Sir FRANK ATHELSTANE SWETTENHAM, K.C.M.G., September 26, 1901, to October 12, 1903.

WILLIAM THOMAS TAYLOR, C.M.G., Administrator, October 13, 1903, to April 15, 1904.

Sir JOHN ANDERSON, K.C.M.G., April 15, 1904, to March 1, 1906.

Sir WILLIAM TAYLOR, K.C.M.G., Administrator, March 2, 1906.

Sir JOHN ANDERSON, K.C.M.G., present time.





CONSTITUTION AND LAW

THE STRAITS SETTLEMENTS.



THE history of the constitution and law of our Straits Settlements is like the history of the British Empire itself in this respect—that it is one of gradual growth and accretion, of a substantial superstructure

built upon small but sound foundations borrowed from those massive and enduring pedestals upon which tower the might and consequence of Greater Britain. From being originally an appanage of the Honourable the East India Company, the Straits Settlements have come to be a leading Crown colony of the Empire. Passing, with the demise of "John Company," under the control of our Indian Government, the Straits Settlements were finally transferred to the care of the Secretary of State for the Colonies by an Order in Council dated April 1, 1867.

The seat of government is the town of Singapore, on the island of the same name, and the Government consists of a Governor, with an Executive and a Legislative Council. This latter body is composed of nine official and seven unofficial members, of whom two are nominated by the Singapore and Pinang Chambers of Commerce. The nine official members constitute the Executive or Cabinet. In each of the settlements there are also municipal bodies, some of the members of which are elected by the ratepayers, while others are appointed by the Governor.

To make matters clear, it may be well to outline briefly the colony's general history, with which is seen the gradual development of her constitution and law. At the present time the colony consists of the island and town of Singapore, the province of Malacca, the island and town of Pinang, the Dindings, Province Wellesley, the island of Labuan, the Cocos Islands, and Christmas Island—the two last having been acquired in 1886 and 1889 respectively. Pinang was the first British settlement on the Malayan peninsula, being ceded to the British by the Raja of Kedah in 1785. Malacca, which had been held successively by the Portuguese and the Dutch, was acquired by Great Britain under treaty with Holland in 1824, though it had been held previously by the English from 1795 till 1818. The founding of Pinang led to a transference of most of the trade which had previously gone to Malacca. In 1819 Singapore was acquired, and in 1826

this settlement, together with Malacca, was incorporated with Pinang under one government, of which Pinang remained the centre of administration until 1830, when Singapore became the headquarters of the Government.

With the systems of administration which obtained in Pinang and Malacca before that date we need trouble ourselves but little. Malacca had been held by European nations since 1511, and Pinang had been under the East India Company since its acquirement in 1785; but it was not until the fusion of the three settlements under one head that the constitution and law of the colony became concrete and solidified. At the time of the British occupation of Singapore, Pinang and Malacca were administered by a Governor appointed by the Governor-General of India. There was also a Lieutenant-Governor (Sir Stamford Raffles) at Bencoolen, and it was under his régime that Singapore was first placed, when it became a British settlement, with Major Farquhar as Resident. In those days the government of a people or community in the Malayan archipelago was carried out very much by rule of thumb. The Resident or Governor was absolute, and a free application of the Mosaic law was considered adequate to meet such cases as came up for adjudication. As the Straits Settlements grew in population and importance, however, properly constituted courts of law had to be established, and the laws as applied in India were adopted generally, with adaptations to meet local requirements. In 1819 the Resident of Singapore performed the dual duties of Magistrate and Paymaster, his only official colleague being the Master Attendant, who had also to act in the capacity of Keeper of Government Stores. A few years later, however, the Governor appointed a number of civil magistrates to administer the laws of the infant settlement.

Only a year after Singapore was founded there arose a difference of opinion between the Governor and the Resident in respect of a matter which has been a fruitful source of controversy ever since—namely, the opium and spirit traffic. The Resident proposed to establish farms for these commodities. Sir Stamford Raffles wrote from Bencoolen that he considered this proposal highly objectionable (though there were such farms at Pinang and Malacca), and inapplicable to the principles upon which the establishment at Singapore was founded. But the leases of the farms were sold, nevertheless, and rents were exacted from the opium and arrack shops and gaming tables. Law and order in the settlement were now maintained by a superintendent of police with less than a dozen native con-

stabulary, which body in 1821 was augmented by a force of ten night watchmen paid for by the merchants of the place.

Two of the civil magistrates sat in the court with the Resident to decide civil and criminal cases, and two acted in rotation each week to discharge the minor duties of their office. Juries consisted either of five Europeans, or of four Europeans with three respectable natives. Indiscriminate gambling and cock-fighting were strictly prohibited. In 1823, owing to the Resident having been severely stabbed by an Arab who had "run amok," the carrying of arms by natives was abolished. In a memorable proclamation which he issued in the same year regarding the administration of the laws of the colony, Sir Stamford Raffles pointed out how repugnant would be the direct application, to a mixed Asiatic community, of European laws, with their accumulated processes and penalties, adding that nothing seemed to be left but to have recourse to first principles. The proclamation proceeded:

Let all men be considered equal in the eye of the law.

Let no man be banished the country without a trial by his peers, or by due course of law.

Let no man be deprived of his liberty without a cause, and no man detained in confinement beyond forty-eight hours without a right to demand a hearing and trial.

Let the people have a voice through the magistracy by which their sentiments may at all times be freely expressed.

This last clause of Raffles's pronouncement embodies the first recognition of popular control, or the municipal idea, as it might more properly be called, which is now seen in its more developed form in the ratepayers' representation on the Municipal Board and the unofficial element on the Legislative Council.

The proposed abolition of the Gambling Farms furnished a subject round which waged a fierce war of opinions for several years. On the one hand the continued existence of the farming system was advocated as a moral duty leading to good regulation of an admittedly immoral practice; and on the other hand it was discountenanced on sentimental grounds. It was formally abolished by decree in 1829, but this led not only to surreptitious gambling but also to corruption of the police, and, however much the latter of these two regrettable results has been minimised, the former is as much an established fact to-day in Singapore as it was in those early years of the colony's history.

In the Protected Native States there are

Gambling Farms now, as there always have been, the principle underlying these institutions being that the vice may be controlled through a Farm, because it is then necessarily conducted in public, and the farmers (like the opium and spirit farmers, who still exist in the colony) will prevent private gaming in their own interests. It is recognised, too, that the evil cannot be suppressed by an inefficient force of police who are exposed to unlimited corruption.

In consequence of a report received from the Resident complaining of the great inconvenience arising from the want of a resident Judge at Singapore, the Court of Judicature of Pinang, Singapore, and Malacca was established by Letters Patent on November 27, 1826. On March 6th in the following year it was opened by notification of Government, the Resident's Court was closed, and suits for sums above 32 dollars were removed to H.M. Court. Sir John T. Claridge took up his office as Recorder in August, and arrived from Pinang on the 4th of September. At about the same time Courts of Requests were established in the settlements. In 1828 the first Criminal Sessions were held in Singapore and Malacca. During all these years the administration of the affairs of the colony was vested entirely in the Governor, subject to the Court of Directors of the East India Company; while municipal assessments, &c., were left in the hands of the Court of Magistrates, official and non-official, whose findings were subject to the Governor's approval.

In 1832, about the month of December, the seat of government was transferred from Pinang to Singapore, which had become the most important of the three settlements. A Resident Councillor was appointed for each of the three towns, and the Governor visited each in turn to assist in the administration of justice and in any other matters requiring his attention. Meanwhile the Recorder system continued in the Court of Judicature. In 1855 two Recorders were appointed. This arrangement was still in force in 1867, when the government of the Straits Settlements was made over from the Indian Administration to the Colonial Office. The intervening years from 1830 to 1867 show no change in the governmental or judicial systems except such as are incidental to the remarkable growth and development of the colony's trade and population. The civil establishment had, of course, to be increased, and the scope of the judicial courts extended from time to time to meet the needs of the community.

For many years before the latter date there had been a growing agitation against the colony remaining under the dominance of the Indian Government, who, it was held—and rightly so—had not done justice to the Straits Settlements, but had administered them in ignorance of their requirements and vastly enhanced importance. After long and tedious delays the Home Government at length sanctioned the transfer to the Colonial Office, and it was finally effected on April 1, 1867, on which date the Straits Settlements were advanced to the dignity of a Crown Colony, with Colonel Harry St. George Ord as first Governor and a fully constituted Executive and Legislative Council. From that date up to the present time there has been no change in the form of administration.

The Executive Council consists of the senior military officer in command of the troops (if not below the rank of Lieutenant-Colonel) and the persons discharging the functions of Colonial Secretary, of Resident Councillor in any of the settlements, of Attorney-General, of Treasurer, of Auditor-General, and of Colonial Engineer. The Governor must, in the exercise of all his powers, consult with the Council unless, in his opinion, the public service would

sustain "material prejudice" thereby, or the matter to be decided is too unimportant to require the Council's advice or too urgent to admit of its being taken. In any such case, the Council must be made acquainted with all the circumstances at the earliest opportunity. The Council cannot meet unless summoned by the Governor, who may call a meeting in any settlement in which he may happen to be. A quorum consists of the President and two other members. The Governor is alone empowered to submit questions for consideration, but it is competent for any member to make written application for a subject to be discussed, and, in the event of his Excellency withholding his permission, to require the application and the ground of its refusal to be recorded in the minutes, which are transmitted to the home authorities every six months. The Governor may, if he think fit, disregard the advice of the Council, but the circumstances under which he does so must be reported to the Home Government at the first convenient opportunity.

The Legislative Council is composed of the nine members of the Executive, together with five gentlemen nominated by the Governor from the general community and two members appointed by the Governor on the nomination of the Singapore and Pinang Chambers of Commerce—all seven of whom hold office for three years each. A majority of "official" members is thus always assured. The Council has full power "to establish all such laws, institutions, and ordinances, and to constitute such courts and offices, and to make such provisions and regulations for the proceedings in such courts, and for the administration of justice, and for the raising and expenditure of the public revenue as may be deemed advisable for the peace, order, and good government" of the settlements. It is competent for any three members, including the Governor or member appointed by him to preside, to transact business. Every member is entitled to raise for debate any question he may think fit, and, if it be seconded, it must be decided by a majority of votes. The reservation, however, is made that all propositions for spending money must emanate from the Governor, and that his Excellency's assent must not be given, save in very extreme cases and then only under certain conditions, to—

1. Any Ordinance for the divorce of persons joined together in holy matrimony.
2. Any Ordinance whereby any grant of land or money, or other donation or gratuity, may be made to himself.
3. Any Ordinance whereby any increase or diminution may be made in the number, salary, or allowances of the public officers.
4. Any Ordinance affecting the currency of the settlements or relating to the issue of bank-notes.
5. Any Ordinance establishing any banking association, or amending or altering the constitution, powers, or privileges of any banking association.
6. Any Ordinance imposing differential duties.
7. Any Ordinance the provisions of which shall appear inconsistent with treaty obligations.
8. Any Ordinance interfering with the discipline or control of the Imperial forces by land or sea.
9. Any Ordinance of an extraordinary nature and importance, whereby the prerogative of the Crown, or the rights and property of British subjects not residing in the settlements, or the trade and shipping of the United Kingdom and its dependencies, may be prejudiced.

10. Any Ordinance whereby persons not of European birth or descent may be subjected or made liable to any disabilities or restrictions to

which persons of European birth or descent are not also subjected or made liable.

11. Any Ordinance containing provisions to which the assent of the Crown has been once refused, or which have been disallowed.

Under the standing orders of the Council Bills are read three times, but in cases of emergency, or when no important amendment is proposed, a measure may be carried through all its stages at one sitting with the approval of a majority of the members present. All Ordinances are subject to the veto of the Home Government.

The law administered in the colony consists of local Ordinances passed by the Legislative Council and not disallowed by his Majesty, together with such Acts of the Imperial Parliament and of the Legislative Council of India as are applicable, a Commission having decided which of the Indian Acts should continue in force in the colony. The Indian Penal Code and Code of Criminal Procedure have in the main been adopted and from time to time amended. The Civil Procedure Code is based on the English Judicature Acts. Peculiar to the locality are the anti-gambling laws, which are very stringent, as must necessarily be the case where a race so addicted to the vice as the Chinese is concerned; the opium laws, under which the traffic in opium is "farmed out" to the highest bidder for a term of years, thus relieving the Government of the responsibility for preventive measures against smuggling and other incidental abuses; and the Indian and Chinese immigration laws, by which are regulated the immense army of coolies who come to the colony every year *en route*, mostly, for the Federated Malay States and the Dutch islands of the archipelago.

The courts for the administration of the civil and criminal law are the Supreme Court, the Court of Requests, Bench Courts (consisting of two magistrates), Coroners' Courts, Magistrates' Courts, and the Licensing Court, consisting of Justices of the Peace. The Supreme Court consists of a Chief Justice and three Puisne Judges. It sits in civil jurisdiction throughout the year; and, as a small-cause court with jurisdiction up to 500 dollars, it holds a weekly session in Singapore and Pinang. Assizes are conducted every two months in Singapore and Pinang, and every quarter in Malacca, when civil work is also taken. The Supreme Court is also a Vice-Admiralty Court and the final appeal court of the colony.

In the Courts of Requests a magistrate sits as Commissioner in causes for sums not exceeding 100 dollars. Magistrates' Courts hear and determine cases within their jurisdiction in a summary way. Justices of the Peace and Coroners are appointed by H.E. the Governor.

The expenses of the Civil Establishment of Singapore when Sir Stamford Raffles left in 1823 amounted to 3,500 dollars a month, the Resident drawing 1,400 dollars, the Assistant Resident 300 dollars, and the Master Attendant 300 dollars. The present Governor receives £6,000 per annum; the Colonial Secretary £1,700; the Resident Councillors of Pinang and Malacca 9,600 dollars and 7,800 dollars respectively; and the Master Attendant £780.

It may be mentioned in conclusion that the direct administration of Labuan by the Government of the Straits Settlements was only resumed on January 1, 1906, after having been in the hands of the British North Borneo Company since 1890. Labuan was ceded to Great Britain by the Sultan of Brunei in 1846, and taken possession of in 1848. It is situated off the north-west coast of Borneo, from which it is distant about six miles, and has an area of 30½ square miles. It is the smallest British colony in Asia, the white population numbering only about forty or fifty. The island produces about 14,000 tons of coal annually.

THE FEDERATED MALAY STATES.

WHEN Great Britain obtained a footing on the Malay Peninsula by securing the territories of Malacca and Province Wellesley, she came into violent contact with the neighbouring native States, which were then seething with turbulence and anarchy. It was not, however, until 1873 that the perpetual tribal quarrels became so acute as to call for the active interference of the Imperial Government. In that year the disturbed condition of the country was accentuated by troubles among the Chinese in the Larut district, who divided themselves into two camps and engaged in organised warfare. After much bloodshed the defeated party betook themselves to piracy, with the result that for a long time the coast was virtually in a state of blockade, and even the fishermen were afraid to put to sea.

In this crisis, Lieutenant-General Sir Andrew Clarke, Governor of the Straits Settlements, arranged a meeting with the Perak chiefs with a view to settling definitely the disputed succession to the Sultanate. He pointed out to them the evils of maladministration from which the State was suffering; showed that tranquillity, trade and development were the chief desiderata; and held out prospects of peace and plenty under British protection in place of strife and irregular revenues. The assistance of British advisers at Perak and Larut was offered and accepted on the understanding that the sovereign powers of the chiefs would not thereby be curtailed. A similar arrangement was also concluded with the Sultan of Selangor. Such great success attended the introduction of this new system that the example set by Perak and Selangor was followed a few years later by the adjoining State of Negri Sembilan, and in 1888 by Pahang.

Under this régime the affairs of each of the four States were independently administered on behalf of the Sultan by the British Resident and the usual staff of Government officials, acting under the direction of the Governor of the Straits Settlements. By a treaty signed in July, 1895, the States were federated for administrative purposes, and a Resident-General was appointed with an official residence at Kuala Lumpur, which was chosen as the federal capital. The terms of the treaty stipulated that the native Rulers were "to follow the advice of the Resident-General in all matters of administration other than those touching the Mahomedan religion," and "to give to those States in the Federation which require it such assistance in men, money, or in other respects, as the British Government, through its duly appointed officers, may require." At the same time it was explicitly stated that the "obligations of the Malay Rulers towards the British Residents" would not in any way be affected by this arrangement.

Subject, therefore, to the direction of the Resident-General, who is subordinate to the High Commissioner, the administration of each of the four States proceeds upon nearly the same lines as were formerly followed. The supervision of finance, forests, mines, police, prisons, and railways is vested in the federal officials, but all other matters are dealt with in each State by the State Council, which consists of the Sultan (who presides), the British Resident and his Secretary, the principal native chiefs, and one, or more, of the most influential European or Chinese residents. No measure can become law until it has been passed by the Council of the State to which it applies, but, when it is remembered that the proposed enactments often relate to technical subjects, such as electric lighting and mechanical locomotion, of which the native mind has no previous knowledge, it will readily be understood that the

legislative powers of the Council are more apparent than real. Every member is entitled to raise any question with the approval of the president, and, of course, to offer any suggestion for the consideration of the Resident. A privilege highly valued by the native members of the Council is that of travelling free of charge over the railway system.

In the raising of revenue and the expenditure of money the State Council has no voice. A separate account is kept for each State, and federal expenditure and revenue are apportioned on an equitable basis. Each of the States, except Pahang, has a large surplus, which is invested in Indian Rupee Paper, Tanjong Pagar Dock shares, the municipal stock of the neighbouring colony, the Federated Malay States and Johore railway system, and in other sound securities that are from time to time suggested by the High Commissioner, who is the Governor of the Straits Settlements. Fixed allowances, varying in amount in each State, are guaranteed to the Sultans out of the public funds by the British Government. An annual sum is voted for the upkeep of a regiment of Malay States Guards, which, in the event of war breaking out between Great Britain and any other Power, may be requisitioned by the Governor for service in the Straits Settlements.

Each State is divided into districts, varying in size according to their industrial importance and population. These districts are presided over by district officers, who are directly responsible to the British Resident. Each district again is subdivided into Mukims or parishes, which are under the supervision of Malay officials styled Penghulus, who render assistance to the Land Office and act in the capacity of minor magistrates and go-betweens in matters of domestic dispute among natives. The Penghulus are generally relatives of the chiefs of the States in which they act, and they are appointed by the Sultan in Council, subject to the veto of the Resident. In the chief centres of population there are sanitary boards, composed of State officials and a nominated unofficial element.

Originally the Resident was the head of the Judicial, as well as of the Administrative, Department in each State. But when the States were federated in 1896 a Judicial Commissioner was appointed, and that change was accompanied by the admission of practitioners at the Bar, consisting of persons possessing legal qualifications recognised in the United Kingdom, of advocates and solicitors in the Straits Settlements, and of persons who passed the prescribed local examination in law.

Until the Courts Enactment of 1905 came into operation, the Judicial Commissioner tried only capital charges and appeals from the court of the senior magistrate in each State. The senior magistrate, who did not necessarily possess a legal diploma, was supposed to be a quasi-executive officer invested with extensive powers to review the actions and decisions of other magistrates. The office has now been abolished, and two additional Commissioners have been appointed, the Judicial Commissioner of former days being now styled the Chief Judicial Commissioner. He and one other Judicial Commissioner reside at Kuala Lumpur, and hold frequent sittings in the Negri Sembilan and Pahang. The third Judicial Commissioner resides at Ipoh, in Perak.

The court of a Judicial Commissioner exercises full jurisdiction in all civil and criminal matters, divorce only excepted, and hears appeals from the lower courts. In hearing appeals from the native courts a Judicial Com-

missioner is required to summon to sit with him "one or more of the principal Mahomedans of the State to aid him with advice." Attached to the court of a Judicial Commissioner there is a Registrar, and, in some cases, a Deputy Registrar, who discharges duties ordinarily performed in England by a Master in Chambers, a Registrar of the Supreme Court, or a Clerk of a Criminal Court.

In all cases where the punishment of death is authorised by law the accused is tried with the aid of two assessors, selected from the most prominent members of the heterogeneous community. In the event of both assessors taking a different view from the judge, a new trial is ordered. Until the end of the last century the jury system was in vogue, but it was then discontinued owing to the difficulty of securing men to serve whose intelligence and integrity could be relied upon to do justice between the prisoner and the State.

The Supreme Court of Appeal consists of two or more Judicial Commissioners. Death sentences, even when confirmed by this court, are reviewed by the Council of the State in which the capital charge was originally preferred. In a civil action involving a sum of not less than £500, a final appeal may be made to his Britannic Majesty in Council.

In all the principal centres in the States there are magisterial courts, and these are of two grades. A first-class magistrate is empowered to try cases the maximum penalty for which does not exceed three years' imprisonment. Until the end of 1905 he could try cases the penalty for which did not exceed seven years' imprisonment. His maximum power of punishment, however, has been throughout limited to a sentence of one year's imprisonment or a fine not exceeding 500 dollars. Cases beyond his jurisdiction, or for which he deems his power of punishment inadequate, are committed to the Supreme Court. A first-class magistrate may hear and determine civil suits when the value in dispute does not exceed 500 dollars. A second-class magistrate is empowered to impose a sentence of three months' imprisonment or a fine not exceeding 250 dollars, which sum is also the limit of his civil jurisdiction.

There are two native tribunals, called respectively the Court of a Kathi and the Court of a Penghulu. The first is an ecclesiastical court for the trial of minor Mahomedan causes. The second deals with petty offences or disputes. Each can inflict a fine up to 10 dollars.

The Bench of the Supreme Court of the Federated Malay States is becoming practically identified with that of the Straits Settlements, for arrangements are now being made under which the Puisne Judges of the settlements and the Judicial Commissioners of the Federated States will be interchangeable.

The general law of the States is codified in a large number of enactments. The Criminal Procedure Code is adapted from that of the Straits Settlements, while the Civil Procedure Code closely follows that of India, which was formerly accepted as law, so far as it was applicable, in most parts of the Federated Malay States.

H.E. THE GOVERNOR.

His Excellency Sir John Anderson, K.C.M.G., had had no previous governmental experience when he was appointed Governor of the Straits Settlements and High Commissioner of the Federated Malay States in 1904, at the comparatively early age of forty-six. He had, how-

ever, had a distinguished academic and official career.

The only son of the late Mr. John Anderson, superintendent of the Gordon Mission, Aberdeen, Sir John was born at Gartly, Aberdeenshire, in 1858. Before he was twenty he graduated M.A. at Aberdeen University, gaining a first-class in mathematics and being awarded the gold medal for the year. Two years later he entered the Colonial Office as a second-class clerk. In 1887 he was Bacon Scholar of Gray's Inn, and in the following year he was the Inns of Court student. He proceeded with Sir John F. Dickson in 1891 to Gibraltar, in order to inquire into matters connected with the Registry of the Supreme Court there. He was next appointed private secretary to Sir R. Meade, Permanent Under-Secretary of State for the Colonies, and in 1892 he saw service on the staff of the British Agent for the Behring Sea Arbitration, the proceedings taking him from London to Paris. This work occupied the greater part of 1892 and 1893. At the end of seventeen years' service he attained first-class rank. From 1883 to 1897 he edited the Colonial Office List, and in the latter year was appointed principal clerk. As secretary to the Conference between Mr. Chamberlain and the Colonial Premiers in that year he had considerable opportunities of gaining an intimate knowledge of the feelings of the self-governing colonies. For a second time he was despatched to Gibraltar—on this occasion to inquire into the rates of pay of the Civil Service there. He was back in London in the same year (1899) and remained until in 1901 Mr. Chamberlain chose him as Colonial Office representative to accompany T.R.H. the Prince and Princess of Wales, then the Duke and Duchess of York, on their famous tour round the British Empire in the *Ophir*. It was during that trip that Sir John saw for the first time the colony over which he now presides. In 1902 he again acted as Secretary to the Colonial Conference, and in 1903 he received the thanks of the Canadian Government and the Confederation medal for services rendered in connection with the Alaska Boundary question and other matters. Sir John was decorated with the C.M.G. in 1898, and was advanced to a knight-commandership of the Order in 1901 on the nomination of Mr. Chamberlain. Quite recently he accepted the honorary degree of LL.D. from his former *alma mater*.

Sir John was appointed to the Governorship of the Straits Settlements in succession to Sir Frank Swettenham on February 1, 1904, and he arrived in Singapore to take up his duties on April 17th. He was accorded a most hearty reception, the whole town being decorated in his honour. After he had been sworn in in the Council Chamber, Dr. Middleton (Deputy President of the Municipality), Colonel Pennefather, and Choa Giang Thye handed his Excellency an address of welcome from the Municipal Commission. Next came a deputation with an address from the Singapore Chamber of Commerce, and last, but not least in importance, a representative deputation (consisting of Mr. Tan Jiah Kim, Syed Mohammed Alsagoff, Mr. Tan Kiong Saik, and Mr. Tan Chay Yean) bearing an address from the native community in a handsome casket of wood and silver. In his reply to these addresses the new Governor said the principle upon which the government of the colony was based was that the highest and best interests of the community as a whole were in the long run identical with the best interests of each section, and that no section should push its own exclusive claims without regard to those of other sections and the common good. He was glad that the various races inhabiting the colony recognised each other's good qualities and contributions to the common weal, and it

was his earnest hope that, whatever mistakes he might make whilst among them, he might never unwittingly do anything to stir up divisions among them or in any way to accentuate racial feeling or antagonism.

The success with which Sir John has contrived to keep the balance even between all sections of the mixed population of the colony during the three years of his governorship shows how conscientiously and consistently he has kept before him the ideals which he set up for himself when entering upon his onerous duties. Events of the first importance to the colony have moved rapidly since 1904, and Sir John has not shrunk from taking his due share of responsibility for them. Among the most important issues that have been brought to a conclusion during his tenure of office are the fixing of the value of the Straits dollar, the Tanjong Pagar Dock Arbitration and Expropriation, the opening of the railway to the docks, the taking over of Labuan from the Borneo Company, and the appointment of British Consuls to various places in Siam. Other matters rapidly nearing completion include the codification of the shipping laws and the construction of a railway through the Johore territory, which will serve to open up and develop the Federated Malay States.

In the discharge of his social duties Sir John has been materially assisted by his daughter, Miss Anderson.

Mr. Oliver Marks, private secretary to H.E. the Governor, is a son of the late Mr. John George Marks, of Messrs. Misa & Sons, sherry shippers, London, and a nephew of the late Henry Stacey Marks, R.A., and of the late Frederick Walker, A.R.A. He was born on September 10, 1866, at Beddington, Surrey, and educated at Whitgift Grammar School, Croydon. In 1887 he went out to Ceylon as a planter, and in 1891 came to Singapore to take up the position of private secretary to the



OLIVER MARKS.

(Private Secretary to H.E. the Governor and Secretary to the High Commissioner.)

Governor and secretary to the High Commissioner of the Federated Malay States. He is a member of the M.C.C. and of the Sports Club, London; of the Imperial Colonial Institute, London; and of the Singapore clubs.

His recreations are cricket, tennis, and golf. Mr. Marks married Violet Catherine, eldest daughter of the Hon. A. Murray, Colonial Engineer, in February, 1905, and has one son, Geoffrey Noel.

Mr. Claud Severn, acting private secretary to H.E. the Governor, was born in London in 1869, and at an early age went to Australia. He was educated at St. Peter's College, Adelaide, and at Selwyn College, Cambridge, where he graduated. During part of 1891 and 1892 he was employed in the Librarian's Department of the Foreign Office, and in 1894 was appointed private secretary to the then Governor of the Straits Settlements. In December of the following year he joined the Selangor Government service as junior officer, and in 1897 was promoted Assistant District Officer at Ulu Langat. After acting temporarily in a similar capacity at Klang and as Collector of Land Revenue, Kuala Lumpur, he became, in 1899, Assistant District Officer at Serendah. In August, 1903, he was given the position of Assistant Secretary to the Resident-General, but did not assume the duties until September, 1904, acting in the meantime as Magistrate and Registrar of Courts, Kuala Lumpur. During a portion of 1905 he acted as Federal Secretary, and he took Mr. Oliver Marks's place during the early part of 1906. Mr. Severn is a keen golf and tennis player and is a member of most local clubs. He did good service during 1903 as chairman of the committee which had charge of the arrangements for the Federal Conference held in that year.

Captain H. H. F. Stockley, Aide-de-Camp to H.E. the Governor, was born on October 30, 1878, and educated at Haileybury College. Receiving his commission as a second lieutenant in the Royal Marine Light Infantry on January 1, 1897, he was promoted lieutenant in the following year. He served on H.M.S. *Niobe* during the South African War (for which he received the South African medal with the Cape Colony clasp) and on the *Ophir* when the Duke and Duchess of York made their tour of the Empire. He received his company in 1903 and was seconded to his present appointment on March 24, 1904. Captain Stockley is a member of the Sports Club, London.

Captain F. Hilton, of the Singapore Volunteer force, and Subadar Major Gurdit Singh, of the Malay States Guides, are extra Aides-de-Camp to H.E. the Governor.

THE EXECUTIVE COUNCIL, STRAITS SETTLEMENTS.

The Executive Council of the Straits Settlements is a consultative body called together as occasion demands by the Governor, who presides over its deliberations. It is composed of eight principal officers of the Government.

H.E. the General Officer Commanding the Troops at Singapore is Major-General T. Perrott, C.B. By virtue of his office he ranks next to the Governor and is a member of the Executive and of the Legislative Council. Son of the late Mr. S. W. Perrott, of Fermoy House, County Cork, he was born in May, 1851, and was educated at Edinburgh Academy and the Royal Military Academy, Woolwich. After receiving his commission in the Royal Artillery in 1870, he served with the Field Artillery both at home and in India, and in 1880 was given his company. From 1885 to 1891 he was Adjutant of the School of Gunnery and Assistant Superintendent of Experiments at Shoeburyness. He was promoted major in 1886, lieutenant-colonel in 1896, and colonel in 1900. During the South African campaign he was in command of the Siege Train Division of the Royal Garrison Artillery with Lord Roberts. He was present at the Paardeburg, Poplar



THE EXECUTIVE AND LEGISLATIVE COUNCILS.

- 1 HON. DR. D. J. GALLOWAY. 2 HON. MR. R. N. BLAND. 3 HON. MR. A. T. BRYANT. 4 HON. MR. A. MURRAY, C.E., M.I.C.E. 5 HON. MR. JOHN TURNER
6 HON. CAPT. A. H. YOUNG, C.M.G. 7 H.E. THE GOVERNOR, SIR JOHN ANDERSON, K.C.M.G. (President). 8 H.E. THE G.O.C., MAJOR-GEN. T. PERROTT, C.B.
9 HON. MR. W. J. NAPIER, D.C.L. 10 HON. MR. HUGH FORT. 11 HON. MR. T. S. BAKER. 12 HON. MR. W. EVANS 13 HON. MR. TAN JIAK KIM.
14 HON. MR. J. ANDERSON. 15 HON. MR. A. R. ADAMS. 16 HON. MR. E. C. HILL.

Grove, and Dreifontein engagements, and was mentioned in despatches. For his services he received the Queen's medal with four clasps. Major-General Perrott was also in command of the Siege Train Division in the China expedition of 1900. He was created a C.B. in 1901; was promoted Major-General in December, 1906; and has been G.O.C. at Singapore since March, 1907.

The Colonial Secretary of the Straits Settlements is Captain Arthur Henderson

Cyprus. For six months in 1895, and for lesser periods in 1898, 1900, and 1904, he administered the government of Cyprus. In 1902 he went on a special mission to St. Vincent, West Indies. His present appointment dates from 1906. Captain Young has always been very fond of sport. For two years he was in the Rugby cricket eleven, and he played for Scotland against England in the International Rugby football match at the Oval in 1874. He is a member of the Army and Navy Club,

Arriving in the colony early in 1883, he was attached to the Colonial Secretary's Office as a cadet learning Chinese, and in the following year he also qualified in Malay. He has served as private secretary to the Acting Governor, Collector and Magistrate at Kuala Pilah in the Negri Sembilan, Assistant Resident Councillor at Pinang, Collector of Land Revenue at Pinang and Singapore, officer in charge of Sungei Ujong, Inspector of Prisons for the Straits Settlements, Colonial Treasurer and Collector of Stamp Duties, and Resident Councillor at Malacca. In 1887 he was engaged in reporting upon a system of Mukim boundaries in Pinang and Province Wellesley. He is *ex-officio* Chairman of the Pinang Committee of the Tanjong Pagar Board, of the District Hospital, of the Library, and of the Gardens Committee, Pinang; a trustee of St. George's Church and of St. George's Girls' School; and president of the Free Schools Committee. Mr. Bland raised and commanded a company of volunteers in Malacca (1902-6). He is a member of the Colonial Institute and of the Sports Club, London, and is enrolled either as a patron or member of all the local clubs. His recreations are golf and riding. He married, in 1895, Laura Emily, eldest daughter of the late Mr. Thomas Shelford, C.M.G., head of the firm of Paterson, Simons & Co., and for some twenty years member of the Legislative Council of the Straits Settlements. Mrs. Bland is a member of the Straits branch of the Royal Asiatic Society and of the Royal Anthropological Institute. She takes a keen interest in women's work amongst the Malays.

The Resident Councillor of Malacca, the Hon. Mr. William Evans, was born on September 5, 1860, and received his education at the Bradford Grammar School and King's College, Cambridge. He entered the Straits Settlements Civil Service as a cadet in 1882. In 1884 he went to Amoy to study Hokien, and after passing his final examination in that language in the following year he was attached to the Chinese Protectorate at Singapore. Later, he became Acting Assistant Protector of Chinese at Singapore and at Pinang, and in 1893 was given the appointment of Acting Protector of Chinese in the Straits Settlements (stationed at Pinang), in which office he was confirmed in 1895. He has passed the Government examination in Chinese (Cantonese) and Malay. For several years he was a Municipal Commissioner at Singapore, and was seconded as President in 1903. In the same year he was seconded for special service in the Transvaal, where he organised all the arrangements for the reception and management of the Chinese labourers enlisted for the Rand gold-mines, and was placed in charge of the Foreign Labour Department for fifteen months. He was appointed Treasurer and Collector of Stamp Duties in the Straits Settlements in 1905 and Resident Councillor of Malacca in 1907.

The Attorney-General, the Hon. Mr. W. J. Napier, D.C.L., was previously an unofficial member of the Legislative Council. He is a barrister-at-law, and until his Government appointment was the senior partner of the firm of Messrs. Drew & Napier, advocates and solicitors, Singapore. He is a member of the Singapore and several other local clubs.

The Colonial Treasurer, the Hon. Mr. Alfred Thomas Bryant, B.A. Oxon., was born in October, 1860, and entered the Straits Settlements Civil Service in 1883. After qualifying in the Malay tongue, he became first Acting Third Magistrate and then Acting Collector of Land Revenue at Pinang. He was appointed Acting District Officer of Province Wellesley South in 1889, and of the Dindings a few months later, being confirmed in the latter appointment in the following year. He passed



CAPTAIN THE HON. ARTHUR H. YOUNG, C.M.G.
(Colonial Secretary, Straits Settlements.)

Young, C.M.G. Born in 1854, he was educated at Edinburgh Academy, Rugby, and Sandhurst. He joined the 27th Inniskillings as a sub-lieutenant, and entered the Colonial Service in 1878, his first appointment being that of Commandant of the Military Police of Cyprus. The next twenty-seven years he spent in that colony, holding successively the positions of Assistant Commissioner at Paphos; Commissioner, Paphos; Commissioner, Famagusta; Director of Survey and Forest Officer, and Chief Secretary to the Government of

London; the New Club, Edinburgh; and the Singapore Club. His wife, whom he married in 1885, is a daughter of the late Marquis of Ailsa and sister of the present Marquis.

The Resident Councillor of Pinang is the Hon. Mr. Robert Norman Bland, B.A. A son of Major-General Bland, R.E., he was born at Malta in 1859. He was educated at Cheltenham College and at Trinity College, Dublin, where he obtained the degree of B.A. in 1882. Mr. Bland has had a long and varied career in the Straits Settlements Civil Service.

his final examination in Tamil in 1892, and in 1894 acted as Collector of Land Revenue and officer in charge of the Treasury at Malacca. For the ten years ending in 1905 he was Acting First Magistrate at Pinang, after which he was transferred in a similar capacity to Singapore. His present appointment dates from February, 1907.

The Auditor-General, the Hon. Mr. Edward Charles Hepworth Hill, is the youngest son of the late Sir S. J. Hill, C.B., K.C.M.G., and was born on July 14, 1854. After being privately educated he was appointed a cadet in the Straits Settlements Civil Service in 1875. For a few months he was Acting Assistant-Treasurer at Malacca, and, after passing his final examination in Malay in 1877, he was successively Acting-Inspector of Schools and Acting Deputy Collector of Land Revenue for Pinang and Province Wellesley. He served for two or three years in the Northern Settlement as Superintendent of Education and Acting Magistrate. In 1882 he was confirmed in the appointment of Inspector of Schools, and in 1895 he acted as Resident Councillor at Malacca. His present appointment dates from April, 1897.

The Colonial Engineer and Surveyor-General, Colonel Murray, V.D., C.E. (Glasgow University), M.I.C.E., was born on January 13, 1850, and educated at Hyde Abbey School, Winchester. He entered the Ceylon Civil Service in 1871 as Pioneer Officer, Public Works Department. In 1874 he was made Chief Assistant at headquarters, in 1876 was appointed Acting Irrigation Assistant, and in the following year became a member of the Commission to Inquire into the Colonial Store Department. In 1886 he was given an appointment as Provincial Engineer, and four years later was voted a bonus of five thousand rupees by the Legislative Council for the invention of cheap cement concrete sluices for irrigation purposes. In 1895 he was seconded for special service in the department of the Attorney-General, and two years later became Acting Director of Public Works and Assistant Director of Public Works respectively. He came to the Straits Settlements in 1898 as Colonial Engineer and Surveyor-General and Comptroller of Convicts, being sent to Perak to report on the Krian irrigation scheme. During the same year he was made a member of the local joint Naval and Military Defence Committee. In 1899 he was commissioned to inquire into the Public Works Department at Negri Sembilan, and in 1903 went on special duty to Ceylon, for which, in 1904, he received the thanks of the Secretary of State. As regards his volunteering career in Singapore, he was appointed Commandant of the local Volunteer Artillery in 1899, Major and Commandant of the Singapore Volunteer Corps in 1900, and Lieutenant-Colonel in 1902. To him fell the honour of commanding the Straits Coronation contingent in London in 1902. Upon resigning his command in 1905 he was appointed Colonel, with permission to retain the rank and wear the uniform of the corps.

THE LEGISLATIVE COUNCIL, STRAITS SETTLEMENTS.

The Legislative Council of the Straits Settlements embraces all the members of the Executive Council and seven unofficial members, two of whom are recommended by the Chambers of Commerce of Singapore and Pinang, whilst the remaining five are nominated by the Governor. The local Ordinances under which the colony is governed are made by this body. The Governor presides over the deliberations of the Council and can veto its decisions.

The Hon. Mr. John Anderson was born in 1852 at Rothsay, Isle of Bute. He came to

Singapore when only seven years of age, and was educated at Raffles Institution. He entered the Straits Civil Service, but retired in 1871 to embark upon a mercantile career, with the result that he is now co-proprietor and head of the firm of Guthrie & Co., Ltd., of Singapore, Pinang, London, and Fremantle (W.A.). He is a Justice of the Peace and Siamese Consul-General for Singapore. From 1886 to 1888 he occupied a seat on the Legislative Council, which he rejoined in 1905. He is a member of the Bath Club, London, and resides at "Ardmore," Singapore.

The Hon. Mr. John Turner was born in Keith, Scotland, in 1854, and completed his education at Aberdeen University. In 1873 he emigrated to Demerara, where for sixteen years he was engaged in sugar planting. Previous to coming to Singapore in 1889 he spent a year studying the methods of sugar-planting in vogue in Brazil. At the present time he has charge of the Pinang Sugar Estates and of the various estates of the Straits Sugar Company, and is the adviser for other properties in Pinang and Province Wellesley. He is an authority on the immigration and treatment of native labour, which he has made the study of his life. He became a member of the Legislative Council in 1902, and is now serving his second term of office as the senior representative of the Pinang Chamber of Commerce. Mr. Turner is president of the Malay Peninsula Agricultural Association, the Perak Planters' Association, the Labour Bureau, and the St. Andrew's Association; nor does this exhaust his activities, for he is also a member of the Immigration Commission, of the Pinang Committee of the Tanjong Pagar Dock Board, of the Chamber of Commerce, and of the various local clubs. He was married in 1876 to Ella Russell, daughter of the late Rev. John Menzies, of Strathpeford, Scotland.

The Hon. Mr. Hugh Fort, son of the late Mr. Richard Fort, who was at one time M.P. for Clitheroe, is a native of Lancashire. Born in 1862, he was educated first at Winchester College and then at New College, Oxford. He was called to the English Bar in 1887 and was admitted an advocate and solicitor of the Supreme Court of the Straits Settlements in 1893.

Dr. David James Galloway, M.D., F.R.C.P., Edin., D.P.M.J., a member of the Legislative Council, was born in Edinburgh in 1858. He was educated at Daniel Stewart's College and at Edinburgh University, where he graduated M.B. in 1884 and M.D. (Gold Medalist) in 1900. He has practised in Singapore since 1895. He is a member of the Johore and Singapore clubs and of all other local clubs. His principal recreations are fishing, motoring, and golfing.

The Hon. Mr. Tan Jiak Kim.—A sketch of the career of the Chinese member of the Council appears in another section of this work.

The Hon. Mr. T. S. Baker, who was appointed to the Legislative Council in January, 1907, as the representative of the Singapore Chamber of Commerce to fill the vacancy caused by the absence from the colony of Mr. W. H. Shelford, is the manager of the Singapore branch of the Hongkong and Shanghai Banking Corporation, Ltd. He entered the service of that corporation in London in 1880, and came East three years later. He took up his present position at Singapore in 1906. Mr. Baker, who was born on March 19, 1858, was privately educated. He married first, in 1879, Mary Agnes, daughter of Alfred Tuck, of Ingatestone Hall, Essex, who died in 1885. His second wife is a daughter of Richard Speight, ex-chairman of the Victorian Railway Commission. Mr. Baker is a member of the London Society of Arts and of the Japan Society. During his residence in the Far East he has had conferred upon him the fourth-

class Order of the Rising Sun and the third-class Order of the Sacred Treasure. He is a member of the Thatched House Club, London, the Yokohama United Club, and the Singapore Club.

The Hon. Mr. A. R. Adams.—Public opinion, expressed through the medium of the local press, regards Mr. Arthur Robert Adams as one of the most popular men in Pinang. The Pinang Chamber of Commerce elected him to the Legislative Council on the retirement of Mr. E. W. Presgrave at the latter end of 1907 in recognition of the deep and active interest which he exhibited in the welfare of the settlement. He was born on December 13, 1861, and attended Foster's School at Sherborne. He was articled in a solicitor's office in that historic town, and then went to London, where at the age of twenty-three he was admitted to practise as a solicitor in the English Courts. In July, 1887, he was enrolled as a member of the Straits Settlements Bar, and ten years later joined the Bar of the Federated Malay States. In the Tanjong Pagar Docks Arbitration, in 1905, Mr. Adams was engaged as counsel by the Government. He was appointed captain and acting commandant of the Pinang Volunteers on the formation of the corps in 1899, and was confirmed in the command in 1900, on the resignation of Captain J. Y. Kennedy. In 1902 he went home as second in command of the Straits Settlements and Federated Malay States Coronation contingent, and received the King's Coronation medal. Mr. Adams is a Fellow of the Royal Colonial Institute; a prominent Mason (holding the degrees of P.D.G.W. of the Eastern Archipelago, P.M., 1893, and trustee of the Royal Prince of Wales Lodge, Pinang, No. 1555, and P.Z. Royal Jubilee Chapter, M.M.M.); president of the Pinang Association; president of the Pinang Turf Club and Pinang Swimming Club; past-president of the Pinang Cricket Club and Town Club; a trustee of the Pinang Club and Pinang Golf Club; past-president of the Pinang Bar committee; chaplain's churchwarden and trustee of St. George's Church; trustee of St. George's Girls' School, and a member of the Chamber of Commerce. Mr. Adams sat as a Municipal Commissioner between 1892-93, 1889-1900 (elected), and 1900-6 (Government representative).

THE RESIDENT-GENERAL OF THE FEDERATED MALAY STATES.

Sir William Thomas Taylor, K.C.M.G., succeeded Sir William H. Treacher, K.C.M.G., as Resident-General of the Federated Malay States on January 1, 1905, after having held the acting appointment for four months. Sir William Taylor, who was born in 1848, has had a long and varied official career. His first appointment was that of Collector of Customs and Excise, Larnaka, Cyprus, in 1879. Three years later he became Chief Collector of Customs, and subsequently Receiver-General and Chief Collector of Customs and Excise. In 1895 he was transferred to Ceylon, where he held the position of Auditor-General and acted on four occasions as Colonial Secretary. In June, 1901, he was appointed Colonial Secretary of the Straits Settlements, assuming the duties of that office in March of the following year. From October 13, 1903, till the middle of the following April he was Officer Administering the Government and Acting High Commissioner, Straits Settlements and Federated Malay States, and shortly after relinquishing these duties he acted as Resident-General for the Federation. He was confirmed in that appointment in January, 1905, and was made a Knight Commander of the Order of St. Michael and St. George by his Britannic Majesty in recognition of his services. From March 3 to June 7, 1906, he again undertook the duties of Officer Administering the Government and

Acting High Commissioner, Straits Settlements and Federated Malay States, and then returned to those of Resident-General, Federated Malay States, until his departure on leave early in 1907. Sir William, when in Kuala Lumpur, resides at "Carcosa." During his absence Mr. Edward Lewis Brockman, Federal Secretary, holds the acting appointment.

Mr. E. L. Brockman.—On the retirement of Mr. A. R. Venning the post of Federal Secretary was bestowed on Mr. Edward Lewis

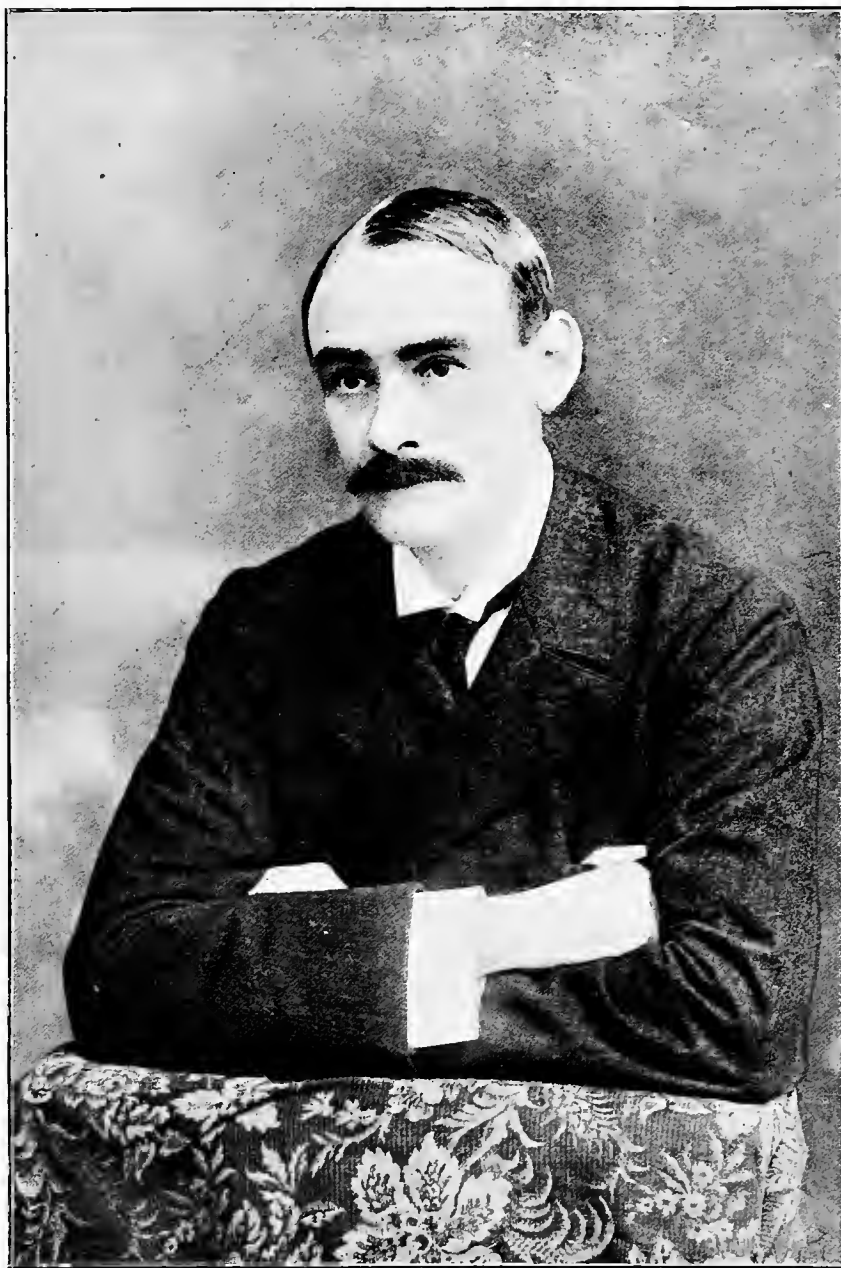
cluded those of District Officer, Bukit Mertajam; Acting Collector of Land Revenue, Singapore; Collector of Land Revenue and Officer in Charge of the Treasury, Malacca; Senior District Officer, Province Wellesley; Commissioner of the Court of Requests, Singapore; Acting First Magistrate and Inspector of Prisons, Singapore; and Acting Colonial Secretary during the absence of Sir W. T. Taylor. Mr. Brockman is acting as Resident-General and resides at "Carcosa."

District Treasurer of Teluk Anson. In May, 1906, he was appointed Acting Assistant Secretary to the Resident-General, and he is now acting as Secretary to the Resident-General. At the last annual prize meeting of the Selangor Golf Club, Mr. Wolff won the championship, and subsequently carried off the "Coronation Cup." He resides in Kuala Lumpur.

PERAK STATE COUNCIL.

H.H. the Sultan.—The President of the Perak State Council is his Highness the Sultan, Raja Muda Idris Mersid-el-Azam Shah, G.C.M.G., a son of Raja Almarhoum Iskandar Shah. He succeeded H.H. Raja Muda Yusuf, who occupied the throne for a brief period in 1887, and was formally installed on April 5, 1889. When in 1901 H.R.H. the Duke of Cornwall and York visited Singapore, H.H. Sultan Idris was one of those upon whom the Duke conferred the honour of G.C.M.G. The Sultan is the most enlightened native ruler in the Federated Malay States. He is a Malay scholar, and is one of the strongest supporters of the cause of education in the country. Two visits to England, the last on the occasion of the King's Coronation, have helped to impress upon him the truth of the three-word jewel, "Knowledge is power," and he has shown practical proof of his sincere regard for the well-being of his subjects by the interest he has taken in the Malay Residential School—a school for the sons of rajas and native chiefs, to the success of which he has in no small degree contributed. One of his Highness's sons has been educated there. His Highness is of opinion that no boy should leave school until he has at least passed the seventh standard—a half-educated boy is worse than useless. His Highness is also president of the Committee for the Resuscitation of Malayan Art Industries. The eldest son of the Sultan is Raja Bendahara; another son acts as A.D.C. to his Highness, whilst a third is Raja Alang Iskandar, now Assistant Commissioner of Police, Kuala Lumpur. His Highness, who resides at Kuala Kangsa, formerly occupied a palace built by the Government, but he has now had two palaces erected and lavishly furnished according to his own wishes. He is a keen sportsman and has several big-game reserves—one, situated at Ulu Plus, is the home of elephants, seladang, tiger, deer, and of innumerable smaller varieties of game. A wealthy man, owning considerable areas of mining land and house property, his Highness knows how to use his wealth freely and well, his benefactions being large and guided by sound principles.

Mr. E. W. Birch, C.M.G.—The seventh British Resident of Perak, Mr. Ernest Woodford Birch, C.M.G., is the eldest son of the first Resident, James Wheler Woodford Birch. He was born in Ceylon in April, 1857, and at ten years of age was sent to England to reside with his grandfather, the Rev. James W. Birch, Vicar of All Saints, Hertford. Educated successively at Hertford Grammar School, Sidney College, Bath, Elstree School, and Harrow (Dr. Buller's house) until 1874, he then went to Oxford and read with a private tutor for twelve months with a view to entering the University and afterwards the Indian Civil Service. Both these schemes were frustrated by the murder of his father at Pasir Salak, in Perak, on November 2, 1875. In January, 1876, he was graciously allowed by H.M.'s Government to enter the Colonial Office, Downing Street, and worked there until 1878, when he was appointed a cadet in the Civil Service of the Straits Settlements. His educational qualifications were deemed high enough to allow him to receive this appointment without competition. Upon his arrival in Singapore he was given a position in the Secretariat under Sir Cecil Clementi Smith, G.C.M.G., who has



HON. MR. E. K. BROCKMAN.
(Acting Resident General, Federated Malay States.)

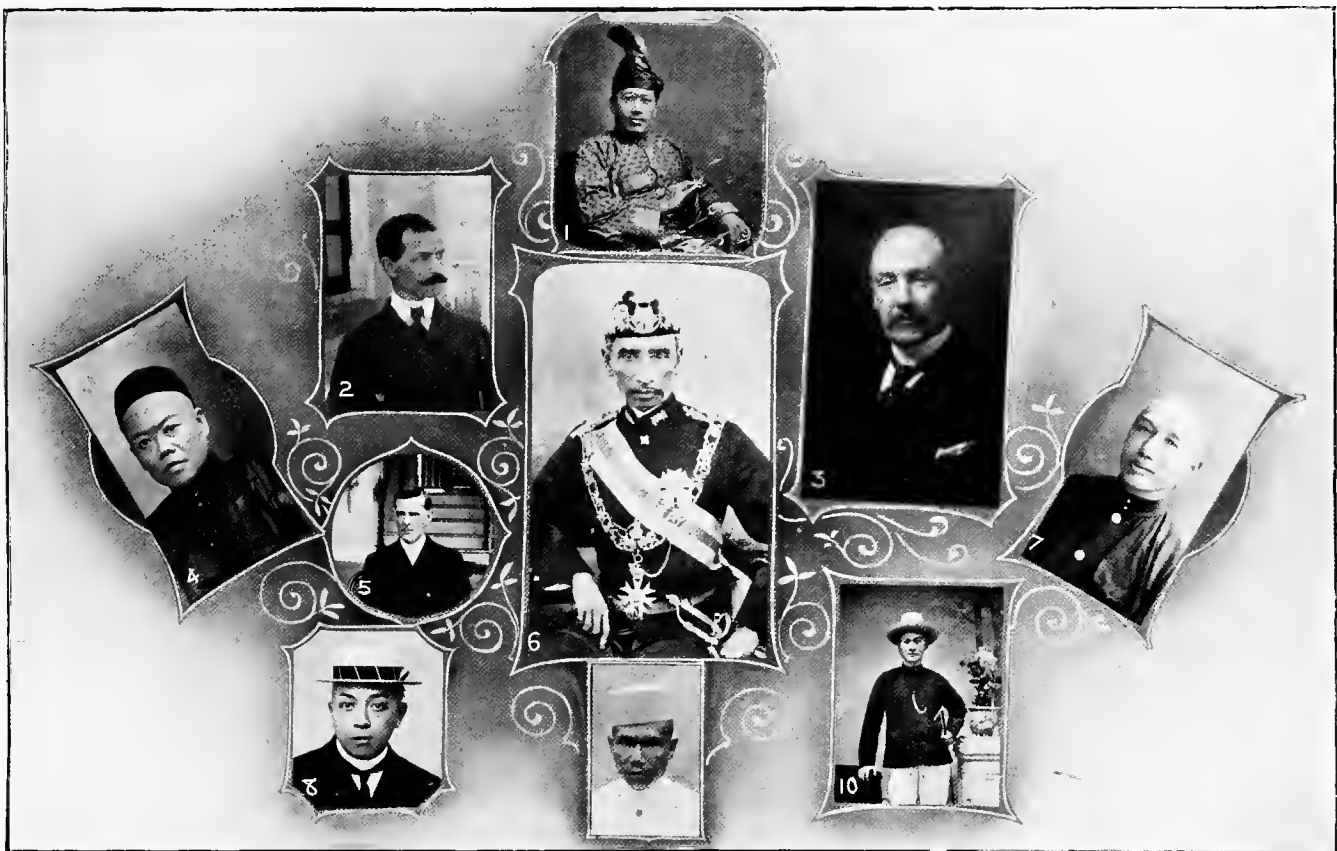
Brockman, formerly Assistant Colonial Secretary and Clerk of Councils, Straits Settlements. Mr. Brockman was appointed a cadet by the Secretary of State in 1886, and when he joined the Straits Settlements Civil Service he was attached to the Colonial Secretary's Office. His numerous subsequent appointments in-

Mr. Ernest Charteris Holford Wolff, B.A. Oxon., was born in July, 1875, and entered the service of the Pahang Government in 1897. He became Secretary to the Resident of Negri Sembilan in 1901, and in 1904 acted, in addition, as chairman of the Sanitary Board, Seremban. In the following year he served as

recently been called of the Privy Council, and has always been a staunch friend to Mr. Birch. His previous experience in the Colonial Office enabled Mr. Birch to be of special assistance in the Secretariat, and he acted as secretary of an important Commission on the Police Force, held about 1880. In 1881 he had charge of the Land Office at Malacca for a few months, but in July he was recalled to take up a similar appointment at Singapore. In May, 1882, he was given the position of Acting Second Assistant Colonial Secretary—an appointment in which he was confirmed in the following November, ten days after his marriage. He was sent on a visit of inspection to the Cocos Islands in 1885, and made the first official report on them. Upon his return from fur-

revenue was greatly enhanced during his four years' stay in the territory. Probably as a result of this success, Mr. Birch was in 1890 requested by Sir William Maxwell to investigate the land system of the State of Selangor, and he made two reports upon it. For eight months in 1892 he acted as British Resident of Selangor, and in January, 1893, he was appointed Secretary to the Government of Perak. He was instrumental in introducing a new land and survey system into Perak and in urging forward the Krian irrigation scheme, the work of Mr. F. St. G. Caulfeild, I.S.O., Mr. J. Trump, and Mr. R. O. N. Anderson. It was completed in 1906, and has proved a brilliant success. In May, 1894, Mr. Birch was granted furlough leave, and he returned to duty in August, 1895.

from the other chiefs, was recognised by them as the constitutional head of the Negri Sembilan. He succeeded in inducing new capitalists, including Towkay Loke Yew, of Selangor, and Towkay Yan Tet Shin, of Perak, to assist in the development of Negri Sembilan, and during his short administration the State's revenue grew from 552,000 to 1,085,000 dollars. A new land and survey system was introduced, and the public service was greatly strengthened. In recognition of his valued services, Mr. Birch, in 1900, had the honour of receiving from Queen Victoria, at Windsor, the decoration of a Companion of the Order of St. Michael and St. George. He became principal representative of the British North Borneo Company and Governor of Labuan in 1901, and during the



PERAK STATE COUNCIL.

1. RAJA CHULAN BIN EX-SULTAN ABDULLAH.
2. MR. R. J. WILKINSON (Secretary to the Resident).
3. HON. MR. E. W. BIRCH, C.M.G. (British Resident).
4. TOWKAY FOO CHOO CHOON.
5. MR. C. W. H. COCHRANE (Assistant Secretary to the Resident, Clerk to the Council).
6. H.H. THE SULTAN OF PERAK, SIR IDRIS MERSID-EL-AAZAM SHAH, G.C.M.G. (President).
7. TOWKAY LEONG FEE.
8. TOWKAY CHUNG THYE PHIN.
9. THE ORANG KAYA KAYA SRI ADIKA RAJA SHAHBANDAR MUDA, WAN MUHAMMAD SALEH, I.S.O.
10. TOWKAY HEAH SWEK LEE.

lough, in 1887, he reverted to his appointment as Second Assistant Colonial Secretary, and he sat upon the Commission appointed to inquire into the circumstances leading to the murderous attack on Mr. W. A. Pickering, C.M.G., the then Protector of Chinese. The outrage was traced to the machinations of Chinese secret societies, and they were suppressed with a strong hand. In January, 1888, Mr. Birch was sent to Malacca in the dual capacity of Magistrate and Collector of Land Revenue to carry out the land policy of the late Sir William Maxwell, K.C.M.G., and to establish the customary tenure. District offices were established under Mr. Birch at Alor Gajah and Jasin, and, in spite of much opposition, he succeeded, by means of acquiring an intimate knowledge of the people, in establishing the new system, and the

On the departure of Sir Frank Swettenham on leave, almost immediately afterwards, Mr. Birch was appointed to act as British Resident of Perak. He called the first meeting of the State Council, over which he presided, for November 2, 1895, the twentieth anniversary of his father's murder, and he reminded the Sultan and the chiefs assembled of the day and of the event. In June of the following year he reverted to his substantive appointment as Secretary to the Government, and in February, 1897, he went to Negri Sembilan to act as British Resident in succession to the Hon. Mr. Martin Lister. Upon Mr. Lister's death he was confirmed in the appointment, and filled the office until May, 1900. He arranged the agreement by which the Yang-di-Pertuan of Sri Menanti, who had long been estranged

two years and eight months that he served in Borneo he worked arduously for the welfare of the country. He travelled over the whole territory, introduced numerous settlers, built a new town at Jessetton, and converted the country from lawlessness to peace. He returned to England in December, 1903, and in February, 1904, was appointed British Resident of Perak, an office which he still holds. Mr. Birch married, in 1882, Margaret, eldest daughter of Mr. Lawrence Niven, then director of the Botanical Gardens, Singapore. They have had a family of two sons and four daughters, but in 1890 they had the inexpressible sorrow of losing their eldest son by drowning at Tanjong Kling, Malacca, when he was only seven years of age. Their other son, Patrick, is now reading in London for the Indian Civil Service, while

their eldest daughter assists her mother in doing the honours of the Residency at Taiping. Mr. Birch has always been a keen sportsman. Upon the day of his arrival in Singapore he was asked to consider himself an honorary life member of the Singapore Cricket Club, a compliment that was paid in recognition of his father's services to the institution. He served on the committee of the club during most of the time that he was in Singapore, and for ten years he was a member of the cricket XI., captaining the team in most matches. He visited Hongkong as one of Mr. F. V. Hornby's XI., and captained the Straits XI. which defeated both the Ceylon and Hongkong teams at the Singapore Carnival in 1890-91. In the Federated Malay States he has continued to follow the game, and he is captain of the Perak XI. Formerly he was a devotee of tennis, and retained the first championship cup after winning it four times in succession at Singapore. When a light-weight he "coxed" many "fours" for Singapore regattas, and he has several cups to remind him of his rowing days. The quaintest race was when he "coxed" a "four" against eight Malay women paddling in the Straits of Johore for prizes presented by the late Sultan of Johore, who was a delighted spectator. For many years he was secretary of the Singapore Turf Club, and was presented with a gold watch and chain on his twenty-eighth birthday in recognition of his services in that capacity. He is now president of the Perak Turf Club and of the Ipoh Golf Club, and is a member of the committee of the Straits Racing Association. He is fond of shooting, but though of late he has not been able to devote much time to it, he had an unusual experience with the gun in 1893, when he and Mr. Frederick Weld made what is believed to be a record snipe bag for two guns by bagging 1903 couple at Krian. Lately Mr. Birch has taken to motoring, and he was elected first president of the Perak Motor Union. His wife is president of the Perak Ladies' Rifle Club and of the local branch of the Church Work Association. She shares in the fullest degree her husband's popularity. At the recent Ladies' "Bisley" at Taiping, Miss Birch, a novice with the rifle, won a cup at the 100 yards range by making 33 out of a possible 35, with a score of five bulls and two inners.

Mr. R. J. Wilkinson, Acting Secretary to the Resident of Perak, is *ex-officio* a member of the State Council. A brief biography of Mr. Wilkinson will be found under the article contributed by him on "Malay Literature."

The Raja Muda.—The office of Raja Muda remains vacant.

The Raja Bendahara is Raja Abdul Jalil, the eldest son of H.H. the Sultan of Perak. He is heir presumptive to the throne, in the event of the office of Raja Muda not being filled. He resides at Kuala Kangsa.

Raja Chulan, the second son of H.H. Sultan Abdullah (formerly Ruler of Perak), was born in 1869 at Tanjong Brombang, near the mouth of the Krian river. He was educated at the Raffles Institution, Singapore, and at the High School, Malacca. Returning to Perak in 1886, he was attached to the Secretariat at Kuala Kangsa. In 1889 he visited his father at Mahé, in the Seychelles Islands, and travelled also through Mauritius and Bourbon. Upon his return to Perak in 1890 he became Settlement Officer at Batu Kuran, Larut. He was transferred to Parit Buntar, Krian, in 1894, and afterwards to Kinta; in 1896 he became Acting Collector of Land Revenue at Kuala Kangsa, and subsequently Acting District Officer at Selama, in the Matang District. At Singapore, in 1901, he had the honour of being presented to H.R.H. the Prince of Wales, and in 1902 he accompanied H.H. the Sultan of Perak to England to attend the Coronation,

receiving the Coronation medal. On his return in the same year he was appointed District Officer in Upper Perak; in 1905, on account of his intimate acquaintance with the people of that State, he was made Assistant District Officer in Krian. He is now responsible for the local administration of a district extending over 240 square miles, with a population of 51,000. In 1906 he accompanied the late Raja Muda of Perak to Singapore to meet H.R.H. Prince Arthur of Connaught. Raja Chulan is a Visitor to the Prison and Hospital, Vice-Chairman of the Krian Sanitary Board, a member of all Perak clubs, and vice-president of Krian Club. In 1900 he married Raja Puteh Kamariah, eldest daughter of Raja Permaisuri, wife of H.H. the Sultan of Perak. He has one son, Raja Zaimul Aznam Shah. His official residence is at Parit Buntar.

The Raja Ngah Abubakar is a son-in-law of the Sultan, and in addition to being a member of the State Council acts as Malay Magistrate for the Lenggong District.

The Orang Kaya Menti Paduka Tuan, Wan Muhammad Isa bin Ibrahim, was born in 1866, and in 1890 was appointed Penghulu of Bukit Gantang. He became Orang Kaya Menti and member of the State Council in 1896, and three years later was appointed Superintendent of Penghulus at Larut. In 1892 he acted as Officer in Charge of Selama, and in the following year became Malay Magistrate of that district.

The Orang Kaya Kaya Sri Adika Raja, Wan Muhammad Saleh, I.S.O., born in 1861, entered the service of the Perak Government at the age of twenty as a Malay writer. In 1892 he was made Orang Kaya Kaya Adika Raja. He was for a time Superintendent of Penghulus in the Ulu Kuala Kangsa District, and towards the end of 1902 he was appointed Assistant Collector of Land Revenue, Kuala Kangsa. He is a member of the Committee for the Resuscitation of Malayan Art Industries and has a seat on the Kuala Kangsa Sanitary Board.

The Orang Kaya Kaya Laksamana, Inche Hussein, another member of the State Council, represents the Malays of the Teluk Anson and Ipoh districts.

The Orang Kaya Kaya Stia Bijava di Raja, Juragan Abdul Shukor, who resides at Kuala Kangsa, is at present the Malay Secretary to H.H. the Sultan. In addition to occupying a seat on the State Council he is a member of the Kuala Kangsa Sanitary Board.

The Dato' Panglima Besar is Haji Abdul Raof, who lives at Kuala Kangsa.

F. D. Osborne.—Mr. F. Douglas Osborne is a member of the well-known firm of Osborne & Chappel, of Ipoh, and a reference to his career will be found in our Mining section.

Mr. Chung Thye Phin commenced his public career at an early age, and is one of the best known residents of the Chinese community of the Federated Malay States and Pinang. Although quite a young man, Mr. Thye Phin is a member of the Perak State Council. He was born twenty-eight years ago at Taiping, where his father, the late Captain Chung Keng Kwi, the multi-millionaire, had extensive mining interests. He is the fourth son of a family of ten and was educated at St. Xavier's College, Pinang. Having completed his education, he was initiated into his father's business, and had just attained his majority when he was appointed a member of the Perak State Council, on which he has been of great service. Apart from this public appointment he devotes much time to the public service in a general way, taking an active interest in all movements that conduce to communal welfare and advancement. Mr. Chung Thye Phin is owner of a large number of tin mines, including a deep-shaft mine at Tronoh, adjoining the famous mine of the same name, and the hydraulic mine at Batn Tugoh. His open-cast

mines are worked on the most modern system, and to him belongs the credit of being one of the first Chinese miners to introduce up-to-date appliances on the mines, under supervision of a European engineer. He has large interests in some of the Government monopolies. Mr. Thye Phin is an enthusiastic sportsman and has more than once won the blue ribbon of the Straits turf, besides many lesser events. In recent times he has taken to motoring, and had the honour to drive T.R.H. the Duke and Duchess of Connaught and Princess Patricia in his car on the occasion of their recent visit to Pinang. He is also a good billiard player. Despite his many business concerns, Mr. Chung Thye Phin evinces a lively interest in various philanthropic works, foreign famine funds and local charities equally benefiting from time to time from his liberality.

Mr. Leong Fee, the Chinese Vice-Consul at Pinang, is a member of the Perak State Council. Born and educated in China, he left his native land about thirty-two years ago and came to Pinang, where he remained only six months, migrating then to Ipoh in Perak. At that time there were about sixteen compatriots in the place, and the town itself consisted of a few attap houses. No proper roads existed, and stations were situated in the midst of a dense jungle, provisions being very difficult to obtain. Ipoh, at that time, could be reached only by river through Teluk Anson, a seaport. The river to this day is shallow and unnavigable. Leong Fee started life as a clerk, and later opened a small kedai. After a year in business, he turned his attention to tin mining, working at Ampang on a small scale and obtaining good returns. Subsequently, in conjunction with Mr. F. J. W. Dykes, he applied to the Government of Perak for a concession of land at Tambun for coffee cultivation. The venture, however, did not succeed. When Mr. Dykes entered the Government service, Mr. Leong Fee purchased that gentleman's moiety of the property, and, abandoning the coffee project, prospected the land for tin. The results obtained were beyond expectations. The property, known as the Tambun Mine, comprises some of the richest land in the State, and from it Mr. Leong Fee has derived the immense fortune of which he is the happy possessor. At first the land was worked on the Chinese shaft system, but now it is operated in the open-face style with modern machinery. Mr. H. F. Nutter is the manager, and to-day the owners of the Tambun Mine are Mr. Leong Fee and his father-in-law, Mr. Cheah Choon Sen. There are two Chinese under-managers—Messrs. Lim Cheng Chew and Geam Sam Thean. The machinery is controlled by a European engineer. Mr. Leong Fee was made a member of the Perak Council in 1895 and Chinese Vice-Consul for Pinang in 1902. Whilst in England in 1901 he was elected a member of the Society for the Encouragement of Arts, Manufactures, and Commerce. He owns many houses and gardens in Perak and Pinang, and also many smaller mines. His two large and beautiful residences in Pinang, where he resides with his family, are built in the latest European style, as shown in the photograph which we reproduce elsewhere.

Mr. Foo Choo Choon, proprietor of the Tronoh Mines and a member of the Perak State Council, has had a remarkable career. He is a scion of an ancient family, whose ancestral home is in Choong Hang, Eng Teng, Hokien, near Kwantung. His grandfather emigrated to Pinang many years ago and was one of the pioneers of the northern settlement. His father was born in Pinang, but spent most of his life in China. Mr. Foo Choo Choon was born on July 30, 1860, and at the age of thirteen came to Pinang to be educated. Afterwards he entered the employment of an uncle who had extensive mining rights at Taiping, and a few years later commenced business on

his own account. Subsequently he removed to Kinta, and settling down at Lahat, was soon employing several thousand workmen. Ill-health necessitated a visit to China, and on returning to the Federated Malay States he became connected with the Tronoh Mines owing to the owners abandoning their workings. He visited and examined the place thoroughly, and subsequently obtained a sub-lease of the land, upon which he decided to install extensive modern plant. Although this decision was not entertained favourably in many quarters, the results achieved have since testified to the wisdom of the proprietor. Mr. Foo Choo Choon's acquisition of wealth has been accompanied by many philanthropic acts. On returning to China, during a famine, he built and supplied several public granaries, established schools in his native district, and directed that the revenue from his property there should be utilised in assisting the poorer scholars. His generosity during the Shantung famine was the means of bringing him to the notice of the Chinese Government, and he received the honorary title of magistrate, with the additional privilege of wearing peacock feathers. Further acts of generosity raised him to the rank of Taotai, and, finally, to that of Commissioner of the Salt Revenue. In the Federated Malay States he has been recognised always as one of the most advanced Chinese in educational reform, and towards the movement he has contributed largely by instituting and maintaining many Chinese and English schools. Mr. Foo Choo Choon is a naturalised British subject, and is a Fellow of the Society of Arts of England. In addition to the Tronoh Mines, he is proprietor of the Selangor, Sungei Besi and other mines, is a director of the Kledang Mines, Ltd., of the Ipoh Foundry, Ltd., and of the Tanglin Rubber Syndicate, besides owning several estates. He employs some 10,000 coolies. He has always identified himself with public affairs in the Federated Malay States. He is president for the Straits Settlements and Federated Malay States of the Chinese Board of Education; of the Perak Mining and Planting Association, Kinta; of the Pinang Anti-Opium Society; and of the Chinese Widows and Orphans' Institution, Ipoh. Mr. Foo Choo Choon is also a member of the State Council of Perak and of the Chinese Advisory Board for that State. He founded the Perak Mining and Planting Association, the Chinese Maternity Hospital and the Chinese Girls' School at Ipoh, and the Mandarin School at Lahat. He is a member of the committee of King Edward VII. School, Taiping, and is a patron of the Perak Anti-Opium Society. In 1906 H.I.M. the Emperor of China, by special command, ordered the ex-Viceroy Shum of Canton to confer on Mr. Foo Choo Choon the Order of Merit for his services to his country, and this decoration, together with a gold medal, was sent from China and presented by a special envoy. Mr. Cheah Cheang Lim, his cousin, is Mr. Foo Choo Choon's attorney, and, since 1894, has managed his business affairs in the native States.

Mr. Heah Swee Lee, member of the Perak State Council, is the owner of the Jin Heng rubber estate, in the Krian district.

Mr. Charles W. H. Cochrane, Acting Assistant Secretary to the British Resident of Perak, is *ex-officio* Clerk to the State Council. He came to Malaya as a cadet in 1899, and fifteen months later was Acting Assistant Secretary to the Resident-General. The fourth son of the Rev. David Cochrane, of Etwell Lodge, Derbyshire, he was born in 1876 at Barrow-on-Trent, and educated at Repton School and at Merton College, Oxford, where in 1899 he graduated B.A. In September, 1904, he went to Kuala Kangsa as Acting Assistant District Officer, and on his return from long leave in June, 1907, took up his present appointment. Mr. Cochrane played

football and cricket for his school and college, and now devotes himself to cricket, golf, and other games. He is a member of the Sports Club and the Cigar Club.

SELANGOR STATE COUNCIL.

H.H. the Sultan.—The President of the Selangor State Council is his Highness Alla Idin Suleiman Shah, C.M.G., the Sultan of Selangor. A son of the late Raja Muda Musa, he was born on September 30, 1864. He succeeded his grandfather, the late Sultan, H.H. Sir Abdul Samad, K.C.M.G., and came to the throne on February 17, 1898. He was installed as Sultan in November, 1903. He was educated in Malaya, and is a man of enlightenment. He married his cousin, H.H. Tengku Mahrom, daughter of H.H. Tengku Udin, and by her had two sons, Tengku Musa and Tengku Bahdur Shah, who are now being educated at the Victoria Institute, Kuala Lumpur. The Sultan has a palace in Klang, provided by the Government, but prefers to dwell in a private house. His Highness's staff consists of—Secretary, Inche Abdul Razak bin Haji Abdul Gani; Penggawa, Haji Ahmad bin Baba; Maharaja Hela, Haji Abdul Gani; Shah Bandar, Haji Ali; Bantara Kiri, Mohamed Amin bin Wan Mohamed Syed; and Bentara Kanan, Soloh bin Wan Mohamed Syed.

The British Resident.—When Mr. H. Conway Belfield, the British Resident of Selangor, came to the Malay States in 1884, Kuala Lumpur was mostly dense jungle, with a brick house in the vicinity, attap buildings for Government offices and courts, with a Chinese vegetable garden on the site of the existing cricket ground, and a town composed of a few Chinese houses. The Acting British Resident then was Mr. (now Sir) J. Rodger, the present Governor of the Gold Coast, and Sir Frank Swettenham the Acting Resident of Perak.

Mr. Belfield is the head of an old Devonshire family, and was educated at Rugby and at Oxford. He trained for the Bar, and in 1877 he passed his final examination and entered the Inner Temple. His first appointments on coming East were to the magisterial bench at Kuala Lumpur and to the collectorship of land revenue in the same town, and Inspector of Schools for the whole State. In addition to these duties he also acted as Chief Magistrate and Judge of the High Court for the whole of Selangor, and also Commissioner of Lands. After six years' continuous residence in the State he returned to England on leave, and on returning to the native States he was appointed Senior Magistrate, Perak. This was in 1891, and he held the position until the four States were federated in 1896, when he was appointed to the Federal office of Commissioner of Lands and Mines. In the same year he became Chief Examiner in the Malay language, and in 1897 filled the position of Acting British Resident, Selangor. He occupied this post intermittently for different periods till April, 1901, when he received the appointment of British Resident of Negri Sembilan. Owing to his services being required continually in Selangor, however, he never assumed the duties. He was given his present appointment whilst he was in England on leave in 1902. Mr. Belfield visited Borneo on a special mission for Government in 1905. He has travelled extensively in the native States, is the author of an excellent publication on the country, and an authority on Malay matters. He is a landowner and Justice of the Peace in Devonshire, a keen all-round sportsman, though unattracted by golf, and a member of the Junior Carlton, Ranelagh, and Royal Automobile Clubs.

Mr. Robert Campbell Grey, Secretary to the Resident of Selangor, is at present acting as British Resident of the Negri Sembilan. He entered the service of the State of Perak in

1888 as a junior officer, and a year later was appointed Assistant Magistrate of Kinta. After having held other Government posts, he became, in 1895, Assistant Secretary to the Government of that State. In 1897 he was appointed District Officer at Ulu Selangor, being subsequently transferred in the same capacity to Kuala Kaupar in Perak. In 1902 Mr. Grey acted as District Officer of Kinta, the chief mining district of the Federated Malay States, and in 1903 he was appointed Secretary to the Resident of Selangor. Mr. Grey acted as Secretary to the Resident of Perak in 1904, and for a short time carried out the duties of British Resident in addition to those of Secretary. After having occupied his substantive post in Selangor for some eighteen months, Mr. Grey was, in November, 1906, appointed to act as British Resident of the Negri Sembilan.

The Raja Muda, Raja Laut bin Sultan Muhammed, son of the late Sultan Muhammed, was at one time Penghulu of Kuala Lumpur and a member of the Kuala Lumpur Sanitary Board. He was made Raja Muda of Selangor in 1903, and also a member of the State Council. He resides in the capital, and is greatly interested in the Malay agricultural settlement there, being chairman of the committee of management.

Raja Haji Bôt, another member of the State Council, is a son of Raja Jamaat, ruler of Lukot, and resides at Klang.

Raja Hassan.—Raja Hassan, a son of Raja Abdullah, was born in Klang, and is the Penghulu of the district. He is a member of the Klang Sanitary Board and takes great interest in public matters.

Saiyid Mashhor bin Saiyid Muhammad, another member of the Council, resides at Klang.

Mr. George Cumming, of Kuala Lumpur, is one of the best known and most popular residents of Selangor. He came out to the Federated Malay States in 1888, and his first appointment was on Messrs. Hill & Rathborne's coffee plantation in the Negri Sembilan, one of the pioneer plantations in the States. Four years later he entered the service of the Straits Trading Company in Kuala Lumpur, and after remaining with them for four years he commenced mining on his own account. At present he owns two mines—one at Salak South, near Sungei Besi, and the other at Rawang. During the two years the former mine has been worked considerable developments have been effected and excellent results obtained. With 300 coolies employed, together with a small hauling plant, the mine has been proved to a depth of 140 feet; but now that it has turned out to be so extensive additional capital is required, and Mr. Cumming intends to float the concern as a limited liability company with a view to developing it on a large scale. Up-to-date plant will then be introduced, and the opinion is expressed by experts that the mine will prove to be one of the richest in that part of the country. About four years ago Mr. Cumming was appointed to the Selangor Council of State, being the first European unofficial member to sit on that body. He is also president of the Miners' Association. A keen sportsman and the owner of several race-horses, he was one of the founders of the Turf Club, of which he is now vice-president.

Mr. Chan Sow Lin.—One of the pioneers among the Chinese community in the State of Selangor is Mr. Chan Sow Lin, a gentleman of good birth, who, after being brought up in China, came to the Malay States to seek his fortune in the early days of this country's development. He arrived at Taiping, Perak, in the year 1867, and entered the service of Mr. Low Sam, the headman of Larut district. At the end of a year he transferred his services to Assam Kubang and was appointed overseer of the tin mines. A year later he was recalled by his former employer to act as overseer of his mines and take charge

of his various mining interests. He is the founder of the Nai Chiang system, which has been extensively adopted by other miners. When the Si Yap and Chung Loong peoples were waging war with each other, Mr. Chan Sow Lin took up arms, and at one time, when carrying a banner and leading his men, he was seriously wounded and carried to Pinang. After Captain Speedy and the Chinese Pro-

was warmly thanked. In the various engagements at which Mr. Chan was present he showed himself a man of courage and determination. After peace had been established by the intervention of the British, Mr. Chan rejoined Mr. Low Sam, but a year later he resigned and started mining on his own account. At this time Mr. Chan had among his many friends Mr. Loke Yew, then a rising

leased mining lands at Mukim Serdang and Sungei Besi from Towkay Loke Yew, and has since been mining these lands for himself. The mines are profitable, and are worked to a depth of 100 feet with up-to-date machinery. It is said that work will be continued to a depth of 300 feet, where investigations by boring have revealed a thick stratum of tin ores. Mr. Chan leases from the Government mining lands in the Simpah, Sungei Puteh, Kuala Kubu, Setapak, Kepong, and Petaling districts, working some of the mines himself and leasing the remainder to other miners. Amongst his various undertakings Mr. Chan Sow Lin founded the engineering firm of Chan Sow Lin & Co., Ltd., known as Chop Mee Lee, at present carrying on business at Kuala Lumpur, and of which he is managing director. This establishment is remarkable for the fact that none but Chinese engineers and workmen are employed, the work they do comparing favourably with that turned out by any similar European establishment. As will be seen from photographs which we reproduce, the works are extensive and well equipped. In 1906 the Emperor of China instructed the Viceroy of Canton to send a Special Commissioner on Education to the Federated Malay States. This dignitary visited all the engineering firms as well as the mines, and when writing his report to the Viceroy of Canton he highly commended Mr. Chan Sow Lin for his enterprise in opening up such a large engineering establishment, and passed eulogistic remarks on the manner in which his mines were worked. In recognition of Mr. Chan's ability, the Viceroy sent him a special decoration in the shape of a medal. Another medal was given to Mr. Chan by his Excellency Wong, Ambassador to England, for charitable and other public work on behalf of the Chinese. In the year 1902 Mr. Chan was appointed as Chinese Member of the Selangor State Council. He is also chairman of the Selangor Anti-Opium Society, vice-president of the Selangor Chinese Chamber of Commerce, chairman of the Selangor Chuan Hoong Chinese School, one of the trustees of the Victoria Institution, and a member of the Visiting Committee of the Selangor Gaol, the Lunatic Asylum, and the General Hospital.

Mr. A. S. Jelf.—The Assistant Secretary to the Resident of Selangor is Mr. Arthur Selborne Jelf, who was born in 1876 and graduated B.A. at Oxford University. He entered the Federated Malay States Government Service as a cadet in 1899, and became a passed cadet in 1902. After acting as District Officer at Kuala Langat he received his present appointment in 1905, and acts as Clerk to the State Council by virtue of his office.

NEGRI SAMBILAN STATE COUNCIL.

His Highness Tunku Muhamad, C.M.G., bin al Merhom Tunku Antah, is the Yang-di-Pertuan Besar of Negri Sambilan and the hereditary suzerain of the confederation of Negri Sambilan (Nine States). He lives in the ancestral home at Sri Menanti, near Kuala Pilah, and succeeded to his present position when quite young. He cannot interfere in the internal affairs of the separate States without being requested to do so by the Undang (Lawgivers), the chiefs of the States.

Mr. Douglas Graham Campbell, the British Resident of Negri Sambilan, was born in 1866, and in early life joined the service of the Selangor Government as a second surveyor in the Public Works Department. In 1885 he passed into the Land Office, and from thence was transferred to Rawang as Assistant District Officer. He filled at various times the posts of District Officer at Kuala Langat, Ulu Selangor, and Klang, and has also acted as Secretary to the Selangor Government, as



H.H. TUNGU MUHAMAD, C.M.G.
(The Yang-di-Pertuan Besar of Negri Sambilan.)

lector from Singapore had established peace, the belligerents prepared for war again, and Mr. Chan arranged a dinner with the object of bringing them to friendly terms. He went personally to invite the opposing army, but they refused to accept for fear that it was a stratagem to entrap them. Mr. Chan thereupon gave himself up as a hostage, and the opposing forces took dinner together and became friends. For this service Mr. Chan

man and to-day the most successful miner of the Malay States, and with this gentleman he was a partner in the General Farm for six years. At the end of that time Mr. Loke Yew and himself moved to Kuala Lumpur, where both are now resident, and took charge of the General Farm there. They also engaged in mining in Selangor and were very successful in their enterprises. In 1893 Mr. Chan, carrying on business under the chop "Tan Kee,"

Chairman to the Kuala Lumpur Sanitary Board, as Commissioner of Lands and Mines, and as British Resident of Selangor. In February, 1904, he was appointed British Resident of the Negri Sembilan, and has held that substantive post ever since. In November, 1905, he went on a special mission to Brunei, returning in the middle of the following January. He is at present away on leave, and his duties are being discharged by Mr. R. C. Grey, Secretary to the Resident of Selangor.

Tunku Muda Chik, uncle of his Highness the Yang-di-Pertuan Besar, lives at Sri Menanti, where he has much influence.

Dato' Klana Petra, Mamur, chief of the State of Sungei Ujong and one of the Undang (Lawgivers) of the Negri Sembilan, is about twenty-seven years of age. He succeeded to his present position when a boy.

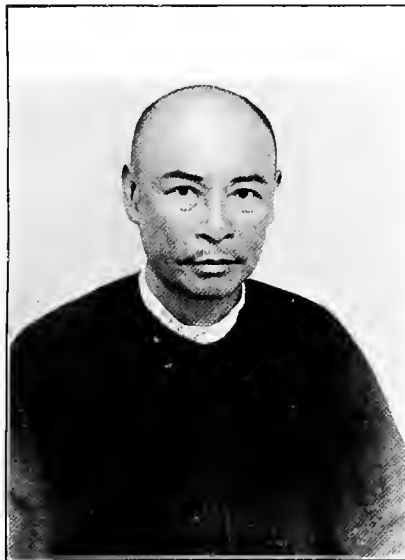
Dato' Bandar, of Sungei Ujong, Ahmad, the present chief, is an old man of between sixty and seventy. His title may be rendered "Chief of the Town," and he is the head of the "Waris di Ayer" (Water Clans). Under Malay rule this officer would have received all the dues on the merchandise that passed up or down the river Linggi, which flows through Sungei Ujong.

Dato' Penghulu, of Jelebu, Abdullah, is chief of the State of Jelebu and one of the Undang.

Dato' Johol, Wan Omar, is the elected ruler of the State of Johol and one of the Undang.

Tunku Besar, of Tampin, Tunku Dewa, is the hereditary chief of the country near Tampin.

Dato' Penghulu, of Rembau, Haji Sulong, has been elective chief of the Rembau tribes and one of the Undang of the Negri Sembilan since 1905.



TAM YONG.

(A member of the State Council.)

Dato' Muda, of Linggi, Muhammad Bastan, an old man, is a minor chief of the district near the mouth of the Linggi. His office in former times would have been to collect the duty on tin which passed out by the Linggi.

Mr. E. C. H. Wolff holds the substantive appointment as Clerk of the Negri Sembilan State Council, but is at present acting as Assistant Secretary to the Resident-General. A sketch of his career appears elsewhere.

Mr. E. B. Maundrell, Acting Clerk of the Council, is a B.A. of Jesus College, Cambridge. He entered the Negri Sembilan Civil Service as cadet in 1903, and before taking up his present position acted successively as Harbour Master, Port Dickson, and as Assistant District Officer in charge of the coast area.

Towkay Tam Yong.—The fact that Towkay Tam Yong has for many years represented Chinese interests in the State Council of the Negri Sembilan testifies to the high esteem in which he is held. A native of Canton, he came to the Federated Malay States some thirty-three years ago and joined a relative who had already established himself in business in that country. His father was a merchant in the Kwangtung Province of China and member of a well-known family in the Two Kwang. During his early stay in the Negri

President of the State Council. A descendant of the first ruler of Pahang of whom any record is extant, Che' Wan Ahmad, as he then was, successfully invaded Pahang in 1865, after several abortive attempts to seize the country, first from his brother and then from his nephew. His rule was characterised by oppressive taxation of the people and by the merest travesty of justice, a man's licence extending to the length of his purse. A system of debt slavery prevailed, and the general lot of the peasant was as unenviable a one as can well be conceived. Towards the end of 1887, however, the curb-chain of a Political and Commercial Treaty was imposed upon this tyranny, and in the following year a British Resident was appointed. To his credit be it said, it is upon record that the Sultan has never failed to



R. C. GREY.

(Acting British Resident, Negri Sembilan.)

Sembilan, Mr. Tam Yong was very successful as a merchant. Subsequently he purchased land and planted it as a coffee estate. Later on he became proprietor of a brick-kiln, and undertook several important Government contracts, amongst which was the building of the gaol at Seremban. Mr. Tam Yong, whose home is in Seremban, became a member of the State Council in 1898, and at present is the only Chinese member of that body. Most of his business concerns now are in the Negri Sembilan. He has six sons and six daughters. His eldest son was educated in Singapore.

PAHANG STATE COUNCIL.

The Sultan of Pahang.—His Highness Sir Ahmad Ma'athan Shah Ebini al Merhum Ali, K.C.M.G., the present Sultan, is *ex-officio*

recognise his treaty obligations. His Highness, who resides in Pekan, is now well advanced in years, and his eldest son acts, in a sense, as his regent, travelling about the country in his stead. His Highness was in the prime of his life a very keen sportsman, and even now shoots occasionally.

The British Resident.—Mr. Cecil Wray, the British Resident of Pahang, who was born on August 18, 1850, is the eldest son of the late Mr. Leonard Wray and a brother of Mr. Leonard Wray, I.S.O., Federal Director of Museums. In August, 1894, he married Ethel Maud, eldest daughter of the late Rev. Richard Baxendale. Educated at a private school, Mr. Wray entered the Public Works Department, Perak, in 1881, as an inspector, and since that date has filled many positions, chief amongst them being those of Collector and Magistrate, Batang Padang and Krian; Acting Collector

and Magistrate, Kinta; Acting District Magistrate, Lower Perak and Kinta; Acting Senior Magistrate, Perak, and Chief Magistrate, Selangor. In 1903 he became District Officer, Kinta, and in March of the following year was appointed to act as British Resident of Pahang. In this position he was confirmed in September, 1904. He resides at Kuala Lipis. Mr. Wray, who is well known as an authority upon the geology and mineralogy of the Federated Malay States, is a Fellow of the Geological Society,

portions of the State in that capacity. He is fond of shooting, is a keen naturalist, and adds a knowledge of photography to his other accomplishments. He lives at Pekan.

The Tungku Muda.—The second son of the Sultan—Tunku Ali bin Sultan Ahmad, the Tungku Muda—also has a seat on the State Council. He resides at Pekan.

The Ungku Muda, Che' Wan Mansor bin Bendahara Ali, who lives in Pekan, is a younger half-brother of the Sultan.

LEGAL AND JUDICIAL.

STRAITS SETTLEMENTS.

Sir W. H. Hyndman Jones, Chief Justice of the Straits Settlements, is the son of the late Mr. William Henry Jones, of Upper Norwood, London, S.E., and Adriana Johanna, daughter of the late Robert Sample, of Wavertree, Liverpool. He was born on August 9, 1847, and was educated at Marlborough and at Trinity College, Cambridge, where he took the degree of LL.B. Called to the Bar (Lincoln's Inn) in 1878, he was sent two years later to inquire into the administration and working of the Barbadoes police force, and in the following year was made Acting Judge of the Barbadoes Court of Appeal. He next became Magistrate of the first district, St. Lucia, and a member of the Legislative Council of the Windward Islands. In the following year Sir William was chosen as a delegate to the West Indian Telegraph Conference, and in 1883 he was successively Chief Justice of St. Lucia and Tobago and Acting Attorney-General and member of the Executive Council. Between 1887 and 1896 he was Resident Magistrate of Westmoreland, Jamaica, St. Thomas Key East, St. Catherine, and the city and parish of Kingston; Acting Puisne Judge, Acting Attorney-General and member of the Executive Council, and Supernumerary Resident Magistrate for Jamaica. In 1896 he was transferred to the Straits Settlements as a Puisne Judge, and in 1903 he became Acting Judicial Commissioner for the Federated Malay States, in which office he was confirmed a year later. Appointed Chief Judicial Commissioner on January 1, 1906, he was promoted in August of the same year to the Chief Justiceship, a knighthood being conferred upon him in the following November. Sir William is a member of the Albemarle Club, London, and a Fellow of the Colonial Institute. He married, in 1882, Florence Mary Elizabeth, daughter of William Jones, of Liverpool.

Mr. Justice Swinford Leslie Thornton has been the senior Puisne Judge of the Straits Settlements, resident at Pinang, since 1906. Born on April 17, 1853, he was educated at King's School, Canterbury, and at Lincoln College, Oxford, where he graduated B.A. He was called to the Bar in 1886, and was admitted to the Bar of the Straits Settlements during the same year. In 1887 he received the appointment of Commissioner of the Court of Requests and Collector of Stamps at Malacca, and in the following year temporarily acted as Senior Magistrate at Singapore. He was Registrar of the Supreme Court and Magistrate at Malacca in 1892, and two years later was transferred from the Straits Settlements to the West Indies as Attorney-General of St. Vincent. From 1894 to 1901 he was successively Acting Administrator, St. Vincent; Acting Chief Justice, St. Vincent; Resident Magistrate, Jamaica, and Acting Puisne Judge, Jamaica. He returned to the Straits Settlements as Puisne Judge in 1904.

Mr. Justice W. W. Fisher, Puisne Judge, is the son of Mr. William Richard Fisher, barrister-at-law, and Amelia Mary, daughter of Richard Woodhouse, an East India merchant. He was born February, 1855, in London, educated at Harrow, and called to the Bar at Lincoln's Inn in November, 1877. In 1885 he was appointed Acting Crown Counsel on the North Circuit in Ceylon, where he successively held the posts of Acting District Judge, Matara; Acting Crown Counsel, Kandy; Crown Counsel, North West Province; secretary to the committee appointed to draft the Code of Civil Procedure, and Additional Crown Counsel, North Circuit. In 1891 he was made President of the District Court of Kyrenia, Cyprus, and in 1894 became Acting Puisne Judge there. In 1895 he was transferred to a resident magistrateship in Jamaica, and in



SIR W. H. HYNDMAN JONES.
(Chief Justice.)

and is also a member of the Royal Photographic Society and a Fellow of the Anthropological Institute.

The Tungku Besar is Tungku Mahmud bin Sultan Ahmad, C.M.G., who, as his name implies, is a son of the reigning Sultan of Pahang. He married Miriam, Tungku Puan Besar, a daughter of the late and a sister of the present Sultan of Johore. He is a man of some education and has travelled in England. He acts as his father's regent, visiting outlying

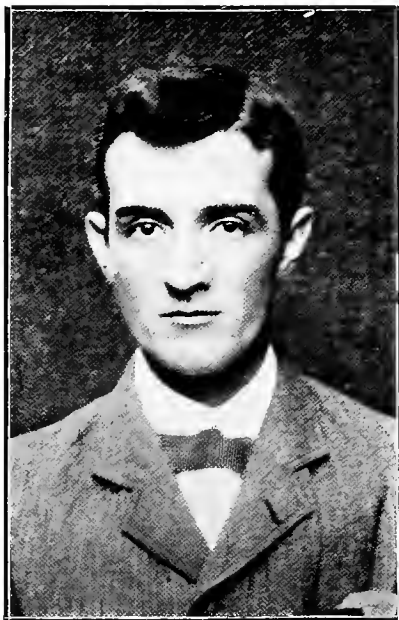
Other Members.—The remaining members of the State Council of Pahang are Wan Muhammad bin Wan Idris, the Dato' Maharaja Perba Jelai, who lives at Bukit Kola; Haji Abdul Halim bin Ja'far, the Imam Prang Indera Mahkota, who resides at Pekan; Che' Usuf bin Che' Tukang, the Imam Prang Indera Stia Raja, of Pulau Tawar; Saiyid Ali al Jofri, the Ungku Andak (Tuan Mandak) of Pekan; and Husein bin Jedin, the Dato' Shah Bandar, also of Pekan.



MR. JUSTICE WM. WOODHOUSE FISHER.
(Puisne Judge.)

1905 came to the Straits Settlements as Puisne Judge. He is a member of the Reform Club, London, and of the Garrison Golf Club and Tanglin Club, Singapore.

Mr. Justice Thomas Sercombe Smith was appointed a Puisne Judge in 1907. Previous to that he was for many years in the Hongkong Civil Service, amongst the positions he occupied being those of Puisne Judge, Police Magistrate, Colonial Treasurer, and Acting Colonial Secretary. In 1874 he was secretary to the Retrenchment Committee, and assisted the Attorney-General in the Taipingshan Arbitration.



FRANKLYN ROBINSON.
(Police Magistrate, Malacca.)
See p. 136.

Mr. Justice Braddell.—The junior Puisne Judge, Mr. Thomas de Multon Lee Braddell, received his appointment in June, 1907. He is the son of Mr. Thomas Braddell, C.M.G., F.R.G.S., F.E.S.L., who married Ida Violet Nassau, daughter of the late John Roberts Kirby, J.P., of Essex. Born in Province Wellesley on November 25, 1856, he received his education at Brighton College and at Worcester College, Oxford, and in the Hilary Term of 1879 was called to the Bar by the Inner Temple. He came to Singapore in November, 1879, and from that time down to the date of his appointment to the Bench he has practised at the Bar of the Straits Settlements as a member of the firm of Messrs. Braddell Bros., with the exception of a short time in 1889 when he acted as Attorney-General.

The Hon. Mr. W. J. Napier.—A sketch of the career of Mr. Napier, the Attorney-General, appears in the Legislative Council section.

Mr. Percy Julian Sproule, Deputy Public Prosecutor at Singapore, is the son of Mr. J. H.



P. J. SPROULE.
(Deputy Public Prosecutor.)

Sproule, proctor, of Kandy, and was born on December 4, 1873, at Badulla, Ceylon. While at St. Thomas's College, Colombo, he won the Government Scholarship of £200 a year for three years tenable at an English University. Proceeding to Pembroke College, Cambridge, he took the B.A. degree in 1894, and in the following year was called to the Bar (Middle Temple). In November he entered the Straits Settlements Civil Service as a cadet. He has been Deputy Registrar and Assistant Registrar of the Supreme Court at Pinang, and Acting Second Magistrate at Singapore. In 1905 he became Acting Deputy Public Prosecutor, being confirmed in the appointment in the following year. Mr. Sproule is an enthusiastic Freemason, and last year held the position of District Grand Secretary for the Eastern Archipelago as well as being Master of St. George's Lodge, Singapore (1152).

Mr. William George Maxwell, the Solicitor-General, was born in 1871, and entered the service of the Perak Government as a junior officer in 1891. Since that time he has been Assistant District Magistrate and Registrar of Courts, Kinta; Acting Assistant Secretary to



W. C. MICHELL.
(Senior Magistrate.)
See p. 136.

the Government of Perak; Acting Collector of Land Revenue, Larut; Registrar of Titles and Warden of Mines, Perak, North, and Acting Senior Magistrate, Selangor, Negri Sembilan, and Perak. In 1904 he was transferred to the Civil Service of the Straits Settlements, and has been Acting Commissioner of the Court of Requests, Singapore, and District Officer of the Dindings. He received his present appointment in 1906.

Mr. Charles Eugene Velge, Registrar of the Supreme Court at Singapore, is the son of Mr. John Henry Velge, and was born at Malacca on September 21, 1846. He received his education at King's College, London, and became a barrister of the Middle Temple.



C. E. VELGE.
(Registrar.)

Appointed Deputy Registrar of the Supreme Court in June, 1874, he became Registrar in May of the following year. He is a member of the Singapore Club and of the Junior Constitutional Club, London.

Mr. J. O. Anthonisz is the First Magistrate at Singapore. He was born on January 15, 1860, and after graduating B.A. at Cambridge University, entered the Straits Settlements Civil Service as a cadet in 1883. Having spent some months in Madras for the purpose of studying Tamil, he became Assistant Emigration Agent and subsequently Third Magistrate at Singapore. In 1892 he was promoted to class four and was appointed Second Magistrate at Singapore, and in 1895 he acted as First Magistrate. Two years later, upon elevation to class three, he became Official Assignee and Registrar of Deeds, and from 1892 he has held the following positions: Acting Colonial Treasurer, Straits Settlements, Acting Inspector of Prisons, Straits Settlements, Commissioner of the Court of Requests and President of the Singapore Municipal Commission. He received the substantive appointment as First Magistrate at Singapore in 1902.

Mr. W. C. Michell, Acting First Magistrate at Singapore, is a son of Mr. William Marvick Michell, of the English Civil Service. He was born on August 9, 1864, at Kensington, and after graduating B.A. at Merton College, Oxford, in June, 1887, was appointed to a cadetship in the Straits Settlements Civil Service, in which he has held the following positions: Acting Collector and Magistrate, Ulu Pahang; District Officer, Balik Pulau; Acting District Officer, Dindings; Deputy Registrar of the Supreme Court, Pinang; Second Magistrate, Singapore; Acting Second Assistant Colonial Secretary; Collector of Land Revenue, Singapore; Acting Senior District Officer, Province Wellesley; Official Assignee, and Acting Commissioner, Court of Requests. Mr. Michell is a member of the Sports Club, London, and of all local clubs. He is married and has one daughter.

Mr. L. E. P. Wolferstan.—The Acting First Magistrate at Pinang is Mr. Littleton Edward Pipe Wolferstan, M.A. Cantab., who was born in 1866, and has been in the Straits Settlements Civil Service since 1889. After being attached to the Colonial Secretary's Office, he acted successively as private secretary to the Governor and as District Officer at Bukit Mertajam and Balik Pulau. In 1897 he acted as Second Magistrate at Singapore, and in 1900 became Sheriff and Deputy Registrar of the Supreme Court. The principal positions he has held subsequently are Secretary to the High Commissioners, Federated Malay States, and Senior District Officer, Province Wellesley.

Mr. Franklyn S. Robinson holds quite a multiplicity of official appointments in Malacca, being Chief Magistrate, Deputy Registrar of the Supreme Court, Sheriff, Commissioner of the Court of Requests, Registrar of Christian and Mahomedan Marriages and Chairman of the Board of Licensing Justices. A son of Mr. W. H. Robinson, now retired from commercial business and living in Essex, Mr. F. Robinson was born on December 5, 1878, at Sunderland, Durham, and received his education at the North-eastern County School, Barnard Castle,

and at Durham University. He passed the Eastern cadetship examination in 1902, and was appointed to the Straits Settlements service. In the first place Mr. Robinson was attached to the Land Office in Malacca, where he also served as head of the Malay College and Demarcation Officer. Before receiving his present appointments he also acted as Superintendent of Education at Pinang and District Officer at Jasin. Mr. Robinson is a member of the Oxford and Cambridge Union and of all local clubs. His recreations are golf, tennis, and cricket.

FEDERATED MALAY STATES.

Mr. Justice Law.—The Hon. Mr. A. Fitzgerald Law, M.A., now on leave, has held the office of Chief Judicial Commissioner of the Federated Malay States since August, 1906. He had a long and varied experience in Cyprus, where he was latterly Queen's Advocate, and in the Straits Settlements, to which he came as Puisne Judge in 1893. He was the senior Puisne Judge stationed at Pinang in 1901, and in the same year acted as Chief Justice of the Straits Settlements. In 1894 he was appointed to conduct a special inquiry in Perak, and received the thanks of the Secretary of State for his services. Born in 1853, Mr. Law graduated at Oriel College, Oxford, and was called to the Bar by the Inner Temple in 1879. One of his chief amusements is golf; in former days he was a well-known Rugby footballer. He is a member of the Oxford and Cambridge Club and of several local clubs.

Mr. Justice Innes.—The senior Judicial Commissioner of the Federated Malay States is the Hon. Mr. John Robert Innes, who was born on September 4, 1863, and was educated at Edinburgh and Brussels Universities. Subsequently he was admitted a barrister of Lincoln's Inn, and in November, 1886, he entered the Straits Settlements Civil Service as a cadet. After passing an examination in Malay in 1889, he became District Officer of South Malacca in 1890, and during the succeeding four years he remained at Malacca, holding successively the positions of Assistant Indian Immigration Agent and Acting Collector of Land Revenue and Magistrate. He came to Singapore, after passing in Dutch, in 1894, as Acting Collector of Land Revenue, and he subsequently acted as Magistrate, Official Assignee and Registrar of Deeds, Assistant Colonial Secretary, Collector of Land Revenue and Officer in Charge of the Treasury, Magistrate and Deputy Registrar of the Supreme Court (Malacca), Collector of Land Revenue (Pinang), Senior District Officer, Province Wellesley, First Magistrate (Pinang), Inspector of Prisons, Superintendent of Census, Deputy Public Prosecutor (Singapore), and Secretary to the Government of Perak. Just prior to taking up his present position in 1906 he was appointed Acting Attorney-General, Singapore.

Mr. Justice Woodward.—The junior Judicial Commissioner for the Federated Malay States is the Hon. Mr. Lionel Mabbott Woodward, M.A., who has held the appointment since the beginning of 1906. Mr. Woodward, who is a barrister-at-law of the Inner Temple, was educated at Harrow and at Trinity Col-

lege, Cambridge. He entered the Straits Settlements Civil Service as a cadet in 1888, and in the following year was appointed to assist the Indian Immigration Agent at Pinang. After holding several magisterial and other appointments in Singapore, Bukit Mertajam, Province Wellesley, and Pinang, he became, in 1904, Deputy Public Prosecutor, Singapore, and later was detailed for special work in connection with the Tanjong Pagar Arbitration as junior counsel for the Straits Settlements Government. Mr. Woodward is a good cricketer, and takes a great interest in all other forms of sport, tennis and golf especially. He resides in Ipoh, where he has won much popularity. He is a member of most of the local clubs and of the Constitutional Club, London.

Mr. F. Belfield, M.A. Oxon., barrister-at-law, Inner Temple, now Acting Chief Judicial Commissioner for the Federated Malay States, holds the substantive appointment of Legal Adviser and Public Prosecutor. He entered the Civil Service in 1891, and held the positions of Acting Treasurer, Pahang; Collector and Magistrate, Pekan, and Registrar of Mines for Pahang; Magistrate, Kuala Lumpur; Collector of Land Revenues, Kinta, and other appointments. The first Federal office he held was that of Acting Legal Adviser, in 1901. He was also for a time Acting Commissioner of Lands and Mines. Mr. Belfield is fifty-two years of age. Mr. L. P. Ebdon, Inspector of Prisons, Straits Settlements, and First Magistrate of Pinang, is at present acting as Legal Adviser and Public Prosecutor, Federated Malay States.

Mr. H. J. Noel Walker.—The Registrar of the Supreme Court is Mr. Henry James Noel Walker, who was born in 1872 and came out to Perak as a junior officer in 1898. On passing in Malay he was appointed Acting Secretary to the Sanitary Board, Taiping, and from that time till the end of 1902 held various offices in the State, including those of Collector of Land Revenue, Batang Padang; Assistant District Magistrate, Tanjong Malim, and Acting Assistant District Magistrate, Gopeng. In 1903 he was Second Magistrate of Kuala Lumpur, and towards the end of the same year was removed to Perak as Acting Chief Assistant District Officer, Kinta. In January, 1906, he was appointed Registrar of the Supreme Court. He is now acting as Assistant District Officer, Kinta, and resides at Ipoh.

Mr. R. D. Acton.—The Acting Assistant Registrar of the Supreme Court, Federated Malay States, Mr. Roger David Acton, is a son of Mr. W. R. Acton, of Worcester-shire, and was born in March, 1874, at Oscott. He was educated at University College, London, and entered the service of the Selangor Government in 1896. Two years later he passed in Malay, and became Acting Assistant District Officer, Kuala Kubu, and in 1899 he qualified in law. He was afterwards appointed successively Acting District Officer of Jelebu; Acting Collector of Land Revenue, Lower Perak; Assistant Secretary to the Resident, Perak; Acting Assistant District Officer, Gopeng; and Acting Registrar of Courts, Kinta. Under the Federal Government he was appointed first to the post of Acting Assistant Registrar at Ipoh, and then, in March, 1906, to his present position.





STATE FINANCE

STRAITS SETTLEMENTS.

EXCEPT for a consumption-tax on opium and spirits, the Straits Settlements are entirely free from taxation. On Jan. 1, 1907, there was practically no public debt, for up to that date all capital expenditure on public works, including the Singapore and Malacca Railway, had been paid out of current revenue. The only sum which the Straits

Settlements Government owed was 600,000 dollars, borrowed from the Federated Malay States Government for the Pinang pier extension in 1903-4, and after making provision for this there remained a credit balance of 3,206,750 dollars. In the early part of 1907, however, the Legislative Council authorised the raising of a loan of £7,861,457 in connection with the harbour improvement scheme (Tanjong Pagar Dock Expropriation and reclamation works). Of this sum £6,363,600 will be spent on works which, according to

a Government paper published at the time, will be of a revenue-producing character, whilst the expenditure of £1,264,000 on the Teluk Ayer moles and quays will yield a large return from the sale of reclaimed lands, besides earning revenue. It is estimated that this will in time repay the capital cost of the work. The charges for three-fourths of the loan will fall on the Tanjong Pagar Board and the Singapore and Pinang municipalities, for whom the Government make themselves responsible.

TABLE A.

HEADS OF REVENUE.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Land and other rents	\$294,180	\$311,895	\$325,678	\$382,648	\$396,528	\$392,328	\$417,741
Opium and spirit revenue	3,317,698	4,809,551	4,873,670	4,856,161	7,820,192	6,865,397	6,650,558
Interest	120,017	119,574	137,085	173,372	200,832	181,457	99,392
Railway receipts	nil	nil	559	135,485	194,716	201,777	196,683
Stamps, Post Office, and fees	935,810	994,190	1,283,602	1,328,586	1,328,666	1,253,987	1,356,135
Harbour receipts	199,552	220,478	233,975	262,922	277,558	273,919	276,019
Sales of land, &c.	4,838	185,117	348,663	308,439	22,486	1,452,606	106,181
Sundry receipts	424,462	400,881	551,501	510,883	505,539	1,035,953	529,235
Total	\$5,386,557	\$7,041,686	\$7,754,733	\$7,958,496	\$10,746,517	\$11,657,424	\$9,631,944

TABLE B.

HEADS OF EXPENDITURE.	1901.	1902.	1903.	1904.	1905.	1906.
Charges on account of the Public Debt ... ..	...	...	\$6,000	\$12,000	\$24,000	\$24,000
Pensions	\$272,215	\$316,017	313,421	313,845	338,640	320,358
Personal Emoluments	2,062,239	2,321,665	2,488,697	2,561,363	2,602,635	2,586,195
Other Civil Service charges	1,036,474	1,283,939	1,546,522	1,879,942	1,707,773	1,864,596
Charitable allowances	13,806	15,413	16,428	12,807	11,714	11,532
Transport	9,985	15,201	19,262	14,518	10,487	14,646
Exchange ... ..	...	...	...	...	...	20,225
Interest	77,948	116,027	70,558	68,616	107,547	5,634
Miscellaneous services	90,904	87,866	155,086	232,931	187,527	181,829
Military expenditure	1,283,109	1,383,830	1,502,616	2,367,354	1,923,995	1,763,488
Expenses under the Volunteer Ordinance	51,028	81,392	53,805	54,747	61,515	47,984
Native States	598	719	749	180	20	...
Land and houses purchased	283,001	11,870	544,375	156,552	300,795	5,820
Special expenses	87,667	108,182	5,715	4,945	750,570	108,196
Public works, annually recurrent	142,030	144,212	158,348	162,178	171,009	200,243
Roads, streets, bridges and canals, annually recurrent	195,898	199,801	182,262	379,597	385,265	377,783
Public works, special services	1,523,065	1,247,138	905,252	2,443,201	2,157,938	983,585
Roads, streets, bridges and canals, special services	185,034	267,462	216,856	184,153	235,095	225,706
Total	\$7,315,001	\$7,600,734	\$8,185,952	\$10,848,989	\$10,976,525	\$8,747,820

REVENUE.

Seventy per cent. of the total revenue of the Straits Settlements is derived from the opium and spirit farmers, to whom is let the sole right to import opium and collect the duty on all spirituous liquors sold in the colony.

that in the revenue for that year 1,414,218 dollars was included for the sale of the Malacca Railway to the Federated Malay States Government, there would have been a large decrease as compared with the return for the preceding twelve months. At the same time it must be borne in mind that the revenue for 1904 was

in the opium and spirit revenue in 1905 as compared with 1904, and of 200,000 dollars in 1906 as compared with 1905.

The revenue for the seven years 1900 to 1906 is shown in Table A.

Compared with the return for 1905, there were increases in 1906 under the headings stamps, posts and telegraphs, port and harbour dues, office fees, and rents and land revenue amounting to 305,576 dollars, and decreases under the headings land sales (due to the sale of the Malacca Railway in 1905), reimbursements, licences (opium and spirit), interest, and district collections, totalling 2,344,687 dollars.

EXPENDITURE.

The chief items of expenditure relate to the Civil Service, Military Forces, and Public Works. The expenditure has increased each year from 1900 until 1906, when, however, there was a reduction of 2,228,706 dollars as compared with the preceding twelve months. The saving was effected in connection with public works (special services), special expenses, the purchase of land and houses, military forces, and interest. Public works (special services) alone were responsible for a reduction of 1,174,353 dollars. In Table B is shown the expenditure for the seven years 1900 to 1906.

The percentage of revenue and expenditure in respect of the three settlements of the colony during 1906 was as follows:

	Revenue.	Expenditure.
Singapore ...	62 per cent.	61 per cent.
Pinang ...	30 "	24 "
Malacca ...	7½ "	6 "

Eight per cent. of the expenditure went to the Crown Agents, and 1½ per cent. of the revenue came from them. It is worthy of note that, taking the average of the last seven years, personal emoluments amount to 27·1 per cent. of the total expenditure, a figure which compares favourably with most of the other Crown colonies.

CURRENCY.

The currency of the colony consists of the Straits silver dollar, with silver fifty, twenty, ten, and five-cent pieces, and copper one, half, and quarter-cent pieces. Straits dollars and fifty-cent pieces are legal tender up to any amount, subsidiary silver coins up to two dollars, and copper coins up to one dollar. Gold is also legal tender without limit.

The average monthly circulation of coinage during 1906 was estimated at 22,352,957 dollars. Notes are issued by the Government for one, five, ten, fifty, and one hundred dollars, and by the Chartered Bank of India, Australia, and China and the Hongkong and Shanghai Banking Corporation for five, ten, twenty-five, fifty, and one hundred dollars. The average circulation of Government currency notes during 1906 was 21,866,142 dollars and of bank-notes 1,329,052 dollars. A coin reserve in silver and gold equal to at least half the note issue is kept by the Government. The Hongkong and Shanghai Banking Corporation is bound by ordinance to retain specie to the extent of one-third of the amount of the notes it issues, and the Chartered Bank has to lodge coin or securities with the Crown Agents or Trustees equal to one-third of the maximum amount of notes for the time being allocated to the Straits Settlements.

It is unnecessary fully to detail the causes of fluctuation of the exchange value of the Straits dollar before it was fixed by Government in 1906 at 60 dollars for £7 sterling, but the following table, showing the average rate of exchange during the last thirty-five years, emphasises the seriousness of the problem



MR. E. C. HILL.
(Auditor General, S.S.)

HON. MR. A. T. BRYANT.
(Colonial Treasurer, S.S.)

J. O. ANTHONISZ.
(Acting Colonial Treasurer, S.S.)

The remaining 30 per cent. is yielded by land rents and sales, by the Post Office, by stamp fees, by light dues paid by shipping, by the Singapore and Kranji Railway, by interest on investments, and by pawnbroking licences. From 1900 the revenue increased every year up to and including 1905, but had it not been

unduly inflated because a new firm obtained the opium and spirit farms at a figure which was roughly 3,000,000 dollars a year in excess of the price paid by their predecessors. The new syndicate lost heavily on this transaction, and the Government had to make concessions which caused a reduction of 1,000,000 dollars

with which the Government were faced when they considered the question of fixing the rate of exchange :—

Year.	Average. s. d.	Year.	Average. s. d.
1870 ...	4 5 ⁸ / ₈	1888 ...	3 1 ¹ / ₄
1871 ...	4 5	1889 ...	3 1 ¹ / ₂
1872 ...	4 6	1890 ...	3 5 ¹ / ₂
1873 ...	4 4 ³ / ₄	1891 ...	3 3
1874 ...	4 3 ¹ / ₂	1892 ...	2 10 ⁵ / ₈
1875 ...	4 1 ¹ / ₂	1893 ...	2 3 ³ / ₈
1876 ...	4 0 ¹ / ₂	1894 ...	2 1 ¹ / ₂
1877 ...	4 0 ¹ / ₂	1895 ...	2 1 ¹ / ₂
1878 ...	3 11	1896 ...	2 2 ¹ / ₂
1879 ...	3 9 ¹ / ₂	1897 ...	1 11 ¹ / ₂
1880 ...	3 9 ¹ / ₂	1898 ...	1 11 ¹ / ₂
1881 ...	3 9 ¹ / ₂	1899 ...	1 11 ¹ / ₂
1882 ...	3 9 ¹ / ₂	1900 ...	2 0 ¹ / ₂

Year.	Average. s. d.	Year.	Average. s. d.
1883 ...	3 8 ¹ / ₄	1901 ...	1 11 ¹ / ₂
1884 ...	3 8 ¹ / ₄	1902 ...	1 8 ¹ / ₂
1885 ...	3 6 ¹ / ₄	1903 ...	1 9 ¹ / ₂
1886 ...	3 5 ¹ / ₄	1904 ...	1 10 ¹ / ₂
1887 ...	3 2 ¹ / ₄	1905 ...	2 0 ¹ / ₂

The continued rise in the price of silver during the first nine months of 1906 and the consequent reduction of the margin between the fixed value of the dollar and its intrinsic value compelled the Government to take stock of their position in September. The question before them was whether the margin should be provided by leaving the size and fineness of the dollar as it was and raising its value to, say, 2s. 6d., or by leaving the value as it was fixed in January and debasing the dollar. In

view of the contracts entered into and the debts incurred on a dollar fixed at 2s. 4d. so recently as January, and having regard to the obligations of the Government towards their own servants, the Government had no hesitation in adopting the bolder course of adhering to the value fixed and of reducing the bullion value. Preparations were accordingly made for shipping the currency coin reserve for re-minting before any decision had been arrived at as to the weight and fineness of the new dollar, and for drawing in the existing dollars from the banks by the issue of one-dollar notes. In addition to this it was considered expedient, in view of a possible stringency of coin, to make gold and the fifty-cent piece legal tender without limit. It was also decided to extend the legal tender of the one-dollar note from ten dollars to any amount.

FEDERATED MALAY STATES.

THE system of finance followed in the Federated Malay States has been gradually evolved out of the peculiar constitutional position of the territory and local necessities. When the Residential system was first adopted, amongst the special instructions given to the Resident was an injunction "to initiate a sound system of taxation with the consequent development of the country and the supervision of the collection of the revenue, so as to insure the receipt of funds necessary to carry out the principal engagements of the Government and to pay for the cost of the British officers and whatever establishments may be necessary to support them." This direction laid upon the British officials a heavy task, and we have Sir Frank Swettenham's testimony that their early days were "a perpetual nightmare, a ceaseless struggle to make bricks without straw." Their most delicate and difficult duty was to persuade the local chiefs that all revenue must be collected by Government officials and paid into the Government treasury. However, with patience and firmness the desired end was eventually reached, though at the outset there were many heart-searchings amongst the class who had hitherto controlled the mainsprings of public money.

One of the earliest operations undertaken was the overhauling of the revenue arrangements. Under Malay rule a number of vexatious imposts had grown up which, besides being politically and morally objectionable, were comparatively speaking unproductive. These were all abolished, and in their place a regular revenue system was established, very much on the lines of that of the Straits Settlements. An import duty was imposed on opium and spirits, a farm of the right to open gambling-houses for the Chinese in specified places was issued, and licences for the opening of pawnbroking shops were granted. But the backbone of the system was an export duty on tin, jungle produce, and salt fish. The fish duty was ultimately abolished, but the tin duty continues to be the mainstay of State finance, though it seems likely in the near future that it may find a strong competitor in rubber as a contributor to the Federated States' resources.

Up to the time of federation each State acted independently in financial as in other matters. The revenue collected was spent in defraying purely local charges, and the liabilities of one State were no concern of its neighbour. On the introduction of the federal principle a new arrangement was made. The revenue of each State was still collected separately, but where the income of any State was not sufficiently large to entirely defray the cost of its own development, pecuniary assistance was rendered by those in more prosperous circumstances. The Negri Sambilan and Pahang have largely benefited under this system. They

have been able, particularly the last-named State, to develop their resources with capital advanced from the central exchequer. Generally the interests of the territory as a whole have been promoted by an arrangement like this, which is based on the broad principle of mutual help.

Simultaneously with the introduction of the new system a Financial Commissioner was appointed to supervise the whole machinery of finance in the various States. There was also a reorganisation of the Treasury and Audit arrangements, greatly to the advantage of the public interests. On the first introduction of the Residential principle, Budgets were annually submitted by the Residents to the Governor of the Straits Settlements, whose sanction was essential before any expenditure could be embarked upon. The arrangement is still in force, and the practice is for the Governor to send the financial statements he receives to the Colonial Office for publication with the annual reports as Parliamentary papers.

The effect of British control of the finances of the States was very marked from the outset, as the figures given in the historical section of this work clearly indicate. The revenue was more than doubled in the first five years, and it had quintupled ten years after the introduction of the Residential system. In the last financial year for which returns are available (1906), the revenue was sixty-six times as much as it was in the first year for which returns are available, while there was a surplus twelve times as large as the entire revenue in 1875.

The existing financial position of the federated territory as disclosed in the report for 1906 is one of remarkable prosperity. During the year the total revenue collected was 27,223,475 dollars, an amount which was 3,674,807 dollars in excess of the estimate, and 3,258,882 dollars in excess of the revenue of 1905.

The revenue is made up as follows :

Federal receipts ...	\$6,506,160
Perak collections ...	10,572,076
Selangor collections ...	7,304,148
Negri Sambilan collections ...	2,279,957
Pahang collections ...	561,134
Total ...	\$27,223,475

The federal receipts include the revenue derived from railways, forests, and posts, telegraphs, and stamps. The federal receipts are apportioned to the four States, the revenues for the year of which with this addition are :

Perak ...	\$14,282,484
Selangor ...	9,803,184
Negri Sambilan ...	2,487,090
Pahang ...	650,717

Somewhat less than half the total revenue was derived from customs duties, which yielded 12,695,538 dollars, of which the export duty on tin contributed 10,036,796 dollars. There was an increase in customs receipts as compared with 1905 of 967,230 dollars, the tin duty being responsible for 787,169 dollars of this amount. Land revenue (exclusive of land sales) produced 1,038,758 dollars, or about 150,000 dollars more than in the previous year. Land sales accounted for 373,956 dollars, which compares with 191,307 dollars in 1905. The striking increase is attributable to the remarkable development of rubber cultivation in the period, and to larger premia on mining leases. Licences, excise and internal revenue, &c., contributed 4,709,898 dollars to the total, against 4,041,279 dollars in 1905. Municipal revenue in the various States amounted to 733,309 dollars, an increase of 49,397 dollars. Collections for port dues realised 22,213 dollars. Under Federal Receipts, railways yielded 4,778,633 dollars, an increase over the receipts of 1905 of 734,905 dollars. Posts, telegraphs and stamps brought in 437,486 dollars.

Turning to the other side of the account, we find that the expenditure amounted to 18,899,425 dollars, a decrease as compared with 1905 of 1,850,970 dollars. It should be explained, however, that in the expenditure of 1905 there was included an exceptional sum of 1,349,595 dollars paid to the Government of the Straits Settlements on account of the purchase by the Federated Malay States of the Malacca-Tamfin Railway, and that on the other hand there has to be added to the ordinary expenditure of 1906 a sum of 3,221,761 dollars expended on railway construction in Johore for the account of the Johore Government. With this last mentioned amount the total expenditure on all services for 1906 amounts to 22,121,186 dollars. On account of railways, exclusive of the Johore expenditure, 4,628,731 dollars was disbursed, 726,356 dollars of this sum being on construction account. Under Public Works a sum of 2,042,657 dollars was expended on works and buildings, 3,805,199 dollars on the construction and upkeep of roads, streets, and bridges, and 149,763 dollars on irrigation works. Altogether the expenditure on public works and railways in the Federated Malay States amounted to 11,296,394 dollars, or if the Johore contribution is included, to 14,518,155 dollars.

The values of the surplus assets of the several States of the Federation on January 1, 1907, calculated on the basis of a 2s. 4d. dollar, were : Perak, 14,722,258 dollars ; Selangor, 17,054,425 dollars, and Negri Sambilan, 1,311,048 dollars. From these amounts has to be deducted the debt of the Pahang State, amounting to 5,788,303 dollars. Allowing for this, the value of the assets of the Federation on the basis of a 2s. 4d. dollar is 27,299,428 dollars.

Mr. A. T. Bryant is the Colonial Treasurer of the Straits Settlements. A sketch of his career appears under the heading Executive Council.

Mr. E. C. H. Hill.—The biography of Mr. Hill, the Auditor-General, appears in the Executive Council section.

Mr. Joseph Leeman King, Assistant Treasurer, received his appointment in 1899. Ten years previously he had come to the colony as a European master at the Government English School. In 1905 he was for some time Acting Auditor at Pinang.

The Assistant Treasurer, Pinang, Mr. George Copley, was appointed by his Excellency the Governor in 1903, having previously occupied the post of Secretary to the Municipality of Malacca.

Mr. William Alfred Bicknell was born in 1859, and at the age of nineteen was nominated by the late Mr. Matthew Arnold for educational work in the Straits Settlements. In the year following he was appointed an assistant in Raffles Institution at Singapore. During 1884 he acted as Chief Clerk in the Secretariat, and in 1885 was appointed to the substantive position. Mr. Bicknell has held the office of Auditor at Pinang since 1888, and for many years has acted also as librarian of the Pinang Library.

Mr. Henry George Bagnall Vane, Treasurer of the Federated Malay States, was



H. G. B. VANE.
(Federal Treasurer.)

born in 1861 and educated at Marlborough. He came out to the Federated Malay States in 1884 as Assistant Auditor, Perak, and in 1887 took up the acting appointment of Assistant Auditor-General for the Straits Settlements. He was next stationed in Negri Sembilan, where he remained until, in 1893, he was appointed Auditor for Selangor. In 1895 he became State Auditor for Perak, and in 1903 he entered the service of the Federal Government, passing through the office of Acting Financial Commissioner to that which he now occupies in November, 1906. Mr. Vane has always been an enthusiastic tennis player, and has known the day when scarcely a man in the Federated Malay States could defeat him. He was also a smart footballer in his younger days. He is secretary of the Lake Club, and has done a great deal to further its interests and continue its popularity.

Mr. W. J. P. Hume.—The post of Auditor-General of the Federated Malay States is filled by Mr. William James Parke Hume, who was born on January 25, 1866, and was educated at Haileybury. Before coming East he studied languages in France, Germany, and Belgium. He was first stationed in Perak,

in 1888, as junior officer in the Kinta District. He rose rapidly to the position of Assistant District Magistrate and Collector of Land Revenue, and was then transferred to Ipoh as Acting Assistant to the District Magistrate. In 1899 he went to Selangor as Warden of Mines, the duties of Acting District Officer of Ulu Langat being added later. At the beginning of 1900 he was transferred to Ulu Pahang as District Officer, but twelve months later he recrossed the hills and became District Officer of Ulu Selangor. Whilst there he received the thanks of Government for his services in connection with putting down the riots. In 1903 he married Alice, eldest daughter of George Stevenson, of "Oakleigh," Bromborough, Cheshire. On his return he was stationed in Perak, where he filled various posts, including those of Acting Senior Magistrate and Acting Secretary to the Resident. He assumed his present duties towards the end of 1906. A playing member of the Polo Club, Mr. Hume is partial to all forms of sport, and takes a keen interest in the Volunteer movement, ranking as lance-corporal in the Malay States Volunteer Rifles. He is a member of the Sports Club, London, and of a score of clubs in the Federated Malay States and Straits Settlements. He lives in Kuala Lumpur.

Mr. Charles Beresford Mills, Revenue Auditor for Selangor, Negri Sembilan, and Pahang, was born on November 9, 1871. He came out to take charge of the Audit Office, Pahang, in 1892, and became Auditor in 1895. In the following year he received, in addition, the acting appointment of Treasurer and Superintendent of Posts and Telegraphs. In 1902 he was transferred to Negri Sembilan as Acting State Auditor, and in the following year entered the service of the Federal Government, and held several positions, culminating in that which he now fills. His address is Kuala Lumpur.

Mr. Frederic William Talbot, Revenue Auditor of Perak, was born in 1865, and came out as accountant to the Perak Sikhs in 1891. He was appointed Assistant Auditor in 1893 and Acting State Auditor in the following year. He was then moved to Negri Sembilan, where in 1898 he became State Auditor. Similar duties in Selangor occupied him until 1902, when he returned to Perak for a year as Acting State Auditor, Revenue Branch. Under the Federal Government he has filled the positions of Revenue Auditor, Selangor; Revenue Auditor, Perak; Acting Chief Auditor, Central Audit Office, and latterly that which he now occupies. He lives in Taiping.

Mr. Gerald C. Koch has been Assistant District Treasurer at Kuala Lumpur since April, 1906. He was born in 1864 and entered the Selangor Government service in 1892. He is the hon. treasurer of the Kuala Lumpur Y.M.C.A.

BANKS.

The establishment of a bank in Singapore was first suggested in 1833. The proposal was to invite subscriptions for two thousand shares of 200 dollars each, and to make advances on property, discounting at 12 per cent., with a commission of a quarter to a half per cent. on sums withdrawn from current accounts. This scheme, however, did not come to fruition, and two years later another was mooted. On this occasion a prospectus was issued stating that it was proposed to establish a bank in Singapore to be known as the Singapore and Ceylon Bank, with a capital of £200,000, divided into five thousand shares of £40 each. The board of directors was to be in London. For a second time, however, failure was encountered.

In 1840 Mr. A. G. Paterson, of the Union Bank of Calcutta, opened a local branch of that financial house, and business was commenced in December. Advances were made on goods

to three-fourths of their value, and on bullion, &c., to 90 per cent. of its value. The rate of interest charged was 9 per cent. on the former and 7 on the latter, whilst discount varied from 8 to 10 per cent.

The year 1846 saw the establishment of a branch of the Oriental Bank, Mr. William Anderson being the manager. The first bank notes in Singapore were issued from this establishment three years later and were of the value of 5 dollars and 100 dollars. In 1863, although other banking houses had opened branches in the meantime, the Oriental Bank was still very successful in its operations, and paying a dividend and bonus amounting to 15 per cent. for the year. At the general meeting of shareholders the chairman mentioned that during its twelve years' existence the branch had repaid the whole of its capital and 60 per cent. besides. The bank, however, suspended payment on May 5, 1884, and in October of the same year the New Oriental Bank was opened. Business was transacted by the new company until 1892, but on June 9th of that year payment was again stopped.

The branch of the Mercantile Bank of India was founded in 1855 and was closely followed by the Nederlandsche Handel Maatschappij in 1857 and the Chartered Bank in 1859. The Hongkong and Shanghai Banking Corporation opened their Singapore branch in 1866. The other banks in Singapore—the Banque de l'Indo Chine, the International Banking Corporation, the Deutsch-Asiatische Bank, and the Nederlandsch Indische Handel Bank—have all been established within the last five years.

Five of the Singapore banks have established branches in Pinang within the last fifteen years. There is no bank at Malacca. In the Federated Malay States the only banks are the three branches of the Chartered Bank at Kuala Lumpur, Taiping, and Ipoh respectively.

The standard rate of interest given by the Straits Settlements and the Federated Malay States banks on fixed deposits is 4 per cent. per annum. On current accounts 1 per cent. per annum on the daily balance is paid. For overdrafts and loans advanced on good security, from 6 to 7 per cent. per annum is charged by all the banks.

The value of the Straits dollar was fixed at 2s. 4d. in 1906, at which price, approximately, the Government undertake to maintain it. With a large native business, the banks in British Malaya naturally find it necessary to have some local official as intermediary between their European officers and native constituents, and for this purpose most of them employ a chief Chinese cashier known as the *compradore*, through whom the whole of the large volume of Chinese business is transacted, and he is responsible for every Chinese account opened.

In spite of the exercise of every care, there have been several daring bank robberies in the history of the colonies. On one occasion a large safe was taken away bodily in the middle of the day by a number of coolies. Only subordinate native clerks were present at the time, and they were all deceived into thinking that it was being removed by authority to undergo repairs. In 1901 notes to the value of 272,855 dollars were stolen from the Hongkong and Shanghai Bank, and were successfully shipped away from the colony. About a month later, however, 258,000 dollars of this sum was recovered at Colombo.

THE CHETTY SYSTEM.

Associated with the banking system is the financial system maintained by the Chetties, who are an influential and intelligent class of native merchants engaged largely in money-lending. For generations these Chetties, whose full caste designation is the Nattu Kottie Chetties, have taken an important part in the operations of trade in Southern India, and in

recent years have extended their influence to centres as wide apart as Calcutta, Rangoon, Colombo, and the Straits Settlements. They are amongst the wealthiest members of the community, but they live in a very simple way. Their dress consists merely of a strip of muslin cloth wound loosely round their limbs and a pair of leather sandals. As an ornament they often wear a gold wire round the neck with a massive gold ornament attached to it. They seldom or never purchase any of the luxuries of Western civilisation, but they spend large sums of money on the Hindu Temples which they attend. They obtain money from the local banks on demand notes signed by two or more Chetties, and lend it out to necessitous traders and others at heavy rates of interest. The amounts advanced by the banks on the demand notes are regulated by the standing of

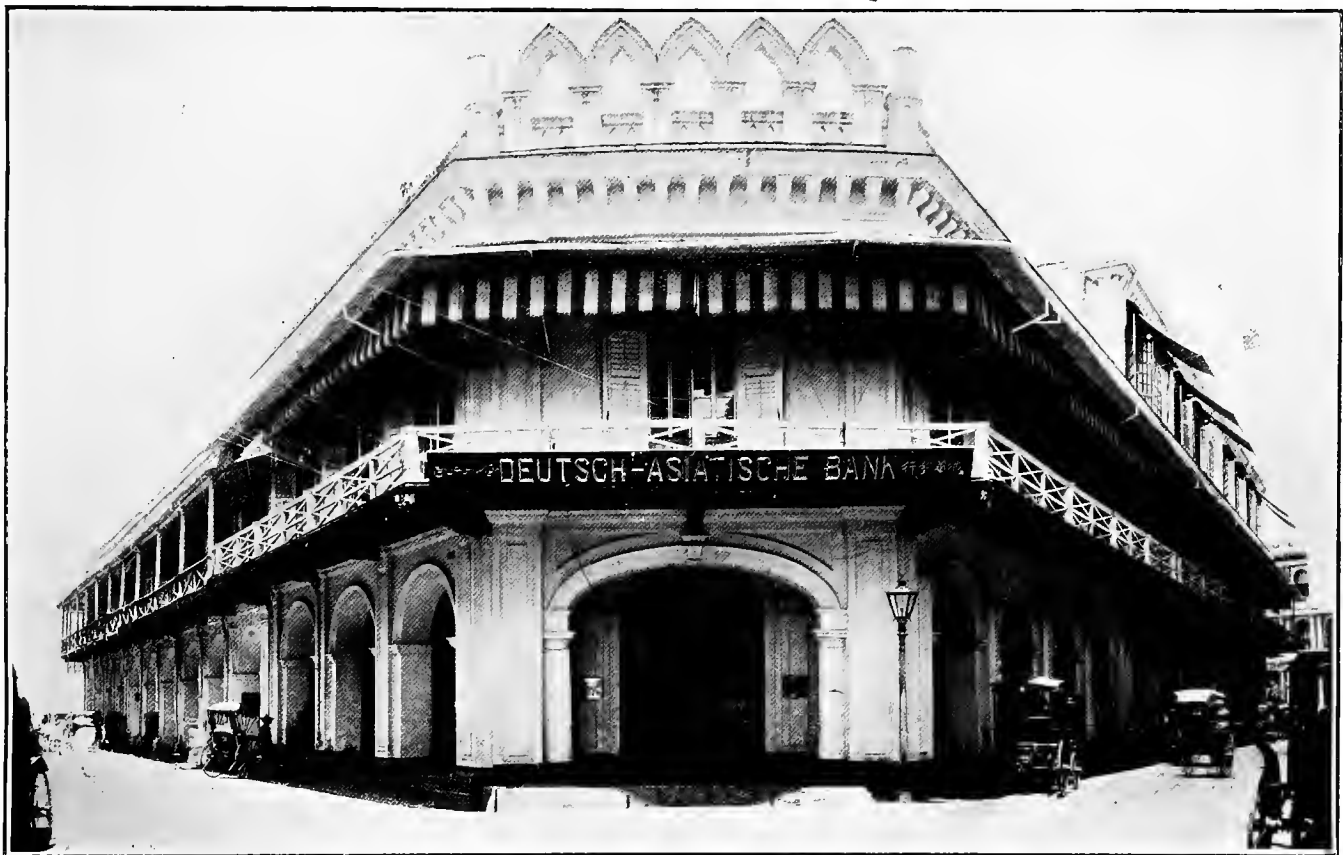
banks and the Law Courts. The power which these men wield over traders with little capital at their disposal and spendthrifts who get into debt is very considerable. They prosecute such strict inquiries into the affairs and movements of their clients that they seldom suffer serious losses.

DEUTSCH-ASIATISCHE BANK.

With the steady growth of German trade in the populous centres of China and Japan, the interests of German commercial houses in dealing with their headquarters or branches in the Fatherland necessitated a medium for the transaction of financial business, and this was supplied in 1889, when the Deutsch-Asiatische Bank opened its head office at Shanghai. During the nineties the bank embraced one

interests. All kinds of financial transactions—the depositing of funds, the buying and selling of securities, the transmission of money by means of drafts and cablegrams, the purchase and sale of specie, &c.—are carried on at Singapore, and there is no doubt that in time to come the bank, although not now as big or as powerful as the old-established English corporations, will prove an important asset to the commercial community of the colony. It carries on business at Shanghai, Berlin, Calcutta, Hamburg, Hongkong, Kobe, Yokohama, Tientsin, Tsingtan, Hankow, Peking, Tsin Anfoo, and Singapore.

Mr. Seow Ewe Lin, compradore of the Deutsch-Asiatische Bank at Singapore, is the youngest son of the late Seow Thik Boo, a Straits-born Chinaman, who carried on business as a merchant in Singapore for many



DEUTSCH-ASIATISCHE BANK.

the Chetties who sign them. In appraising the credit of a particular Chetty the bank seldom errs; though, as an additional precaution, some institutions insist upon a personal guarantee from their own "shroff," or head cashier, who may be a Chetty himself. So elaborate are the precautions taken, and so great is the business aptitude and reputation of the Chetties, that the losses incurred by the banks in dealing with them are relatively small. The usual method employed by the Chetties in lending money is to accept as security a promissory note signed by the borrower and one approved surety, and in most cases repayment has to be made monthly. For this accommodation interest at the rate of 10, 15, and even 20 per cent. per mensem is charged, and these native financiers are not slow to avail themselves of the law. Indeed, it is a common saying locally that Chetties spend their time between the

after another of the most important business centres of the Far East. In the early part of 1905, at the time of the Russo-Japanese War, when money was spent by both belligerent Powers without stint, the bank opened branches at Yokohama and Kobe, conferring a long and eagerly expected boon on the German community of Japan, and in May, 1906, in response to the long-standing desire of the German business houses in the Straits Settlements, opened a branch at Singapore. The manager, Mr. E. Schulze, under whose direction the necessary preparations for the inauguration of the Singapore branch were carried out, has had a unique experience of Eastern finance at Shanghai, Hankow, and Tientsin, and this stood him in good stead at Singapore. Although the bank is prepared to do business for the whole mercantile community, both European and Chinese, it has so far principally served German

years. Mr. Seow Ewe Lin was born in 1873 and was educated at Raffles Institution. In 1889 he entered the service of the Chartered Bank and acquired an extensive knowledge of banking business. He took up his present responsible position in 1906, when he was only thirty-three years of age. He is a member of the Straits Chinese Association, and in 1895 married a daughter of the late Cheong Choo Jin, of Singapore.

HONGKONG AND SHANGHAI BANKING CORPORATION, LTD.

The Singapore branch of this well-known banking corporation is situated at the corner of Collyer Quay and Battery Road, and is housed in one of the most imposing and beautiful buildings of the town. The corporation does an extensive business throughout



HONGKONG AND SHANGHAI BANKING CORPORATION, LTD., PINANG.

Malaya, and employs a very large staff. It issues notes which are recognised by Government as part of the regular currency of the Straits Settlements and the Federated Malay States. The London bankers of the corporation are the London and County Banking Company, Ltd., of 31, Lombard Street, E.C. It has a paid-up capital of 10,000,000 dollars, a reserve liability of proprietors of 10,000,000 dollars, and a reserve fund of 21,000,000 dollars. The Hon. Mr. T. S. Baker is the acting manager of the Singapore branch.

The Pinang branch was established in 1884, in small premises in Beach Street. The present palatial buildings, which are shown in the accompanying photographs, were first occupied in December, 1906. The manager is Mr. Cecil Guinness, a native of Melbourne. He

an early age and received an English education at St. Xavier's Institution. Subsequently for a short time he traded at Amoy before entering the employment of the banking corporation which he has so long and so faithfully served. He is now in his fiftieth year. His son, Mr. See Tiong Wah, entered the Hongkong bank in 1901 upon leaving school, and has made steady progress until now he is the assistant comrade, and, as such, is his father's right-hand man.

**CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.**

A branch of this important Eastern banking company was first opened at Singapore in 1859. At the offices in Battery Road a large

capital towns of France and other European countries, India, Japan, China, Australia, and the United States, was opened in 1905. The company has a capital of 36,000,000 francs (£1,440,000), and a reserve fund of 19,440,000 francs (£776,000). The head office is in Paris, and the London bankers are the Union of London and Smith's Bank. Mr. V. Marsot is the acting manager at Singapore.

**THE HONGKONG AND MANILA YUEN
SHENG EXCHANGE AND TRADING
COMPANY, LTD.**

Although well known in the East, the Hongkong and Manila Yuen Sheng Exchange and Trading Company, Ltd., marine and fire-insurance underwriters, financiers, &c., have



HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LTD.

TAN KIAM HWE (Manager).

received his financial training in the Bank of Australasia, and joined his present employers in London in 1882. Two years later he came to the East and served at several branches before taking up his present position in 1905. He is a member of the committee of the Chamber of Commerce.

Mr. See Ewe Boon.—In financial circles in Singapore, and indeed throughout the Straits Settlements, Mr. See Ewe Boon and his son, Mr. See Tiong Wah, are respected alike for their ability and integrity. Mr. See Ewe Boon, who since 1890 has been the comrade of the Hongkong and Shanghai Bank at Singapore, is the second son of the late Mr. See Eng Watt, a well-known Chinaman, who was born at Malacca and was the first Chinese British subject merchant in Amoy for a great number of years. The gentleman whose name is at the head of this sketch went to Pinang at

volume of business is daily transacted. Like the Hongkong and Shanghai Banking Corporation, it issues notes which form part of the standard currency of Malaya, and does big business at its several branches in the Federated Malay States. The company (incorporated by Royal charter) has a capital of £800,000, a reserve liability of proprietors of a similar amount, and a reserve fund of £1,075,000. The London office is at Hatton Court, Threadneedle Street, E.C., and the company's bankers are the Bank of England, the National Bank of Scotland, and the London City and Midland Bank, Ltd. Mr. E. M. Janion is the manager at Singapore.

BANQUE DE L'INDO-CHINE.

The Singapore branch of this banking company, which is represented in the prin-

only recently extended their operations to Singapore. But within a few months the business has grown rapidly, and branches are to be opened shortly in the principal centres of trade in the Straits Settlements and the Federated Malay States. The firm's headquarters are at Hongkong, and there are branches at Manila, Shanghai, and Amoy. The company was registered in 1904 under the Companies Ordinance of Hongkong with a capital of 2,000,000 dollars. The superintendent of the company's agencies and branches and manager of the Singapore office is Mr. Tan Kiam Hwee, a man of wide experience, who, after trading for some years at Hongkong, joined the company and was soon given a place on the board of directors. He is also agent at Singapore for the Hip On Insurance, Exchange, and Loan Company of Hongkong.



THE MERCANTILE BANK OF INDIA, LTD., PINANG.



THE MERCANTILE BANK OF INDIA, LTD., SINGAPORE.

THE MERCANTILE BANK OF INDIA.

The Mercantile Bank of India, Ltd., was established fifty years ago under the style of the Chartered Mercantile Bank of India, London, and China. It was reconstructed and given its present name in 1893. The Singapore branch of the firm occupies a valuable and central position in Raffles Square. It has been managed for the past twenty-two years by Sir George Sheppard

and Karachi branches before taking up the managership at Pinang in the early part of 1907. Mr. Peterkin is a member of all the local clubs.



SIR GEORGE S. MURRAY.

Murray, who was honoured with a knighthood in 1906 in recognition of his sterling qualities and integrity as a man of business and of his services to the Government as an unofficial member of the Legislative Council.

A branch of the bank was opened in Pinang in 1905. It has a large connection with both European and Chinese firms. The manager is Mr. Thomas Barclay Peterkin, who was born in Nairn, N.B., and received his education at Edinburgh Academy. He entered the service of the Mercantile Bank in London in 1880, and came East in 1894. Since then he has been at the Bombay, Calcutta, Colombo,

KWONG YIK BANKING COMPANY, LTD.

This Chinese concern, although only established in 1903, is now in a flourishing condition, and its services in providing ordinary banking facilities and arranging mortgages, loans, &c., are freely employed by its clientele, which is composed entirely of Chinese. Only local business is transacted, and the bank has no branches. The managing director is Mr. Lim Wee Fong. The Kwong Yik Banking Company was organised by Mr. Wong Ah Fook, a gentleman who has had a particularly interesting career. In 1851 he left Hongkong for Singapore in a Chinese open sailing boat, and on his arrival he worked in a Chinese carpenter's shop. Gradually he improved his position until he was able to commence business on his own account. In a few years he became one of the most successful contractors in the settlements, and several important buildings in Singapore are permanent monuments of his skill. Turning his attention to Johore, he devoted his energies to assisting in opening up the country, and many of the buildings both in the town and country of Johore are of his construction. These services, extending over many years, were so highly appreciated by the Johore Government that in 1904 he was made S.M.J. Mr. Wong Ah Fook is a large property and land owner both in Singapore and Johore, and on his properties in the latter territory are planted gambier, pepper, tapioca, rubber, &c. In order to facilitate the payment of his numerous employees he has recently put in circulation his own paper currency, but this cannot be used anywhere except upon his properties, and the notes only retain their full value to him.



KWONG YIK BANKING COMPANY.

WONG AH FOOK (Founder)

Besides being one of the largest shareholders in the Kwong Yik Bank, he is a director of the Swatow railways, and owns valuable tracts of land in the neighbourhood of Canton. Mr. Wong Ah Fook is well known as a generous contributor to deserving public institutions.

Mr. Bouy Lin Chin.—The first Chinese bank established in Singapore was the Kwong Yik Bank, and to Mr. Bouy Lin Chin, the manager, belongs the distinction of having been the first Chinaman to manage a banking institution in the Straits Settlements. Under his direction the Kwong Yik Bank has become a prominent financial institution in the colony. Mr. Bouy Lin Chin's father was for several years a well-known contractor in Singapore, and among the works which he successfully carried out were several contracts for the Government, including the erection of the

dollars (£235,000), and it is now one of the leading Chinese financial institutions of the colony. The company carries on a general banking business in the settlements, and has dealings with all parts of the Far East. Fire and marine insurance and general agency transactions form an important part of its operations. The corporation is incorporated under the Companies Ordinance of Singapore. The directors are Messrs. Tan Teck Joon, otherwise Tan Ah Goh (managing director), Tan Swi Khi, Cheong Kwi Thiam, Tan Swi Phiau, Yeo Chang Boon, Leow Chia Heng, Yeo Piah Kwi, Tan Choon, Sim Khiok Choon, Yeow Lee Chiang, Teo Hoo Lai, and Lee Leng Hoon. The assistant manager is Mr. Ng Song Teng. The capital is divided into 20,000 shares of 100 dollars each, and of these 19,880 are ordinary shares and 120 are founders' shares.

and also in two local Chinese newspapers. He resides at 42, High Street, Singapore.

INTERNATIONAL BANKING CORPORATION.

This corporation, the fiscal agents for the United States of America in China and the Philippines, established a branch in Prince Street and Collyer Quay, Singapore, in 1902, where general and foreign banking business is transacted. The head office of the corporation is in Wall Street, New York, and the London office is in Threadneedle Street. The London bankers are the National Provincial Bank of England, Ltd. The capital amounts to 3,250,000 dollars, with a surplus of that amount. Mr. D. G. MacClenann is the manager of the Singapore branch, which is in a very satisfactory position.

A branch was opened in Pinang on July 1, 1905, and a good connection has since been established. The manager is Mr. W. H. Rose, who had wide experience of finance and banking business in Scotland and has been twelve years in the East. He is a member of all local clubs.

Mr. Song Kim Pong.—The compradore of the International Banking Corporation at Singapore is Mr. Song Kim Pong, who was born in Singapore in 1865, and after completing his education, entered the service of the Hongkong and Shanghai Banking Corporation in 1885 as assistant shroff. He held that position for sixteen years and gave entire satisfaction. In 1902 he was appointed chief cashier of the International Banking Corporation, and for about five years all the Chinese business done by this financial institution has passed through his hands. Mr. Song Kim Pong's father was a native of Malacca, who settled at Singapore many years ago and died at a ripe old age.

NEDERLANDSCH-INDISCHE ESCOMPTO-MAATSCHAPPIJ.

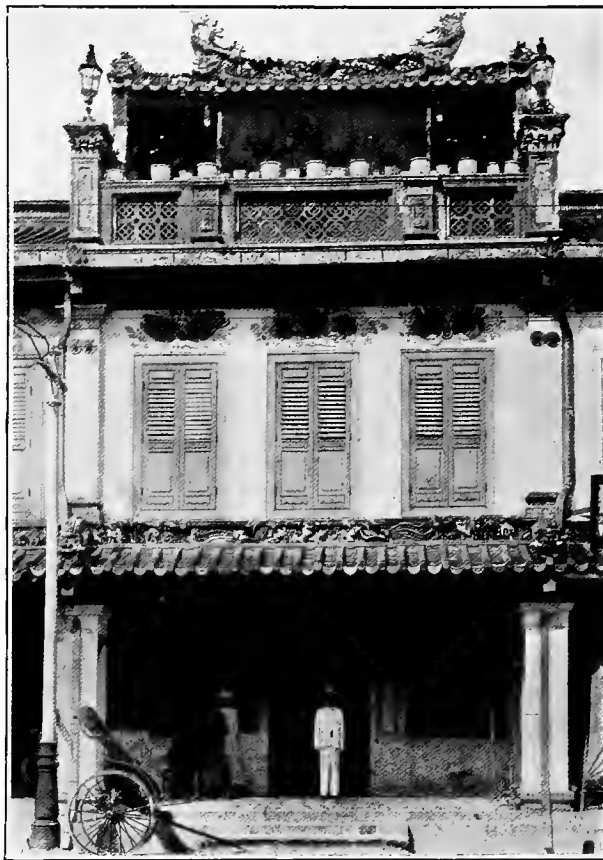
A branch of this bank (Netherlands-Indian Discount Bank) was opened in Pinang on November 2, 1905, with premises at the corner of Beach Street and Church Street. The local manager is Mr. J. Stroobach.

The bank was established at Batavia, Java, on November 5, 1857, and the head office is in that town. The paid up capital is 6,000,000 francs (about £500,000), and there is a reserve fund of 687,500 francs (about £57,300). During the last forty-nine years the bank has paid an average dividend of $7\frac{1}{2}$ per cent. per annum, but since 1902, 8 per cent. per annum has been paid to the shareholders.

The bank buys and sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia; and, in short, transacts banking business of every description.

The home business is transacted by the bank's Amsterdam agency at 194-6 Singel, Amsterdam. The London agents are Parr's Bank, Ltd. There are agencies at Amsterdam, Soerabaija, Semarang, Padang, Cheribon, Weltevreden, Bandoeng, and Tandjong-Priok; and correspondents at Banda, Benkoelen, Bli-tar, Buitenzorg, Djocjakarta, Indramajoe, Kediri, Macassar, Madioen, Malang, Medan, Menado, Pasoeroean, Pekalongan, Pontianak, Probolinggo, Samarinda, Soekaboemi, Soerakarta, Tegal, Ternate, Tjilatjap, Bangkok, Bombay, Calcutta, Colombo, Hongkong, Madras, Pondichery, Rangoon, Saigon, Shanghai, and other places. The agents of the bank at Singapore are the Banque de l'Indo-Chine and Messrs. Hooglandt & Co.

Mr. Jacobus Stroobach was born at Uitgeest, Holland, in 1876. He received his education at Amsterdam and his financial training



TAN SWI PHIAU'S RESIDENCE.

flagstaff, in connection with which he was presented with a gold watch and chain and a testimonial expressing appreciation of his services. Mr. Bouy Lin Chin, in his early days, conducted a Chinese pawnshop very profitably, and upon his father's death succeeded him in business. He is a member of the Chinese Chamber of Commerce, and was formerly a member of the Po Leung Kuk, but the many calls upon his time compelled him to resign from that society. He resides at 530, North Bridge Road, and has four sons and two daughters.

SZE HAI TONG BANKING AND INSURANCE COMPANY.

The need for an additional Chinese bank in Singapore led, in February, 1906, to the formation of this company, with a capital of 2,000,000

Mr. Tan Swi Phiau.—A prominent local Chinese business man is Mr. Tan Swi Phiau, who was born in the colony and educated in English and Chinese. He holds the responsible post of compradore to the Netherlands India Commercial Bank, as well as being one of the promoters and directors of the Sze Hai Tong Banking and Insurance Company, Ltd. Mr. Tan Swi Phiau subscribes largely to deserving local charities, and devotes much of his leisure to the service of public institutions. He was one of the founders of the Chinese Chamber of Commerce and of the Singapore Anti-Opium Society, and was the founder of the Teo Chew Tuan Moh School, an Anglo-Chinese school in Hill Street; of the Kio Lock Club, and of a street mission society which is doing good work in Singapore. He is a shareholder in two important Chinese companies trading in pepper, gambier, and gutta percha,



SZE HAI TONG BANKING CORPORATION' LTD., SINGAPORE.

1. MANAGING DIRECTOR AND STAFF.

2. INTERIOR OF PREMISES.

3. EXTERIOR OF PREMISES.



THE NEDERLANDSCH-INDISCHE ESCOMPTO-MAATSCHAPPIJ (NETHERLANDS INDIAN DISCOUNT BANK), PINANG.

in the Amsterdam office of the Netherlands-Indian Discount Bank. In May, 1902, he went to Batavia, where he stayed a year, and afterwards took charge of the branch at Padang, Sumatra. In November, 1905, he opened a branch of the bank at Pinang. He is a member

and its business in Singapore was opened in 1857. The paid-up capital of the society amounts to 45,000,000 guilders (£3,750,000), with a reserve fund of 5,000,000 guilders (£417,000). The head agency of the society is in Batavia, and there are branches in Pinang,

society transacts banking business of every description, buys and sells bills of exchange, issues letters of credit, opens current accounts, receives money on deposit, &c. The society first started business in Singapore as importers at Boat Quay, but having subsequently com-



NETHERLANDS TRADING SOCIETY (PINANG BRANCH).

PINANG PREMISES.

MANAGER AND STAFF.

INTERIOR.

of the Chamber of Commerce and of all local clubs.

**NEDERLANDSCHE HANDEL
MAATSCHAPPY.**

The head office of the Netherlands Trading Society was established in Amsterdam in 1824,

Hongkong, Shanghai, Rangoon, Medan (Deli), Semarang, Sourabaya, Padang, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Palembang, Kota Radja (Achin) and Bandjermassin. There are correspondents at almost every other important port in the world. The London bankers of the society are the Union of London & Smith's Bank, Ltd. The

menced operations as bankers, they removed to Finlayson Green, and later (in 1888) to Collyer Quay. In 1903 they purchased their present three-storey building, which covers 10,000 square feet of ground. Eleven European and seven Chinese cashiers, six Chinese and four Eurasian clerks, and several natives are employed. Mr. J. W. van der Stadt is



NEDERLANDSCHE HANDEL MAATSCHAPPY (NETHERLANDS TRADING SOCIETY).

1. SINGAPORE OFFICES.

2. MANAGER'S ROOM.

3. INTERIOR OF BANKING CHAMBER.

the local manager and agent, but when he leaves the bank shortly he will be succeeded by Mr. L. Engel, lately manager in Hongkong. In 1889 a branch was opened at Pinang by

Mr. H. Kerbert, who is now on the board of directors at Batavia. The present manager is Mr. F. U. C. Gori, who was born in Amsterdam. He was educated and commercially trained

there, and has been in the East twelve years, having served the bank at Batavia and Sourabaya. He is a member of the Chamber of Commerce and of all local clubs.



SEE TIONG WAH (Hongkong and Shanghai Bank). SONG KIM PONG (International Bank).
BOUY LIN CHIN (Manager, Kwong Yik Bank).
SEOW EWE LIN (Deutsch-Asiatische Bank). SEE EWE BOON (Hongkong and Shanghai Bank).



OPIUM

AS might naturally be expected in a country which is so largely peopled by Chinese, the opium habit prevails extensively in the Straits Settlements and the Federated Malay States. From the earliest days of the British occupation of the settlements a considerable sum has been received by the Government from the letting or "farming" of the monopoly of the sale of opium, which at the present time yields between five and six million dollars a year, or one-half the total revenue of the colony. In the Federated Malay States, where the population, though rather larger, does not contain quite so many Chinese, the annual receipts from opium amount approximately to two and a half million dollars, or one-tenth of the total revenue. The disparity between these figures must not, however, be regarded as an indication of the relative extent to which opium is consumed in the two territories, for, as a matter of fact, the official returns show that the quantity of the drug imported into the Federated Malay States is three times as great as that imported into the Straits Settlements. The explanation of this apparent anomaly is to be found in the different methods adopted for dealing with the traffic.

The farming system, which is the only system in operation in the settlements, confers upon the farmer the sole right to prepare and sell "chandu," or cooked opium ready for smoking. With the consent of the Government he issues licences to others to retail the preparation, and the interference of the Government is practically confined to seeing that the chandu is up to a certain standard of purity, and that it is not sold at a higher price than that fixed by the contract. A chest of fine Benares opium contains forty balls of the raw product. The price fluctuates from under 750 dollars to over 1,200 dollars a chest—at the time of writing it stands at 800 dollars—and the resultant chandu fetches from 2,500 dollars to 3,000 dollars, according to the limit fixed by the Government. It will thus be seen that the farmer has opportunities of making huge profits. It must not be forgotten, however, that he has to provide the whole preventive service to protect himself against smuggling, and that the risks are greater than many speculators would care to run.

The primary object of the Government in establishing opium "farms" was not to raise

revenue, but to restrict the sale of the drug. The proposal to inaugurate this system in Singapore was made by the Resident in 1820, but it had previously been adopted in the older settlements of Malacca and Pinang.

In 1823 the opium farm at Singapore yielded 25,796 dollars, and in the following year it produced more than double that sum, namely 60,672 dollars. A comparison of these figures with those for 1905, when the opium revenue

maintaining the actual amounts of the cheaper Indian and Persian opium used by the farmer in the preparation of chandu. For the years left blank no information is available. In each settlement, especially during the last two years, much smuggled opium not calculated in the return was consumed.

The revenue derived from the drug in the three settlements during the same period was as follows:

Year.	Singapore.	Pinang.	Malacca.	Total.
	\$	\$	\$	\$
1896	1,080,000	600,000	120,000	1,800,000
1897	1,080,000	600,000	120,000	1,800,000
1898	1,458,000	720,000	140,000	2,318,000
1899	1,458,000	720,000	140,000	2,318,000
1900	1,458,000	720,000	140,000	2,318,000
1901	2,400,000	1,140,000	192,000	3,732,000
1902	2,400,000	1,140,000	192,000	3,732,000
1903	2,400,000	1,140,000	192,000	3,732,000
1904	4,245,000	1,764,000	328,000	6,337,000
1905	3,540,000	1,500,000	306,000	5,826,000

for Singapore alone amounted to between three and four million dollars, shows the remarkable growth of the traffic and its importance from a financial point of view.

A White Paper issued in the early part of 1907, when the general question of the opium traffic was receiving the attention of the British Government, gives the probable minimum consumption of opium in the Straits Settlements for the ten years ending in 1905 as under:

Year.	Singapore.	Pinang.	Malacca.
	Chests.	Chests.	Chests.
1896	749	—	—
1897	813	—	—
1898	—	437	—
1899	—	470	—
1900	—	540	—
1901	1,229	569	—
1902	1,314	617	—
1903	1,366	669	—
1904	938	428	108
1905	1,046	415	116

The above figures are stated in chests of Benares opium, each chest being estimated to contain forty balls of the drug manufactured into chandu. There are no means of ascer-

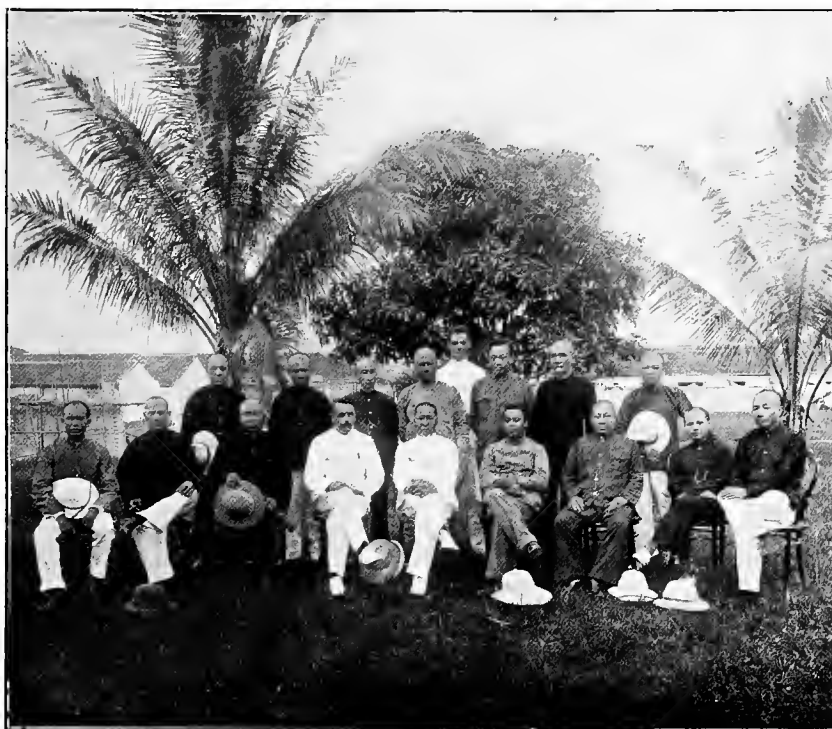
The increase in consumption and revenue down to 1903 is due partly to the growth of the Chinese population, and, more particularly, to the prosperity of the colony, which reached its highest point in that year. The fall in consumption and rise in revenue for the years 1904 and 1905 are attributable to an advance in the price at which the farmers were then allowed to sell chandu to the public. This advance was from 2.15 dollars to 3 dollars per tahlil (1½ oz. avoirdupois), and it tempted the farmers to offer more for the monopoly than they subsequently received. As a result they lost heavily, in spite of the fact that they were granted a rebate of 1,035,000 dollars by the Government. The increase of price gave a great impetus to smuggling and to the consumption of morphia.

When the British Government took over the Federated Malay States, the opium traffic there was treated in a different manner from that of the Straits Settlements. The tin miners, who furnished the bulk of the revenue, objected to the power which might be wielded by a monopolist who was also a miner, and stated that unless the coolies could buy opium cheaply they would first riot and then leave the country. The British Residents also opposed the Straits system, and the following method was decided upon: Each State, for the purpose of these revenue farms, was divided into two districts—one a coast "farm," where there were no mines, and into which it was exceedingly easy

to smuggle opium; and the other embracing the rest of the country, which included all the mines. The coast "farm" was let and worked on similar lines to the Straits Settlements "farms," except that the price of chandu was fixed at a much lower figure than that charged in the colony, and a duty was levied by the Government on all opium imported, whether by the farmer or by anybody else. The coast districts were, and still are, of much less importance than the interior, and they contain comparatively a small population. Except within their limited area any one could import raw opium on paying the Government a duty, which was first fixed at 7 dollars a ball (280 dollars a chest). The Government licensed all retail shops, whilst mine-owners and other large employers of Chinese labour imported opium, converted it into chandu, and dispensed it to their own employees. Eventually the Government in some of the States "farmed" the collection of the opium duty, and, while that policy made no difference to the consumers, it enabled the Government to calculate with certainty on the receipts from this source.

With very slight modifications the method outlined above is still in vogue throughout the Federated Malay States. The import duty on opium, however, has been periodically increased. In 1896 it was fixed at 320 dollars a chest, in 1898 at 480 dollars, and in 1903 at 560 dollars, at which figure it has since remained. In Pahang the duty is only 440 dollars. It will be seen that opium can be sold in the Federated Malay States at a much lower price than in the Straits Settlements, where the tenders of the farmers are equivalent to an import duty of at least 3,500 dollars a chest.

The following tables show the total revenue derived from opium by the Government of the States of Perak, Selangor, and Negri Sembilan, and the number of chests of opium imported during 1905, 1906, and the first half of 1907:



COMMITTEE OF THE PERAK ANTI-OPIMUM SOCIETY.

THE ANTI-OPIMUM MOVEMENT.

No article on the opium traffic of Malaya would be complete without reference to the

the consumption of opium in China, the Government of India and his Majesty's Government would agree to it, even though it might cost them some sacrifice." This was followed by the House of Commons passing a unanimous resolution: "That this House reaffirms its conviction that the Indo-Chinese opium trade is morally indefensible, and requests his Majesty's Government to take such steps as may be necessary for bringing it to a speedy close." Thus encouraged, the various anti-opium societies redoubled their efforts, and new societies were formed in different parts of the East. On September 20th the Chinese Emperor published his famous edict forbidding the use of opium throughout his empire at the expiration of ten years. On his own initiative, the Consul-General for China at Singapore, Mr. Sun Sze Ting, having first obtained the cordial approval of his Excellency the Governor, started a hospital for opium smokers, under the superintendence of Dr. S. C. Yin. This philanthropic act elicited praise from all quarters, and over 16,000 dollars were soon contributed towards the beneficent project. But at the most the home cannot receive more than sixty patients a month, and it has, therefore, been with feelings of great relief and satisfaction that the supporters of the anti-opium movement have received favourable reports of numerous cures effected in the case of confirmed opium smokers by the decoction made from a Malayan plant.

An Anti-Opium Society was started at Selangor in September, 1906, and others were formed at Ipoh and Pinang in the following month. The first Anti-Opium Conference for the Straits Settlements and the Federated Malay States was held at Ipoh in March, 1906, and was attended by 3,000 people. Among many resolutions carried, the most important were the following:

"That this Conference, consisting of representative delegates from all parts of British Malaya, whilst gratefully acknowledging the generous assistance of the British Government and of the Colonial and Federated Malay States Governments

State.	Number of Chests.	Duty at \$560 per Chest.	Forest Share at \$1 per Ball.	Balance to be Credited to Customs Revenue.
1905				
Perak	2,350	\$ 1,316,000	\$ 94,000	\$ 1,222,000
Selangor	1,578	893,680	63,120	820,560
Negri Sembilan ...	583	326,480	23,320	303,160
	4,511	2,536,160	180,440	2,345,720
1906				
Perak	2,545	1,425,200	101,800	1,323,400
Selangor	1,663	931,336	66,560	864,776
Negri Sembilan ...	583	326,480	23,320	303,160
	4,791	2,683,016	191,680	2,491,336
1907				
Perak	1,144	640,640	45,760	594,880
Selangor	832	465,920	33,280	432,640
Negri Sembilan ...	282	157,920	11,280	146,640
	2,258	1,264,480	90,320	1,174,160
Total ...	11,500	\$6,483,656	\$462,440	\$6,021,216

In Pahang the opium revenue is farmed out under the General Farm, and it is, therefore, not possible to give separate figures for it.

The total revenue from the opium and spirit farm and from licences for opium and spirit shops in Pahang during 1907 was estimated at 123,756 dollars.

Anti-Opium Movement. After years of apparent lethargy there is now evidence of great activity amongst those who desire to see the opium traffic brought to an end. First came the statement of Mr. John Morley, Secretary of State for India, in May, 1906, that "if China wanted seriously, and in good faith, to restrict

to the movement against the use of opium, is of opinion that more active measures are now demanded, and that the time has arrived for the abolition of all opium farms and the substitution for them of Government depots and complete Government control.

"That this conference is of opinion that compulsory registration of all opium-smokers, as in Formosa and the Philippines, be enforced by law by a certain day, and that after that date no further persons be registered as opium-smokers.

"That it is the patriotic duty of all Chinese and the duty of all friends of China to denounce the use of opium as hostile to the progress and destructive of the best energies of the Chinese nation.

arising from the practice. The Hon. John Anderson was nominated as Chairman, the other members of the Commission being the Hon. Tan Jiak Kim, the Hon. D. J. Galloway, M.D., the Rev. W. F. Oldham, D.D., Mr. W. R. C. Middleton, M.A., M.B., C.M., and Mr. E. F. H. Edlin. The Commission was invested with powers to examine witnesses on oath and to call for the production of any books and documents bearing upon the subject.

On behalf of an anti-opium deputation which waited on the Secretary of State for the Colonies in August, 1907, Dr. Connolly and Dr. Alexander, from the Straits Settlements and Malaya, urged that the time was ripe for introducing reforms to restrict and eventually to suppress the opium traffic. Mr. Winston Churchill, the Under Secretary, who replied in the absence of Lord

School. Upon leaving this institution he was given a position in the Chartered Mercantile Bank of India, London, and China, and after working there zealously for eight years, he decided in 1887 to widen the scope of his experience by travel. Accordingly he went to Calcutta, and during a two years' stay there mastered the details of the produce business. In 1889 he came to Singapore and became connected with the Opium and Spirit Farm. With that great organisation he was continuously associated until 1906, except for an interval of three years (1898-1900) when the farm contract fell into other hands. Like most Chinese business men, he is careful not to keep "all his eggs in one basket." Since December, 1901, he has contracted with that mammoth undertaking, the Tanjong Pagar Dock



THE TAN KHEAM HOCK FAMILY AND INTERIOR OF RESIDENCE.

"That Government be petitioned to exercise more restrictive action over the opium traffic, by raising the duty on opium, increasing the fees for chandu shop licences, and refusing to increase the number of existing licences.

"That Government be requested to order that systematic instruction to warn youth of the evil effects of opium be introduced into all Government and Government-aided schools."

A significant feature of the Anti-Opium Movement in Malaya is that in most places it was inaugurated by the Chinese themselves, and has been vigorously continued by them almost entirely with Chinese capital.

By Letters Patent dated July 19, 1907, a Commission was appointed to inquire into the extent to which opium-smoking prevails in the Straits Settlements, and to advise the Government as to the steps which should be taken "to minimise and eventually to eradicate the evils"

Elgin, promised careful consideration of the facts presented, and said he felt that the present position could not be allowed to continue. The members of the deputation must not assume that the Government was indifferent, but it was only possible to go step by step in the Crown colonies with the new policy adopted with reference to India and China.

The importance of the financial issues at stake in the suggested suppression of the opium traffic throughout the British Empire may be realised from the fact that for the year 1904-5 the revenue yielded by opium in India exceeded £5,000,000.

MR. TAN KHEAM HOCK.

Mr. Tan Kheam Hock is one of many able Chinese business men who, in the course of their commercial career, have migrated from Pinang to Singapore. Born at Pinang in 1862, he received his education at the Pinang Free

Company, to supply coolie labour. Some idea of what this entails may be gathered when it is stated that the wharf frontage of the docks is over a mile and a half in length, and as many as 2,500 coolies are permanently employed there. Mr. Tan Kheam Hock, who is also connected with the Perak General Farms, takes a great interest in the Straits and Federated Malay States Government Medical School, and has a seat on the committee of management. He is a member of the Society of Arts, London. He married the sixth daughter of the late Mr. Foo Tye Sin, J.P., Municipal Commissioner, of Pinang, and has six sons and four daughters.

KHAW JOO CHOE.

The gentleman whose name heads this sketch is the present director of that important Singapore monopoly, the Opium and Spirit Farm. The second son of the late Mr. Khaw



KHOO SIEW JIN.
KHOO HUN YEANG.

KHOO THEAN TEK.
KHOO SENG KAY.

(See p. 156.)

Sim Khim, he was born in Pinang in 1869 and received his education at the Free School there. Upon leaving school at eighteen he entered the employment of the Pinang firm of Koe Guan, shipowners, with whom he remained for several years, gaining steady promotion. Eventually he left to accept service under the Siamese Government, in which his family have held high positions for many years. After eight years' experience in Siam, Mr. Khaw Joo Choe returned to Pinang and became manager for his old employers, Messrs. Koe Guan. This responsible position he occupied for three years, when he took over the Nonthon Puket (Siamese Western State) Opium Farm (Chop Ban Huat Bee), holding the monopoly for two terms of three years each. In the latter part of 1904 he came to Singapore and was appointed director of the Singapore Opium Farm (Chop Sin Chin Ho Bee, 1904-6). When the lease of that farm expired at the end of three years, he was appointed director of the present farm (Chop Guan Hock Hin, 1907-9).

WEE KAY POH.

Mr. Wee Kay Poh, son of Wee Seah Kee and Low Ong Neoh, was born in 1871 and educated at Raffles Institution for five years. On leaving school he was apprenticed to Messrs. A. L. Johnston & Co. Later on he was with Messrs. Stachelin, Sthalkneet & Co. and Messrs. Brinkmann & Co. In 1892 he commenced business on his own account. He is a landowner and at present a managing partner of the Singapore Opium and Liquors Farm (1907-9). When twenty years of age he married Khoo Liang Neoh, daughter of the well-known Chinese gentleman, Mr. Khoo Boon Seng. He has two sons, Wee Kim Hock and Wee Poh Soon, and one daughter. His residence is "Benlomond," No. 124, River Valley Road.

WEE KAY SIANG.

Mr. Wee Kay Siang, one of the partners in the Singapore Opium Farm, was born in the colony in 1858 and received his education at Raffles Institution. He now holds a high position in Chinese commercial circles, being a director of the Kwong Yik Banking Company as well as a partner in the Opium Farm. He resides at "Bienvenue," Thompson Road, and has two sons—Wee Kah Tiak and Wee Kim Kiat—and four daughters.

CHI TZE CHING.

Of the Singapore opium-farmers, Mr. Chi Tze Ching is among the best known. A native of Canton, he came to Singapore as a trader when only sixteen years of age and remained for some fifteen years. At the end of that time he left for Labuan, and was an opium-farmer there for three years, after which he engaged in pawnbroking, and in opium, spirit, and gambling farming. He had also a Customs Farm in British North Borneo, and was a contractor for the supply of provisions to the coolies employed on the Dutch tobacco plantation. He owns businesses at Kudat and Singapore and mines in the Federated Malay States. Mr. Chi Tze Ching is a naturalised British subject and a member of the Chinese Advisory Board.

Mr. Khoo Siew Jin, of Pinang, is twenty-three years of age, but has already accomplished more than many men who are twice or three times that age. He is the eldest son of Mr. Khoo Hun Yeang, a well-known Pinang and Province Wellesley merchant and planter, and was born in the Northern Settlement in 1884. He received a good Chinese education in Pinang, and when his parents came to Singapore in 1898, he entered the Anglo-Chinese boarding school, and during the next four years acquired a valuable knowledge of English subjects. In 1902 he went to Sarawak as an assistant in the Opium, Spirit, and Gamb-

ling Farm there, and at the end of two years' service in that capacity was appointed general manager of the farms, although he was only twenty years of age at the time. When the farm was re-let, in 1907, Mr. Khoo Siew Jin and his brothers were the successful tenderers, and they now control that important monopoly. Mr. Khoo Siew Jin is married to a daughter of the late Mr. Quah Mah Tek, and has one son. He owns considerable house property in Singapore, Pinang, and Sarawak, and is on the committee of the Sarawak Merchants' Club. His father, Mr. Khoo Hun Yeang, was born and educated in Pinang. Upon the completion of his scholastic career he took charge of a very large coconut plantation in Province Wellesley which belonged to his father. This property he ran successfully for ten years; then, returning to Pinang, he joined the Opium and Spirit Farm there, in which his father was a partner and manager. Six years later he commenced business on his own account in Pinang under the chop Chin Lee & Co., and built up a big business as a tin and general merchant, which is still in existence. In 1899 his business ability was recognised by the Singapore opium and spirit farmers, who made him the managing partner. From 1902 until 1906, when he resigned, he was managing director of the farm. He is married and has eight sons. His father, Mr. Khoo Thean Tek, was born in Pinang in 1826 and received a Chinese education. He carried on sugar and coconut planting in Province Wellesley, and traded in Pinang itself under the chops Khoo Ho and Chin Bee for many years. He then went to Perak and commenced tin mining on a large scale, and held large interests in the Pinang and Hongkong Opium Farms. His was a well-known name throughout Malaya and the Straits Settlements, and he was highly respected. His decease took place in 1891, and he left four sons and four daughters.

Mr. Khoo Sian Tan has had a varied experience of revenue farms and is a recognised authority on their organisation. He is the son of the late Mr. Khoo Hong Swee, merchant, of Pinang, who was a committee member of the Senh. Khoo Kongsee, and died early in 1904. Mr. Khoo Sian Tan was born in 1872 and received a good English education at Pinang Free School. After a few years' commercial experience with a local mercantile firm, he spent several years in the Government service. He resigned in order to take over the Perak Krian sub-district revenue farms and engage in tin mining in the same State. At the age of twenty-seven he was appointed general manager of the Opium, Spirit, and Gambling Farm of Sarawak, and also held the power of attorney from Mr. Khoo Hun Yeang, the then farmer, from 1904 to 1906. He also became a partner in the Singapore Opium and Spirit Farms, and was appointed manager of the Singapore head office of the Johore, Malacca, Riau, and Kariman Island Farms. He is now a partner in the British North Borneo and Labuan General Revenue Farms for the three years 1907 inclusive, and in the Sarawak General Revenue Farms. He is also the manager of the Singapore head office, and holds the power of attorney from Mr. Khoo Hun Yeang, general director of the Singapore Opium and Spirit Farm. Mr. Khoo Sian Tan owns extensive property in Pinang, and is a business man highly respected throughout Malaya. He is a member of the Chinese Weekly Entertainment Club, Singapore, is married, and has two sons—Khoo Boo Yeong and Khoo Boo Yeam—both of whom are receiving English education.

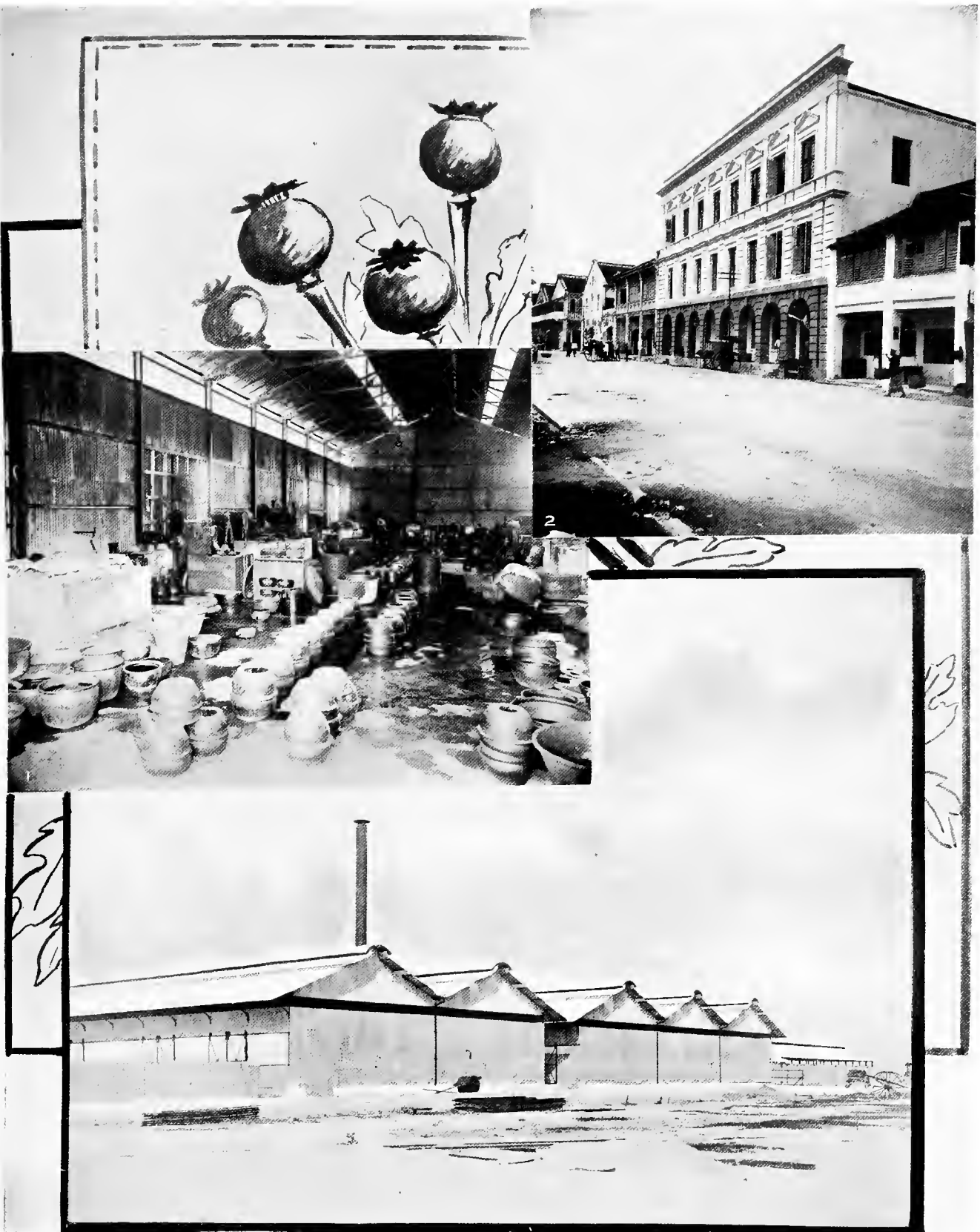
Pinang Opium and Liquor Farm.—The present holders of the Opium and Liquor Monopoly in Pinang are a syndicate of sixteen prominent Chinese business men, of whom photographs are reproduced in the accompanying illustration. They have contracted to pay to the Government, for the three years 1907

to 1909 inclusive, 135,000 dollars a month. Under the contract all the opium must be of Indian growth. It is brought from Calcutta in a raw state by the steamers of the Apcar and Jardine lines, and is stored in the Farm's godowns in Queen Street and Sungei Pinang. The buildings were erected by the Government of the Straits Settlements, and a rental of 900 dollars is paid by the farm for them. Here the conversion of the opium into chandu and the distillation of Asiatic spirits is carried on. These products are sold through 145 licenced sub-farms in Pinang and Province Wellesley, the principal spirit retailed being a native wine distilled from rice and sugar and known as samsoo. At the head offices in Queen Street and at Sungei Pinang 220 hands are employed, while the sub-farms provide work for 700 others. Such a huge undertaking as the Pinang Opium and Liquor Farm naturally necessitates skilful organisation and careful management, and the syndicate may be congratulated upon having secured the services of such able men as Mr. Cheah Chen Eok, the superintendent, and Mr. Lim Kek Chuan, the managing farmer. The managers are Messrs. Yeoh Boon Chit and Cheah Kim Geok. Mr. Yeow Ooi Gark is the auditor, and the prosecutors are Messrs. J. R. MacFarlane and Gunn Tong Eang. The syndicate also holds the opium monopoly for Kedah, in the Siamese Malay States, and for this privilege pays 38,500 dollars to the Siamese Government.

Lim Kek Chuan.—The managing partner of the Pinang Opium and Spirit Farm is Mr. Lim Kek Chuan. Born at Pinang in 1858, he was educated at the Free School there, and afterwards entered a shipping office. Later he opened a business of his own, trading as a rice merchant, with branches at Rangoon, Mandalay, and Calcutta. Subsequently he became interested in various opium and spirit farms and in tin mining. He is part-owner of numerous mines in the native States, and is a large landed proprietor. In the social life of Pinang he is well known and highly respected. He is a Fellow of the Society of Arts, London, president of the Pinang Chinese Chamber of Commerce and of the Chinese Recreation Club, a member of the Chinese Advisory Board, and a trustee of the Seh Lim Kongs and of the Chinese Town Hall. His offices are at No. 15, Church Street. His town residence is No. 40, Muntri Street, and his country house is Diamond Jubilee Lodge, Mount Erskine Road.

LIM MAH CHYE.

The son of Lim Thiam Huat, a landed proprietor of Sam Toh, China, where he was born in 1857, Mr. Lim Mah Chye came to the Straits Settlements at the early age of eleven and commenced commercial work in company with his brothers, who were then carrying on business as rice merchants in Beach Street under the style of Chin Huat & Co., with an important branch at Moulmein, Burma. In consequence, however, of the big fire at Moulmein, which destroyed nearly the whole of the town, the firm suffered enormous losses; whereupon Mr. Lim Mah Chye commenced taking up, on a very small scale, the general and revenue farms in the native States. Gradually he extended his operations, and to-day he is a partner in the Pinang Opium and Spirit Farm and in the important firm of Chin Guan & Co., tin merchants, and is largely interested in various farms in the Negri Sembilan, Selangor, Perak, Kedah, Setul, and Perlis. He is a member of the Pinang Literary Association, of the Chinese Club, and a patron of the Chinese Recreation Club. His wife is Cheah Geok Kee, a daughter of Mr. Cheah Eok, of Pinang. His eldest son, Mr. Lim Chin Guan, was born in 1881. He finished his education at the Anglo-Chinese School. To-day he is the head of the firm of Messrs. Chin Guan & Co.,



PINANG OPIUM AND LIQUOR FARM.

1. THE OPIUM COOKING ROOM.

2. NEW PREMISES.

3. NEW FACTORY AT SUNGEI PINANG.



MEMBERS OF THE PINANG OPIUM AND LIQUOR FARM.

- | | | | | | |
|---------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|
| 1. HO TIANG WAN. | 2. LIM EOW HONG. | 3. CHEAH TATTO. | 4. GOH BOON KENG. | 5. CHEAH KIM GEOK. | 6. KHOO CHEOW TEONG |
| 7. YEOW OOI GARK. | 8. CHEAH CHEN EOK. | 9. LIM KEE CHUAN. | 10. LIM MAH CHYE. | 11. YEOW BOON CHIT. | |
| 12. TAN KHEAM HOCK. | 13. LEONG FEE. | 14. LIM SOO CHEE. | 15. CHAN KANG CHOON. | 16. ONG HUNG CHONG. | 17. THIO TIAU'W SIAT. |

(See p. 156.)



1. LOKE CHOW KIT.

2. SPIRIT DISTILLERY.
(See p. 160.)

3. SELANGOR OPIUM FARM.

with offices at No. 15, Church Street. He is also a partner of the Kuala Lumpur firm of Messrs. Chow Kit & Co. In 1900 he married Yeo Saw Heang, the daughter of Mr. Yeo Cheang Chye, of Pinang. He resides with his father at No. 41, Kimberley Street. Their country residence is Lim Lodge, Western Road.

CHAN KANG CHOON.

Mr. Chan Kang Choon is a native of Canton, and came to the Straits Settlements some thirty-five years ago. At the end of the first ten years he commenced business on his own account, and he has built up a large trade as a general merchant. Besides being a partner in the Pinang Opium and Spirit Farm, he has interests in tin mining in Perak and owns considerable property in Pinang, Hongkong, and Canton.

Seet Kee Ann.—Mr. Seet Kee Ann, son of the late Mr. Seet Moh Guan, was born in 1862 at Malacca. For fifteen years after leaving school he engaged in tapioca, gambier, and pepper planting. In 1897 he took a partnership in the opium and spirit farm of Malacca and became the manager. He is a landed proprietor, and has interests in various concerns. In 1895 Mr. Seet was made a Municipal Commissioner for Malacca, and in 1901 a Justice of the Peace. He is married, and has three sons and five daughters. His grandfather, Seet Hood Kee, was headman of the Chinese temple called Teng Choo, and his father also was the head of the Chinese temple called Teng Choo.

Chi Hong Cheng.—A son of the late Mr. Chi Jin Siew, of Malacca, Mr. Chi Hong Cheng was born in 1867 and educated at the High School, Malacca. Subsequently he acquired a partnership in a Singapore firm, with which he was connected for fifteen years. Returning to Malacca, he purchased an estate of some 3,000 acres and commenced tapioca planting, interplanting rubber in 1905. Disposing of this property, he took a partnership in the opium and spirit farm, and acted as financial manager. He is a part-owner of several tin mines in Muar and Kesang, and holds considerable property in Malacca and Singapore. Mr. Chi traces his descent back for nine generations, all of which were born in Malacca. He married a daughter of Mr. Tan Hoon Chiang, and has six children, one daughter and five sons.

Mr. Loke Chow Kit.—This gentleman, whose residence is at Loke Hall, Kuala Lumpur, Selangor, is the son of Mr. Loke Kum Choon, and, like his father, is a native of Pinang. After being educated at Pinang Free School, he entered the commercial house of Messrs. Katz Bros., Pinang. Later on he joined the firm of Messrs. Huttenbach & Co., and when that firm extended their business to Kuala Lumpur he was sent there as assistant-manager. At that time Towkays Loke Yew and Chow Ah Yok were appointed by the Government lessees of the railway lines in Selangor, and they made Loke Chow Kit traffic manager. This position he held until the Government took over the railway on the expiration of the lease. Mr. Loke Chow Kit then joined Mr. Loke Yew in the General Farm of Selangor, and afterwards in the Revenue and General Farms of Pahang and Negri Sembilan. He was appointed general manager of the farms. He is at present the farmer of Negri Sembilan, opium and spirit farmer of Malacca, a shareholder in the farm of Selangor, and a shareholder in the opium farm of Hongkong. He is the proprietor of Chow Kit & Co., one of the biggest firms in Kuala Lumpur, and is one of the leading men of the town. Together with his brother, Mr. Loke Chow Thy, he is a large shareholder in the Serendah and Jeher Hydraulic Tin Mining Companies, which concerns were

floated by the brothers as limited liability companies during their trip to Scotland some three years ago. Mr. Loke Chow Kit is a man of advanced ideas. His daughter and son are at present finishing their education in Scotland. He is associated with Mr. Loke Yew in many of his undertakings, and has interests all over the Federated Malay States. His house is one of the finest private residences in Kuala Lumpur. Three years ago Barrack Road was occupied by miserable attap huts. The property was acquired by Mr. Chow Kit, who built a mansion on the site and a handsome suite of offices. He is a member of the Selangor Club, the Turf Club, the Weld Hill Club, and many other similar institutions in the Federated Malay States. He is a director of the Milling and Mining Company, Ltd., the Federal Dispensary Company, Ltd., the Jeher Hydraulic Tin Mining Company, Ltd., the Serendah Hydraulic Tin Mining Company, Ltd., the Malay Cement Company, Ltd., and agent for the China Mutual Life Insurance Company, Wee Bin Steamship Company, and Koe Guan Steamship Company. He is president of the Straits Chinese Association and of the Oriental Stand, acting president of the Weld Hill Club, trustee for the Kong Siew Wooi Koon, a Visiting Justice of the Gaol and Vagrant Wards, and a member of the committee of the Tai Wah Hospital.

Dr. Gnoh Lean Tuck, vice-president of the Pinang Anti-Opium Association, is a native of the settlement and one of its foremost Chinese medical practitioners. Born in 1879, he commenced his education at Pinang Free School, where he won several scholarships, with medals, one of which was tenable at an English University, and proceeding to Cambridge, he studied medicine and science at Emmanuel College. He was elected a Foundation Scholar in his third year, graduated B.A. in 1899, and M.B., B.C., and M.A. in



DR. GNOH LEAN TUCK, M.A., M.D.,
B.C. (CANT.).

1902. For some time he was engaged in bacteriological research at the Liverpool School of Tropical Medicine under Major Ross. He won the Cheadle gold medal in clinical medicine, and studied further at Halle, in Germany, and at the Institut Pasteur, Paris.

Returning to Malaya in 1903, Dr. Tuck spent a year at the Institute of Research, Kuala Lumpur, after which he went for a tour through China. He has practised in Pinang since 1904. Dr. Tuck takes a keen interest in the forward movement among the Chinese. He is president of the Pinang branch of the World's Chinese Students' Federation, is co-editor of the *Straits Chinese Magazine*, and was one of the promoters of the Pinang Anti-Opium Association. He is a member of the British Medical Association, the British Medical Temperance Association, and the local Chinese Recreation and Cantonese Clubs, and is vice-president of the Pinang Association. Among Dr. Tuck's publications are treatises on "The Occurrence of Tetanus Spores in Gelatine," "Observations of some Worms found in the Aortas of Buffaloes and Bullocks," and "The Status of Medical Science in China." He has also contributed articles to the *British Medical Journal*. Dr. Tuck in 1905 married Ruth Wong, second daughter of Wong Nai Siong, of Fuchow, and resides at 38, Love Lane. He is expected shortly to go to Tientsin to assist in the reorganisation of the Chinese Government medical service.

DR. SUAT CHUAN YIN.

A remarkable instance of one who has spent many years in study in order to be of service to his countrymen is afforded by the life-story of Dr. Suat Chuan Yin, of Singapore. This gentleman was born in Amoy, China, in 1877, and received the first part of his education at the Anglo-Chinese College, Foochow, where he won the scholarship prize in the graduating class. He then entered the Straits Settlements Civil Service as interpreter attached to the Singapore Police Court in 1898. In the following year he resigned this position and proceeded to the University of Michigan, U.S.A., where he studied medicine for two years. Proceeding to Toronto University, he graduated M.B., and was awarded the silver medal. In 1903 he entered University College, London, and in the following year took the M.R.C.S. and L.R.C.P. diplomas. Subsequently he saw service in the National Hospital, the Middlesex Hospital, the Children's Hospital, Moorfields Eye Hospital, and Gray's Inn Ophthalmic Hospital. Returning to Singapore in 1904, the doctor commenced private practice in partnership with Dr. Lim Boon Keng, and this he still carries on. He is the physician in charge of the Home for Opium Inebriates in Singapore, and has done much to combat the opium evil in the Straits Settlements. In 1905 Dr. Suat Chuan Yin married a daughter of Mr. J. H. Bowyer, of New Cross, London, S.E.

Dr. R. M. Connolly, one of the best known men in Ipoh, is president of the Perak Anti-Opium Society, which movement he originated. He is also president of the Navy League, and managing director of the *Times of Malaya*. He is extensively interested in mining and planting and has made Kinta his home. His residence near Ipoh is one of the handsomest buildings in the Federated Malay States. Dr. Connolly came to these parts to join the Government medical service, but resigned in order to practise privately and edit the *Times of Malaya*. The editorial appointment he relinquished as recently as 1906. An Irishman by birth, he was educated at Trinity College, Dublin. At one time he was a colonial surgeon on the Gold Coast.

Mr. Wee Hap Lang, of 19, Rodger Street, Kuala Lumpur, is vice-president of the Selangor Anti-Opium Society, and was a delegate to the first Anti-Opium Conference at Ipoh. He is the son of Mr. Wee Liang Hin, and was born in Malacca. His father and grandfather were merchants at Malacca. The latter was a financier and established an extensive business

with the Malays and the Chinese miners. In the course of business Mr. Wee Hap Lang's father made many trips up country, and on one of these, about thirty-five years ago, he became sick and died at Roko Hill, Kajang. Another member of the family was murdered by the Malays in Perak. The subject of this sketch entered the Government service after obtaining a training in different mercantile houses. Resigning in 1894, he started in business on his own account at Kuala Lumpur. Coming under the notice of Captain China Yap Kwan Seng,

he acted as his assistant and English secretary until the time of the captain's death in 1902. On two occasions during Captain China's absence in China he managed his affairs. He is the founder of the British Malayan Mining Company, Ltd., just floated privately, and is developing several other mining properties. He possesses mines of his own at Serdang, Sungei Besi, Damansara, and Kajang. Mr. Wee Hap Lang is vice-president of the Selangor Chinese Chamber of Commerce, a committee member of the Mandarin

School, a trustee of the Anglo-Chinese School, a member of the Turf Club, the Weld Hill Club, and many other similar institutions. He is also one of the originators of the Chinese Christian Association of Singapore. Nine sons and four daughters were born to him, all of whom are living. Of the former, one is being educated in England and another in America. The whole family are being thoroughly trained in English and Chinese. Mr. and Mrs. Wee Hap Lang celebrated their silver wedding on October 10, 1907.



GAMBLING AND SPIRITS



IN Malaya the two methods of dealing with the gambling question are being put to the test of practice—in the colony gambling is prohibited, whilst in the Federated Malay States it is permitted within prescribed limits. In 1829, on the presentment of the Grand Jury, the legalisation of gambling was abolished in the colony, and, though the subject remains to this day debateable, that decision has never been revoked. Public gambling is a punishable offence, and the point is often raised in cases brought on at the courts as to what actually constitutes a public gaming house. The fines levied upon conviction are usually high, but there are still many who, recognising that the gambling spirit is inveterate in the Chinese, incline to the opinion that controlled and open gambling would be better than clandestine gambling. Deprived of legitimate means of satiating the ruling passion locally, many Singapore Chinese find their way to the "Casino of Southern Asia," in Johore, which is officially open to Chinese only.

In the Federated Malay States the Government farms out "the exclusive right of keeping gaming houses and of authorising public gaming, and gaming by Chinese in private places." At the same time, by means of rules which are shortly to come into force, it is sought to place upon gaming such checks and limitations as lie

reasonably within the power of the Government to impose. These rules limit the time for gaming: the hours will be from four till nine instead of from two till ten, and the temptation to leave work before the day is over will be to some extent removed. Again, "general farms" will be done away with, and a man will be unable in the future to pledge his personal belongings at the gaming farms, or to borrow of the farmer, and so continue gambling after his ready cash is exhausted. An age limit is imposed, the employment of females in connection with public gaming houses is prohibited, and the payment of wages to miners and other labourers within the precincts of a gaming farm is made an offence.

The gambling shops are always thronged at night with Chinese of both sexes and of every class, from the wealthy towkays, who bet in hundreds of dollars, to coolies staking cents and half-cents. The vast majority of the players appear to be so inured to the excitement of play that their faces reveal nothing but stolid indifference to their gains or losses. The principal games played are poeh, fan-tan, and chap-ji-ki. Poeh, the most popular game, is played with a dice, each face of which is coloured half white and half red. This is placed in a brass cube, covered, and spun by any of the players until it fits exactly into a square in the centre of a circle divided into segments containing the numbers 1, 2, 3, and 4. The winning number is that which the red portion of the dice adjoins. Stakes are placed either on the numbers or on the line between two numbers. The bank usually pays 3 to 1, less 10 per cent., on the money staked upon the winning numbers, and even money on stakes

on a line between the winning number and the adjacent number. In fan-tan a handful of counters is taken haphazard and placed in a bowl, which is then upturned upon the table. The counters are counted out in fours by the croupier, and bets are made as to whether one, two, three, or four counters will be left at the end. In chap-ji-ki there are twelve characters, and bets are made as to which one the banker will drop into a box.

In the Federated Malay States the Government invites tenders for the "general farms" (gaming, spirit, spirit import, and pawnbroking rights), and the estimated revenue from this source for the year 1907 was as follows:

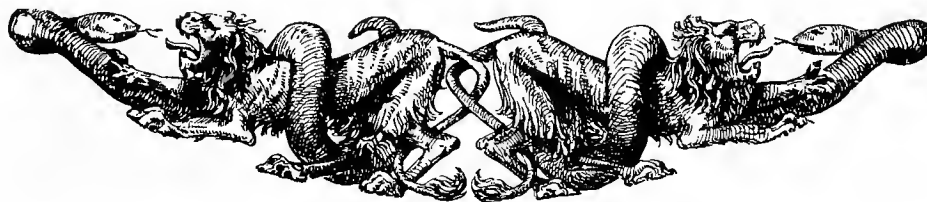
Perak.—General farms, 2,040,000 dollars; spirit shops, 6,700 dollars—total, 2,046,700 dollars.

Selangor.—General farms, 1,500,000 dollars; spirit and toddy shops, 13,700 dollars; toddy farms, 6,240 dollars—total, 1,519,940 dollars.

Negri Sembilan.—General farms, 432,000 dollars; spirit shops, 3,400 dollars; toddy farm, 1,800 dollars—total, 437,200 dollars.

Pahang.—General farms, 120,000 dollars; spirit farms, 1,346 dollars.

In the Straits Settlements the right to collect the excise duty on alcoholic liquors is "farmed out" by tender. The licence fees of all shops where intoxicating liquor is sold are fixed by the Government, but are collected by the spirit farmers. In 1906 the spirit farmers paid the Government 1,200,000 dollars for the spirit monopoly—600,000 dollars at Singapore, 540,000 dollars at Pinang, and 60,000 dollars at Malacca; while spirit licences yielded 48,476 dollars—36,603 dollars at Singapore, 9,344 dollars at Pinang, and 2,529 dollars at Malacca.





EXPORTS, IMPORTS, AND SHIPPING

STRAITS SETTLEMENTS.

By A. STUART,
REGISTRAR OF IMPORTS AND EXPORTS, STRAITS SETTLEMENTS.



As a shipping port Singapore ranks within the first ten of the world's seaports. As a trade emporium for South-East Asia the settlement stands unrivalled, its ramifications extending to the far-distant

islands of the Southern seas, whence it collects the produce which it exports to Europe, America, and India. Since the days of its foundation as a British colony it has offered to the world an example of what can be accomplished by trade unhampered and free, where the producer finds the best market for the fruits of his labour and the cheapest caterer to his needs. With a prophetic eye to the future opening up of China, Japan, Siam, Borneo, and the Philippines, and a keen perception of its possibilities in these territories, Sir Stamford Raffles laid at Singapore the foundations of an enduring monument to his name, and added an imperial asset of the first importance.

As a local centre for the northern portion of Sumatra and the Malay Peninsula, Pinang also has a story of continuous progress, while Malacca, the most ancient of the three settlements, provides a rich field of romance, showing the natural growth of European influence and the stages by which at last it fell under the sway of Britain.

Of the total value of foreign trade inwards, Singapore held in 1906 72·3 per cent., and outwards 69·3 per cent.; Pinang 27·3 per cent. in imports, and 30·1 per cent. in exports, while Malacca had the balance. This division varies but slightly from year to year.

With the exception of an excise duty on opium and alcoholic liquors, all the ports of the colony are free, and the only charge on shipping is a light due of 1 anna (1d.) per ton in and out.

It is this freedom, combined with its geographical position, which is the cause of the remarkable advance which Singapore made even in the first few years of its existence, and of its pre-eminence over the Dutch ports, which were subject to heavy duties on imports.

According to Mr. Buckley's history, the trade of Singapore amounted in 1822 to 8,468,000 dollars (Spanish dollars), and in 1824 to double that sum. In the course of two years and a half 2,889 vessels had entered the port, and of these 333 were manned by Englishmen, and the remaining 2,506 by sailors of other nations. The combined tonnage represented 161,000 tons, and the value of merchandise cleared in native vessels was 5,000,000 dollars, and in square-rigged ships not less than 3,000,000 dollars.

Ten years later, in 1834, the total number of square-rigged vessels entering Singapore Harbour was 517, representing a tonnage of 156,513. In 1842-43 870 square-rigged vessels, with a total tonnage of 286,351, entered the port, and there were 2,490 native vessels with

previous year of 496,601 tons in the case of ocean-going vessels, and a fall of 30,111 in the tonnage of native vessels. The revenue collected by the Marine Department during 1906 amounted to 279,201 dollars, an increase of 3,026 dollars over 1905.

The aggregate tonnage of the merchant shipping cleared in 1906 at Singapore (which includes practically all the shipping that comes to the colony) was nearly double that cleared in 1896, the figures being 6,661,549 and 3,993,605 tons respectively. The increase at Pinang during the same period was from 1,846,087 to 2,868,457 tons.

Table A, compiled from statistics relating to Singapore, shows the relative positions of Britain and her chief rivals at the beginning and end of the decade.

TABLE A.

Nation.	1896.			1906.			Increase.
	No. of Vessels.	Tonnage.	Per Cent. of Total.	No. of Vessels.	Tonnage.	Per Cent. of Total.	
British ...	2,967	2,630,472	65·8	2,608	3,602,126	54·0	971,654
German...	322	484,447	12·1	533	974,241	14·6	449,794
Dutch ...	842	284,410	7·1	1,328	677,487	10·1	393,077
French ...	121	182,390	4·5	158	390,124	5·8	207,734
Other nations ...	302	411,886	10·5	654	1,017,571	15·5	645,685
Total ...	4,554	3,993,605	100	5,281	6,661,549	100	2,667,944

a tonnage of 69,268 tons—a considerable increase in each case over the figures for the preceding years.

With the exception that the shipping trade of the Straits Settlements went on advancing from year to year, there is no remarkable feature to record until the opening of the Suez Canal and the introduction of steamships, which developments effected a great change in the appearance of the harbours at each of the three settlements, and also served to increase their trade.

In 1906 9,369 vessels (including warships) of a tonnage of 10,444,896, and 15,783 native craft, with a tonnage of 746,880, were cleared at the three ports, being an increase upon the

Among the smaller competitors Japan has made the greatest headway in the ten years under review. From being eighth on the list in 1896 with a tonnage of only 54,172 tons, this progressive nation advanced to the fifth place in 1906 with a tonnage of 238,454 tons. Although the tonnage of British ships using the port has increased so greatly, the number of vessels was actually less in 1906 than in 1896, owing to the tendency to build much larger ships now than formerly. The number of Dutch vessels cleared in 1906 was nearly half as great as the number of British ships, but their tonnage was only about one-sixth. This is attributable to the fact that the Dutch have a large fleet of small steamers travelling

between the port and the neighbouring Dutch colonies.

In 1906 the trade of the three settlements, exclusive of treasure, was valued as follows :

	Exports. \$	Imports. \$
Singapore ...	202,210,840	234,701,760
Pinang ...	86,996,891	90,761,013
Malacca ...	4,633,837	4,886,937
	293,841,577	330,349,710
	or	or
	£34,281,518	£38,540,800

The colony's trade, exclusive of interport movements, for the last five years is shown in Table B in thousands of dollars.

The principal articles of export are tin, spices, gums, gambier, copra, tapioca, rattan, sago, hides, preserved pineapples, gutta percha, and rubber, and the articles forming the chief imports are cotton goods, coal, rice, opium, silk, petroleum, fish, provisions, tobacco, wheat flour, gunnies, sugar, and spirits, as well as tin ore for smelting purposes, metals, and miscellaneous manufactures.

The above trade represents goods purchased and sold in the local market, and does not

	1902.	1903.	1904.	1905.	1906.
<i>Merchandise.</i>	\$	\$	\$	\$	\$
Imports ...	311,110	337,796	325,868	319,777	317,851
Exports ...	273,622	272,210	255,439	265,185	281,273
Total ...	584,732	610,006	581,307	584,962	599,124
<i>Treasure.</i>					
Imports ...	40,374	52,364	42,960	12,457	21,457
Exports ...	27,852	52,638	57,070	17,776	29,732
Total ...	68,226	105,002	100,030	30,233	51,189
Gross aggregate trade	652,958	715,008	681,337	615,195	650,313

include merely passing over transshipment trade. The volume of imports and exports of principal articles in 1905 and 1906 was :

IMPORTS.

	1905.	1906.
Cotton goods, pieces ...	4,810,733	5,406,218
Coal, tons ...	640,444	753,918
Rice, tons ...	450,612	450,615
Opium, chests ...	12,960½	12,658
Silk goods, pieces ...	217,098	230,360
Petroleum, cases of 65 pounds ...	1,154,163	1,243,146
Sarongs, corges of 20 pieces ...	347,654	303,598
Fish, dry and salted, tons ...	55,012	55,205
Tobacco, tons ...	9,413	7,311
Tin ore, tons ...	56,329	52,026
Wheat flour, tons ...	23,705	27,438
Sugar, tons ...	62,927	71,929
Spirits, gallons ...	1,133,550	1,129,797

EXPORTS.

	1905.	1906.
Sago, tons ...	47,788	50,002
Coffee, tons ...	3,745	3,704
Gambier, tons ...	30,803	38,976
Gums, tons ...	29,432	31,321
Hides, tons ...	5,448	5,711
Spices, tons ...	70,423	79,221
Tapioca, tons ...	48,055	42,325
Copra, tons ...	58,631	40,772
Rattans, tons ...	25,367	26,460
Preserved pineapples, cases ...	548,096	707,498
Para rubber, lbs. ...	221,120	941,665
Tin, tons ...	58,878	59,091

Of other goods imported into the colony, the chief values are seen in the following :

MANUFACTURED METALS.

	1905.	1906.
Hardware and ironware ...	\$ 2,681,000	\$ 3,160,000
Machinery ...	1,204,000	1,524,000
Tramway and railway materials ...	856,000	200,000
Tin plates ...	635,000	638,000
Corrugated iron ...	483,000	366,000
Steel ...	428,000	440,000
Nails ...	384,000	351,000
Gas and electric lighting materials ...	392,000	354,000
Tools, instruments, and implements ...	359,000	362,000

TABLE B.

OTHER MANUFACTURES.

	1905.	1906.
Sewing thread	\$ 686,000	\$ 582,000
Yarn ...	2,713,000	2,702,000
Milk ...	1,362,000	1,488,000
Cattle ...	1,348,000	1,787,000
Lard ...	1,614,000	1,134,000
Malt liquors ...	1,316,000	1,253,000
Beans and peas	1,410,000	1,250,000
Provisions ...	5,822,000	5,910,000
Cigars ...	1,598,000	1,668,000
Tea ...	1,819,000	1,900,000
Vegetables ...	1,395,000	1,368,000
Medicines ...	1,874,000	1,905,000

The position of the United Kingdom as a source of supply shows steady improvement, its exports to the colony giving an increased excess over European and American supplies, especially during the last few years. Thus, in the import of goods of European and American production into the colony, the decades since 1887 show as follows in millions :

	1887-1896.	1897-1906.
United Kingdom ...	\$185'6	\$304'9
Europe and America	\$74'7	\$175'4
Total ...	\$260'3	\$480'3
Excess of British ...	\$110'9	\$129'5

In 1906 the distribution of the total volume of trade according to countries was as follows (000 omitted) :

	Imports to the Colony.
United Kingdom ...	\$35,210 or 11'1 per cent.
British Possessions and Protectorates	\$148,558 " 46'7 "
Foreign Countries...	\$134,083 " 42'2 "
Total ...	\$317,851
	Exports from the Colony.
United Kingdom ...	\$66,493 or 23'6 per cent.
British Possessions and Protectorates	\$70,062 " 24'9 "
Foreign Countries...	\$144,718 " 51'5 "
Total ...	\$281,273

The greatest portion of the colony's trade is with the Malay Peninsula, the United Kingdom, the Netherlands Indies, British India and Burma, Siam, Hongkong, China, and the United States of America, in the order given. Of Western countries other than the United Kingdom the United States is an easy first, taking from the colony half as much as the

United Kingdom and ranking next to Germany as a shipper of goods. The exports to France are greater than those to any other Continental country; then come Germany, Italy, Austria, and Russia in order. As exporters to the colony, the first Continental country is Germany, with a total of 5,500,000 dollars. Holland, Italy, Belgium, and Austria follow.

FEDERATED MALAY STATES.

Until a very few years ago the commerce of the Federated Malay States could have been summarised in the one word "tin," and even to-day the value of the tin and tin ore exported is many times as great as that of all the other articles of export added together. But the rubber boom of the past five years, and the high potential value of the many rubber plantations, indicates that in the near future, when the trees are of tapping age, the pre-eminence of tin will be seriously challenged.

During 1906 the total value of the exports (excluding bullion) from the Federated Malay States was 79,178,891 dollars, or £9,237,536 sterling, and to this sum tin and tin ore contributed no less than 71,104,191 dollars. The exports of cultivated rubber were valued at 1,855,436 dollars, and sugar (almost entirely from Perak) at 1,044,625 dollars, while the remaining 5,000,000 dollars was principally for the following commodities, given in the order of importance: tapioca, coffee, copra, gambier, padi, pepper, gutta percha, and dried fish. In addition to the foregoing, gold to the value of 331,234 dollars was exported from the mines of Pahang.

The principal articles of import were rice, flour, provisions, opium, wines, beer, spirits, petroleum, live stock, and manufactured goods such as cotton textiles, hardware, and ironware. During 1906 the total value of the imports was 44,547,133 dollars, or £5,197,165 sterling.

The following table shows the value of the imports and exports of the four States of the Federated Malay States (excluding inter-State trade) for the last ten years:

or 400 lbs.); for each rise in price of 1 dollar a picul up to 38 dollars the duty is increased 25 cents a bahar, and above 38 dollars it is increased by 50 cents a bahar for every rise of 1 dollar a picul in the market price. Tin ore pays 70 per cent. of the duty on tin. In Pahang a 10 per cent. *ad valorem* duty is charged on alluvial and manufactured tin (except in respect of the productions of certain privileged companies, who only pay 8 per cent.), and on tin ore a 10 per cent. *ad valorem* duty is levied on 70 per cent. of the gross weight, with 2½ per cent. rebate to privileged companies. Cultivated rubber, tapioca, gambier, and pepper pay a 2½ per cent. *ad valorem* export duty.

The revenue collected on account of customs duties in each State during the last five years (inclusive of both import and export duties) is as follows:

	PERAK.	SELANGOR.	NEGRI SAMBILAN.	PAHANG.
	\$	\$	\$	\$
1902	5,686,121	3,863,523	1,087,054	184,711
1903	6,263,233	4,217,908	1,302,214	196,830
1904	5,723,691	3,906,327	1,207,024	208,002
1905	6,134,716	4,069,283	1,268,603	255,706
1906	6,815,591	4,281,175	1,308,119	290,651

The bulk of the imports and exports of the Federated Malay States are shipped either through Singapore or Pinang, and the shipping trade of the Federated Malay States consists of the conveyance of goods to those ports, together with a small inter-State trade. The chief ports of Selangor are Port Swettenham, Kuala Selangor, and Kuala Langat. Port Swettenham is situated at the mouth of the Klang river, and its shipping has developed rapidly within the past few years. In 1903 the goods forwarded from the port totalled 110,312 tons in weight, but this figure had increased to 147,524 tons in 1906. Thirteen ocean-going steamers called at Port Swettenham with direct cargoes from England during

Selangor and Kuala Langat has fallen off until it is now a negligible quantity.

The chief port of Perak is Teluk Anson, a town on the left bank of the Perak river, about thirty miles from the mouth, and it is connected by 17 miles of railway with the trunk line. The shipping of the port is chiefly with Pinang, with which port there is daily steamer communication. During 1906 the tonnage of the shipping of Teluk Anson was 150,397 tons. Formerly Port Weld, which is only seven miles from Taiping, the capital, was the leading port of Perak, but of late years the trade has to a large extent been diverted. Imports for the northern part of the State come by rail from Prye, and the trade of the southern part is done through Teluk Anson. Other lesser ports, which have a trade with Pinang carried on by steamers of less than fifty tons, are Kuala Kuran and Gula.

Port Dickson is the principal port of Negri Sambilan. The shipping of Pahang is almost entirely confined to native boats which trade to and from Kuantan.

All the harbours of the Federated Malay States are free, but a small charge for the maintenance of lighthouses is made. The Trade, Customs, and Marine Departments of the various States were in 1907 amalgamated and placed under the supervision of a Federal Inspector of Trade and Customs. In the larger ports there is a harbour master and a supervisor of customs; in the smaller ports one officer occupies both these positions.

The number and tonnage of vessels, exclusive of native craft, cleared from the ports of Perak,

Year.	PERAK.		SELANGOR.		NEGRI SAMBILAN.		PAHANG.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
	\$	\$	\$	\$	\$	\$	\$	\$
1897	9,021,296	14,029,261	8,278,754	11,914,087	1,864,122	2,806,667	910,059	652,328
1898	9,957,934	16,265,801	9,017,742	13,383,226	1,963,418	3,199,435	997,071	723,689
1899	11,335,502	25,095,524	11,997,519	20,183,910	1,971,013	6,134,862	1,323,886	1,283,413
1900	14,124,743	28,607,635	13,530,031	21,304,078	2,841,647	7,033,988	804,976	1,527,225
1901	15,669,931	27,723,858	12,388,988	24,026,211	3,561,616	7,640,100	834,736	1,870,096
1902	16,615,908	34,606,797	15,681,422	24,416,637	5,782,094	7,997,714	754,279	2,237,858
1903	19,411,442	39,628,132	16,178,010	27,254,896	4,883,387	8,095,305	654,447	2,771,316
1904	16,738,423	37,251,435	14,910,397	25,857,012	4,216,090	7,846,452	1,002,219	2,742,085
1905	19,471,126	40,151,480	18,280,639	26,270,954	4,331,918	8,335,112	1,081,546	3,492,254
1906	20,971,694	40,364,544	18,103,473	26,613,302	4,368,880	8,798,537	1,103,086	3,402,508

The only import duties collected in Perak, Selangor, and Negri Sambilan are on spirits and opium. In Pahang tobacco is taxed as well as these two articles. Export duties are collected in all the States on tin, coffee, sugar, tapioca, gambier, pepper, coconut oil, copra, cultivated rubber, elephants' tusks and ivory, blachan (a fish preparation), dried fish, isinglass, horns and hides, bones, tallow, mother o' pearl, jungle produce of almost all kinds, gutta percha, gold, wolfram, and all other minerals. The export duty on alluvial or manufactured tin in Perak, Selangor, and Negri Sambilan varies according to the market price. When this is over 31 dollars a picul (133½ lbs.) and below 32 dollars, the duty is 10 dollars a bahar (3 piculs

1906. Since railway communication with the interior has been opened, the trade of Kuala

Selangor, and Negri Sambilan during the last three years are as follows:

Year.	PERAK.		SELANGOR.		NEGRI SAMBILAN.	
	No.	Tons.	No.	Tons.	No.	Tons.
1904	1,068	187,620	1,380	463,772	1,022	280,921
1905	1,288*	182,253*	1,229	447,967	985	282,592
1906	1,509	176,887	1,214	489,666	870	250,927

* Approximately.

Mr. Robert Symonds Fry obtained his present appointment as Registrar of Shipping in 1894. For a few months in 1880 he was attached to the Trigonometrical Computer's Office in Ceylon, and in 1881 he joined the Straits Survey Department as trigonometrical assistant. In 1884 he resigned on account of ill-health, but, rejoining in 1885, was appointed District Surveyor. Three years later he was promoted Chief Surveyor.

Mr. A. Stuart is the Registrar of Imports and Exports and Officer and Correspondent for the Board of Trade. He was born in 1861 at Brechin, N.B., and educated at Brechin High School and St. Andrew's University. He received his present appointment in 1893, and in 1898 was temporarily attached to the Customs and Trade Mark Offices in London. Whilst home on leave in 1903 he visited, on behalf of the Board of Trade, the principal centres of industry in the United Kingdom, with a view to affording information to those interested in the trade of the Straits Settlements, and received the thanks of the Secretary of State for the Colonies for his report on foreign competition in the colony. Mr. Stuart is also Supervisor of Trade Statistics for the Federated Malay States.

Mr. J. R. O. Aldworth is the first holder of an office called into existence by the Federation, that of Inspector of Trade and Customs. He has held numerous important appointments in the Federated Malay States, including those of District Officer (for Kuala Selangor, Klang, Ulu Langat and Kuala Lipis), Acting Secretary to the Resident of Selangor, Secretary to the High Commissioner, and Acting Chief Warden of Mines. Born in 1866, Mr. Aldworth is a son of the late Colonel Robert Aldworth, and married, in 1905, Dorothea Anne Harvey, daughter of the late Mr. Richard Drew. He was educated at Cheltenham College, where he was prominent in all athletics. He was a member of the first polo team that visited Singapore in 1903, and latterly polo has been his chief recreation. His association with the Federated Malay States dates from 1889, when he entered the Civil Service as a cadet.

MERCHANT SHIPPING LAWS.

The shipping laws of the colony have long been in a state bordering upon chaos. Several years ago, in response to repeated requests made by the commercial community through the Chamber of Commerce, promise was made of a Consolidated Bill framed on the model of the Merchant Shipping Act of 1894, which would contain all the law applicable to merchant shipping. Unfortunately this Bill has never yet reached the Statute Book of the colony. Renewed consideration, however, has been given to the matter since the Home Government passed the Merchant Shipping Act of 1906, and a new Consolidation Bill, embodying the main provisions of the Acts of 1894 and 1906, will shortly come before the Legislative Council of the Straits Settlements for consideration.

The law now in force in the colony is the Indian Act of 1859, which was an adaptation of the Merchant Shipping Act of 1854. In the proposed Consolidation Bill the 1859 Act is re-enacted, with the alterations and in the form of the Merchant Shipping Act of 1894, with which are incorporated certain provisions of the Steam Vessels Ordinance, 1882. There remain to be added certain provisions of the new Merchant Shipping Act of 1906. In some respects the Ordinances of the colony and the Imperial Merchant Shipping Acts have for a long time overlapped. The Indian Act of 1859 relating to merchant seamen re-enacts many of the sections of the Merchant Shipping Act of 1854, without applying them to shipping

locally registered; while the Marine Courts of Inquiry Ordinance (26 of 1870), as amended by subsequent Ordinances, seems to trespass upon a part of the ground covered by the Merchant Shipping Acts, and gives some of the functions exercisable by the Board of Trade to the Governor of the colony. The advantage of having a complete manual of the law of merchant shipping as administered in the colony ready to the hands of those interested is patent, and the object of the Consolidation Bill is to furnish this. It follows that the measure, when once it has been enacted, will from time to time have to be amended in order to conform with changes made in the shipping laws of the United Kingdom, but this should present little difficulty, and it is hoped that the consolidation will make it more easy to keep the colonial law in harmony with that of the United Kingdom. In this connection it is pointed out that the local trade of the colony is carried on to a great extent in vessels registered in the United Kingdom or elsewhere, which, except in the matter of registration, are, for all intents and purposes, local vessels.

This new Bill in its fully amended form—that is to say, with the important provisions of the new Merchant Shipping Act of 1906 incorporated in it—will do much towards relieving British shipping from the unfair competition with which it has had to battle in the past. For instance, under the existing law foreign vessels are not required to observe the Plimsoll line in the Straits Settlements ports, and they can demand a clearance though overloaded to the deck-line. But under the new Bill all this will be changed. Not only will the British loadline regulations apply to all foreign ships, and make them subject to detention for overloading or improper loading, but the detention rule will apply also to foreign ships which are unsafe by reason of the defective condition of their hulls, machinery, or equipments (including life-saving appliances). The overloading penalties will apply to foreign vessels clearing from the port and also to incoming vessels from outports, which, even in the United Kingdom, were exempt from penalty until the new Act of 1906 became law. In all likelihood this new loadline restriction in the local Bill will be made to apply, so far as British ships are concerned, only to ships registered in the colony and trading between ports of the colony, as there is a desire to avoid interfering with British vessels whose loadlines have been assigned by a recognised authority.

Another important matter dealt with in the new Consolidation Bill is the survey of passenger steamers. The proviso is inserted, however, that a steam vessel having a passenger certificate granted under this Ordinance, or by the Board of Trade, or by a British Colonial Government, or by any similar competent foreign authority, "if the Governor is satisfied that such foreign certificate is to the like effect and granted after a like survey as a certificate by the Board of Trade," shall not, so long as such certificate remains in force, be required to be surveyed under this Ordinance. The words placed in inverted commas are inserted with a view to the abolition of an abuse which has been of long standing, for it is beyond question that many of the so-called official certificates carried by foreign local passenger steamers are not all that could be desired. Yet they have to be recognised by the authorities here, and licences from this port are granted in respect of them. The new regulations give discretionary powers to the harbour authorities.

Among many other important provisions which have been made in the Merchant Shipping Act of 1906, and which will probably be included in the new Bill, are the application of grain-loading regulations to foreign vessels,

and the discontinuance of the practice of granting pilotage certificates to the masters or mates of foreign ships.

From the examples given above, it will be seen that the new Merchant Shipping Consolidation Bill, when it shall have been passed into law, will effect vast changes calculated to benefit British shipping, not by imposing any unfair disabilities on foreign vessels, but simply by making them subject to the same laws which have to be observed by vessels sailing under the British flag.

INFLUENCE OF SHIPPING COMBINES.

All the important companies which carry goods between Europe and the Far East have for some years worked in co-operation by agreeing to charge uniform freight rates for all goods carried in their vessels.

The companies participating in the trade of the colony who are members of this combine are the Peninsular and Oriental Steam Navigation Company, Ocean Steamship, Messageries Maritimes, Norddeutscher-Lloyd, Austrian Lloyd, Navigazione Generale Italiana (Florio and Rubattino United Companies), Compania Transatlantica of Barcelona and Cadiz, Nippon Yusen Kaisha, Glen, Shire, Ben, Mutual, Shell, and Hamburg American Lines, and the German-Australian, Rotterdam Lloyd, Stoomvaart Maatschappij Nederland, East Asiatic Company of Copenhagen, Russian East Asiatic Steamship Company of St. Petersburg, Russian Steam Navigation and Trading Company, and Compagnie Française de Navigation des Chargeurs Reunis.

In order to ascertain the effect of this and of other shipping combines upon the trade of the British Empire, a Royal Commission was appointed in London in the latter part of 1906, and a series of questions were submitted by the Commission to the Singapore and Pinang Chambers of Commerce. The replies of the Singapore Chamber were prepared by a specially appointed sub-committee and were submitted *en bloc* to a general meeting of members and approved. The Pinang Chamber of Commerce adopted the replies of the Singapore Chamber.

The table on the following page was prepared by the Singapore Chamber of Commerce showing the freight charges before the formation of the combine and their increase since.

Passenger rates were increased in 1897 and again in August, 1907, when a 10 per cent. advance was made.

So long as merchant shippers confine their shipments to steamers of the combination, they are offered:

- (a) At the end of six months a rebate of 5 per cent. to each merchant upon such freight as he contributes.
- (b) At the end of twelve months a further 5 per cent. to each merchant on the amount of freight contributed by him during the first six months of the year.

This means that the steamship owners always hold in hand retention money amounting to 5 per cent. on a whole year's freight paid by any one firm of merchant shippers; and, as the ultimate handing over to that merchant shipper of this 5 per cent. retention is contingent on his not having during the year made any shipment by a non-conference steamer, it follows that the amount of retention money at stake to any merchant shipper doing even a moderate business is so important that he cannot afford to do anything that would incur the penalty of its being forfeited, and he is consequently—even though at heart he would desire to break away from conference steamers—compelled to ship by them only.

The Chamber of Commerce point out that

AVERAGE FREIGHTS

(Arrived at by taking highest and lowest rates each month).

Year.	Tin.		Gambier.		B. Pepper.		Copra.		Rattans.		Measurement.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
1892	6	5	24	4	26	0	24	7	23	0	24	4
1893	5	6	23	10	23	10	23	5	21	4	25	10
1894	5	1	26	6	26	6	25	5	22	9	28	5
1895	6	9	20	11	20	10	20	0	19	5	22	8
1896	5	4	13	3	13	3	13	1	13	7	14	6
Jan.-April, 1897	14	4	21	7	21	7	21	7	21	7	21	7
May-Dec., 1897	15	11	22	2	22	9	23	0	23	9	29	8
1898	23	9	33	9	38	9	31	3	33	9	43	9
1899	27	6	38	6	43	6	35	6	38	6	48	6
1900	27	6	31	3	42	5	30	10	33	0	49	2
1901	27	6	32	6	40	0	27	6	32	6	50	0
1902	27	6	32	6	40	0	27	6	30	0	50	0
1903	27	6	32	6	40	0	27	6	30	0	50	0
1904	27	6	32	6	40	0	27	6	30	0	50	0
1905	27	6	32	6	40	0	27	6	30	0	50	0
1906	28	1	32	6	40	0	27	6	30	0	50	0

SUMMARY OF SHIPMENTS TO THE UNITED KINGDOM, CONTINENT, AND UNITED STATES.

Piculs.

	1887 to 1891.	1892 to 1896.	1897 to 1901.	1902 to 1906.
United Kingdom ...	6,647,000	6,956,000	5,397,000	4,698,000
Continent ...	4,478,000	7,002,000	7,318,000	7,057,000
United States of America	1,734,000	2,481,000	3,047,000	3,580,000
Total ...	12,859,000	16,439,000	15,762,000	15,335,000

in addition to the two rebates of 5 per cent. and 5 per cent. above mentioned—another 5 per cent. on the total of freights earned by the conference is, in secret, distributed among a limited number of privileged firms and persons. This percentage is 5 per cent. of all freight contributed by all shippers. The method of division is kept a secret by the participants.

The conference by its system has precluded the possibility, in general practice, of steamers outside the ring obtaining cargo either at Singapore or Pinang.

Several anomalies exist. Gums to America, for instance, are carried cheaper than to the United Kingdom, and tin to America is carried cheaper than to any port in the United Kingdom except London. The fact that goods to America can be shipped *via* London at a cheaper rate than they can be placed in any port of the United Kingdom is a distinct handicap on the British manufacturer of such goods. Noticeably is this the case with tin, which to Swansea costs 5s. per ton more than to New York.

Again, the conference is at liberty to accept foreign goods shipped *via* Singapore on through bills of landing at any rate, since all transshipment cargo is excluded from the tariff fixed by the conference.

In reply to a direct question, the Chamber state that traders are fettered in the free choice of sea-carriage as a result of the conference, owing to the removal from Straits ports of cheaper tonnage, the supply of which was regulated as to quantity and cost by the demand for it. Prior to the conference this supply was always available at cheaper rates than those current subsequently. There is now no option but to ship by conference steamers unless at the sacrifice of a year's rebates on all freights contributed.

Despite this, however, when asked whether the combination of the shipping companies had been productive of "beneficial results to British

or colonial trade during recent years," the Chamber of Commerce replied:

"Yes; in that cargo can now be shipped to almost any port in the United Kingdom, or the Continent, by better, faster, and more regular shipping opportunities, and the speculative element as regards rates of freights has now disappeared. This has assisted to create easier financial facilities, reduced the rates of marine insurance, and resulted in better out-turn of the cargo carried."

The Hon. Mr. John Anderson, M.L.C., head of the firm of Messrs. Guthrie & Co., Ltd., and a member of the sub-committee to whom the subject was referred, submitted that the reply to the second question should have read:

"The operations of combinations or co-operations by shipping companies have not been productive of beneficial results to British or colonial trade."

In controverting the reasons given for the Chamber's reply, Mr. Anderson argues that any better, faster, and more regular shipping opportunities that now exist are not due to the creation of the conference, but have been the progressive outcome of a natural process of evolution, in which improvement in design, construction, and speed of carriers has been universal.

If unforeseen or unexpected jumps in freight rates, due to the natural and automatic law of supply and demand, are to be reckoned as a "speculative factor" of disadvantage to local trade, then, he says, various sudden and unexpected advances in freight rates, arbitrarily imposed from time to time by the conference by command from its headquarters in Europe, even against the judgment of local agents of conference steamships, may certainly be described as a "speculative element" in freights introduced by the conference.

Extended and improved banking facilities are due not to the existence or working of a

shipping combination, but to an expansion of the volume of trade, the increase in which has incited keen banking competition. Where reduced rates of marine insurance have come into operation, they are common to all parts of the world, and are due to competition amongst underwriters, whose risks are less in these days of scientific ship-construction and navigation than they were formerly.

Mr. Anderson ridicules the suggestion that any genuine agreement has been mutually entered into between the merchant shippers and the combination of steamship companies comprising the conference. The merchant shipper is given the option—on certain conditions from which he is powerless to free himself—of taking whatever deferred bonuses may be proposed to him by the combined steamship companies, or he can go without these and "shift" for himself, with the certainty of resultant loss and disastrous disabilities. One result of the conference, he argues, certainly has been, speaking generally, disregard for, or indifference to, the representations and interests of local merchant shippers.

PILOT ASSOCIATIONS.

The licensed pilots of Singapore are ten in number, namely: Captains Henry John, Fred. M. Darke, Thomas Mackie, Alexander Snow, James Thompson, Herbert Owen, Joseph Gray, H. S. Hausewell, E. F. Stovell, and W. M. Ladds, of whom two are employed exclusively to pilot the boats of the P. and O. and Blue Funnel fleets. The remainder are independent pilots, but for mutual advantage they have formed themselves into an association and share between them all the piloting work of the port. Thirty years ago such keen competition existed among the pilots that it was usual to see two or three of their launches racing up the Straits of Malacca in order to obtain the pilotage of an outward boat. Shortly afterwards three of them formed a pilots' club, and this was the parent of the present well-organised association, which keeps a staff of tambies to gather information regarding expected arrivals and collect fees from the shipping companies' agents. Each of the members in turn acts for a month in a secretarial capacity and apportion the work. This system has been in operation for three years, and has worked admirably. The pilots are responsible to a Pilot Board consisting of five members, appointed by the Governor. On this Board one of their number has a seat.

With the object of insuring an efficient service of pilots the Pinang Pilots' Association was formed in 1905 at the suggestion of Captains R. Owen, F. Daniel, and W. Joyce. Until that time each important company trading with the port had its own pilot, and thus vessels outside the regular lines experienced some difficulty in obtaining the services of a trustworthy pilot. The members of the association are appointed by the Pilot Board after passing an examination. The present members are Captains R. Owen, F. Daniel, J. Liddell, R. Pentney, and W. Brown, all of whom are master mariners, who for years have traded between Pinang and other ports. The offices of the association are in Union Street, and the agents are Messrs. Cunningham, Clarke & Co. Recently three powerful steam launches of about 60 feet in length and 11 feet 6 inches in breadth were substituted for the old four-oared rowing boats which were formerly in use.

SHIPPING LINES.

THE P. AND O. COMPANY.

This well known shipping company has been closely identified with the growth of the colony. For considerably more than half a century the

company has maintained a regular service of steamers to the Far East, and the Singapore office was one of the first to be opened in connection with the service. As far back as 1844

wish principally to refer in this article. It was in 1886 that the Far East was for the first time included in the company's sphere of operations. Sailings took place at monthly intervals, and

until after 1892, when the old steamers were replaced by new vessels, that the giant strides of progress commenced. The doubling of the East Asian Imperial mail service in 1899 conduced to most remarkable growth in the trade with China. At the same time there were placed, first on the Australian and then on the East Asian routes, liners which were larger than any which had previously passed through the Suez Canal. The increase in the traffic of the Norddeutscher Lloyd to the East may best be judged from a numerical comparison with former years. The tonnage of steamers of the East Asian line was 50,000 tons in 1887 and 200,000 tons in 1907, and during the twenty years the number of sailings doubled. The East Asian Imperial mail service received a very important extension by the establishment at the end of 1898 of the Indo-Chinese coasting service, embracing all the islands of the Indo-Chinese Sea, the coasts of Siam, Burma, Eastern and Northern China, the Philippines, and the Yangtszekiang. Seventeen branch lines now run from the Bay of Bengal to the North of China, calling at Singapore on the way. For this service the Norddeutscher Lloyd bought out the Scotch Oriental Steamship Company and the East Indian Ocean Steamship Company. At first twenty-six steamers were placed on the coasting service, which now includes thirty-eight vessels, aggregating 59,740 tons. The result is that to-day the Norddeutscher Lloyd holds a very considerable share of the coasting trade of Eastern Asia.

The Norddeutscher Lloyd steamers on the East Asian line are :

	Tons.
<i>Prinzess Alice</i>	10,911
<i>Prinz Ludwig</i>	9,630
<i>Prinz Eitel Friedrich</i>	8,500
<i>Scharnhorst</i>	8,131
<i>Gneisenau</i>	8,081
<i>Zieten</i>	8,043
<i>Roos</i>	8,022
<i>Seydlitz</i>	7,942
<i>Prinz Regent Luitpold</i>	6,288
<i>Prinz Heinrich</i>	6,263
<i>Preussen</i>	5,295
<i>Bayern</i>	5,034
<i>Sachsen</i>	5,026



THE PINANG PILOTS' ASSOCIATION.

P. and O. steamers called regularly at the port, and it was about that time that the service was extended to Ceylon, Pinang, and Shanghai. In 1852 a branch service to Australia was inaugurated, and for this Singapore was the head office, the steamers running from here to Australian ports to connect with the home mail. From the commencement of its connection with the colony the P. and O. Company has owned its own wharf, together with extensive godowns (stores) and other valuable property, and very shortly this old wharf is to be replaced by a modern structure. The staff at Singapore consists of six Europeans and about a hundred other employees. The acting agent is Mr. L. S. Lewis, who has been for many years in the service of the company and has held important posts in various ports where the P. and O. is represented. He is also the agent for Reuter's Telegram Company, a position often given to P. and O. agents in outer parts of the Empire.

THE NORDDEUTSCHER LLOYD.

The fiftieth anniversary of the existence of the Norddeutscher Lloyd, the second largest steamship company in the world, was celebrated on February 20, 1907. In half a century the Norddeutscher Lloyd has developed from small beginnings—a service between Bremen and England carried on with three steamers and the Bremen-New York Line—to its present proud position with fifteen transatlantic regular main lines fed by twenty branch lines. To-day the flag of the company flies from 184 steamers with a gross tonnage of over seven hundred thousand tons. Six and a half million passengers have been carried on Norddeutscher Lloyd boats, including more than half a million in 1906 alone. But it is to the part that the Norddeutscher Lloyd has taken in the shipping of East Asia in general, and of the Straits Settlements and Malaya in particular, that we

the average gross tonnage of the steamers on the Australian and Far Eastern lines amounted to little over forty thousand tons annually on the Eastward and homeward journeys. In 1887 the steamers *Preussen*, *Bayern*, and *Sachsen* were added to the service, and in 1888 the *Kaiser Wilhelm II.* (now *Hohenzollern*) was placed on the Australian line ; but it was not



SS. "DARVEL" OF THE NORDDEUTSCHER LLOYD COASTING SERVICE.
CAPTAIN E. LITTMANN.



THE NORDDEUTSCHER LLOYD (BEHN, MEYER & CO., SINGAPORE AGENTS):

HEAD OFFICE, BREMEN.

THE STAIRCASE, SS. "KOENIG ALBERT."

COALING HULK AT TANJONG PAGAR.

THE DINING SALOON, SS. "KOENIG ALBERT."



THE NORDDEUTSCHER LLOYD (BEHN, MEYER & CO., SINGAPORE AGENTS).

GERMAN MAIL STEAMER "PRINZ LUDWIG."

SS. "PRINZ EITEL FRIEDRICH."

SS. "DELI."

GERMAN MAIL STEAMER "GOEBEN."

The steamers of the coasting fleet sailing from Singapore are as follows :

	Tons.
<i>Pelchaburi</i>	2,191
<i>Borneo</i>	2,100
<i>Kohsichang</i>	2,040
<i>Rajah</i>	2,028
<i>Pitsanulok</i>	2,019
<i>Bangkok</i>	1,920
<i>Rajaburi</i>	1,904
<i>Korat</i>	1,900
<i>Manila</i>	1,789
<i>Sandakan</i>	1,789
<i>Chow Tai</i>	1,777
<i>Wong Koi</i>	1,777
<i>Keong Wai</i>	1,777
<i>Singora</i>	1,754
<i>Shantung</i>	1,687
<i>Tsintau</i>	1,681
<i>Kwong Eng</i>	1,650
<i>Tco Pao</i>	1,650
<i>Chow Fa</i>	1,646
<i>Devavongse</i>	1,643
<i>Paklat</i>	1,657
<i>Anghin</i>	1,657
<i>Locksui</i>	1,657
<i>Choising</i>	1,657
<i>Pongtong</i>	1,657
<i>Samsen</i>	1,657
<i>Loo Sok</i>	1,604
<i>Phra Naug</i>	1,603
<i>Machew</i>	1,600
<i>Marudu</i>	1,514
<i>Darvel</i>	1,514
<i>Dagmar</i>	1,457
<i>Deli</i>	1,394
<i>Nacu Tung</i>	1,341
<i>Tringganu</i>	986
<i>Malaya</i>	901
<i>Natuna</i>	704
<i>Ranec</i>	298

THE HAMBURG-AMERICA LINE.

With 157 steamers aggregating 772,780 tons, the Hamburg-America Line owns the largest fleet in the world in point of carrying capacity, with the exception of the International Mercantile Marine Company (Morgan Combine). The line was inaugurated with a transatlantic service of sailing ships in 1847, and the first steamer, the *Borussia*, of 2,026 tons, was launched in 1855. In 1860 a fortnightly service between Hamburg and New York was commenced, and six years later the sailings were made weekly. In 1888 the company decided upon the construction of twin-screw steamers, and the *Columbia*, *Augusta Victoria*, *Normania*, and *Fürst Bismarck* successively joined the ever-swelling fleet. It is noteworthy that within the last few years, when all the largest transatlantic lines have been vying with one another in constructing ocean leviathans of high speed, the Hamburg-America Line has maintained its position in the front rank with the *Deutschland*, of 16,502 tons, built at Stettin in 1900, and averaging a speed of 23.57 knots. But while, as the name implies, the chief feature of the Hamburg-America Line is the trade between Europe (including the Mediterranean ports) and America, the company has for years maintained a monthly service between Europe (Hamburg, Rotterdam, Antwerp, Southampton, Havre, or Lisbon) and East Asia, calling at Port Said, Suez, Aden, Colombo, Pinang, Singapore, Hongkong, Shanghai, Kobe, and Yokohama on both the outward and homeward passages. The line is represented both at Pinang and Singapore by Messrs. Behn, Meyer & Co., Ltd. In addition to the East Asian main line a branch service, consisting of from four to six sailings monthly, is run between Shanghai, Tsingtau, Chefoo, Tongku, and Tientsin by the new steamers *Admiral von Tirpitz*, *Staatssekretär Kracke*, *Tsintau*, *Gouverneur Faeschke*,

and *Peiho*. Appended is a list of the Hamburg-America passenger line of steamers on the East Asian main and branch lines :

	Tons Gross Register.
<i>Rhenania</i>	6,400
<i>Habsburg</i>	6,400
<i>Hohenstaufen</i>	6,400
<i>Silesia</i>	4,880
<i>Scandia</i>	4,880
<i>Admiral von Tirpitz</i>	2,000
<i>Staatssekretär Kracke</i>	2,000
<i>Tsintau</i>	1,590
<i>Gouverneur Faeschke</i>	1,740
<i>Peiho</i>	756

THE MESSAGERIES MARITIMES.

An important part in the shipping of the East is played by the Messageries Maritimes, the French mail steamship company. Recognising the necessity of regular communication between the Levant ports, the French Government in 1835 provided a service of Government mail boats, but the undertaking was unprofitable, and some years later the Messageries Nationales, which had then been in existence for half a century, undertook to continue these mail facilities in consideration of a subsidy from the Government. The convention embodying this agreement was passed in July, 1851, and the Messageries Nationales decided to make this a separate undertaking under the title of *La Compagnie des Services Maritimes des Messageries Impériales*, which was changed in 1871 to that of *La Compagnie des Messageries Maritimes*. In 1860 a regular service between Bordeaux and Rio de Janeiro was commenced, and a year or two later, in consequence of the occupation of Cochin China by the French, practically the whole of the East, from India to Cochin China, was embraced by the steamers of the Messageries Maritimes. The first Messageries Maritimes steamer to call at Singapore from Suez was the *Imperatrice*, which carried the mails from London on October 18th and arrived at Singapore on November 21, 1862. From that date a monthly service to the Far East was maintained for some years. The first steamers were built at La Ciotat by Scotch shipbuilders engaged from the Clyde, but after a few vessels had been built the French workmen were able to construct the remainder themselves. It is needless to narrate in detail the immense development of the company, which now links up the whole world by regular main and branch steamship lines. Suffice it to say that the Messageries Maritimes has maintained its position in the shipping of the world. Its fleet at the present time consists of seventy vessels, the majority of which have been constructed at the company's own works at La Ciotat, and include the latest improvements that human ingenuity has devised for insuring regularity, speed, and comfort. The Messageries Maritimes now maintains a fortnightly service to and from China, and, curiously enough, the outward and homeward mails generally arrive at Singapore on the same day. An intermediate cargo service is also in operation between the East and Marseilles, Havre, and Dunkirk; and there are branch services between Singapore and Batavia and Singapore and Saigon in connection with the mail services. The Batavia branch line was inaugurated by the steamer *Hydaspe*, which left Singapore on November 24, 1864. Monsieur P. Nalin is the acting agent of the Messageries Maritimes at Singapore. The steamers on the Eastern mail line are the following :

<i>Calédonian.</i>	<i>Tourane.</i>
<i>Ernest Simons.</i>	<i>Occanien.</i>
<i>Potynésien.</i>	<i>Australien.</i>
	<i>Armand Behic.</i>

Mr. Teigh Eng Yeok, a shipping clerk in the office of the Messageries Maritimes at Singapore, is the son of Mr. Teigh Chim Yeok, a Straits-born Chinaman. He was born in 1882 and was educated at Raffles Institution. In October, 1899, he entered the service of the Messageries Maritimes and has remained there ever since. Mr. Teigh Eng Yeok is married, and has a younger brother, Teigh Eng Bee, who is employed by Messrs. Katz Bros.

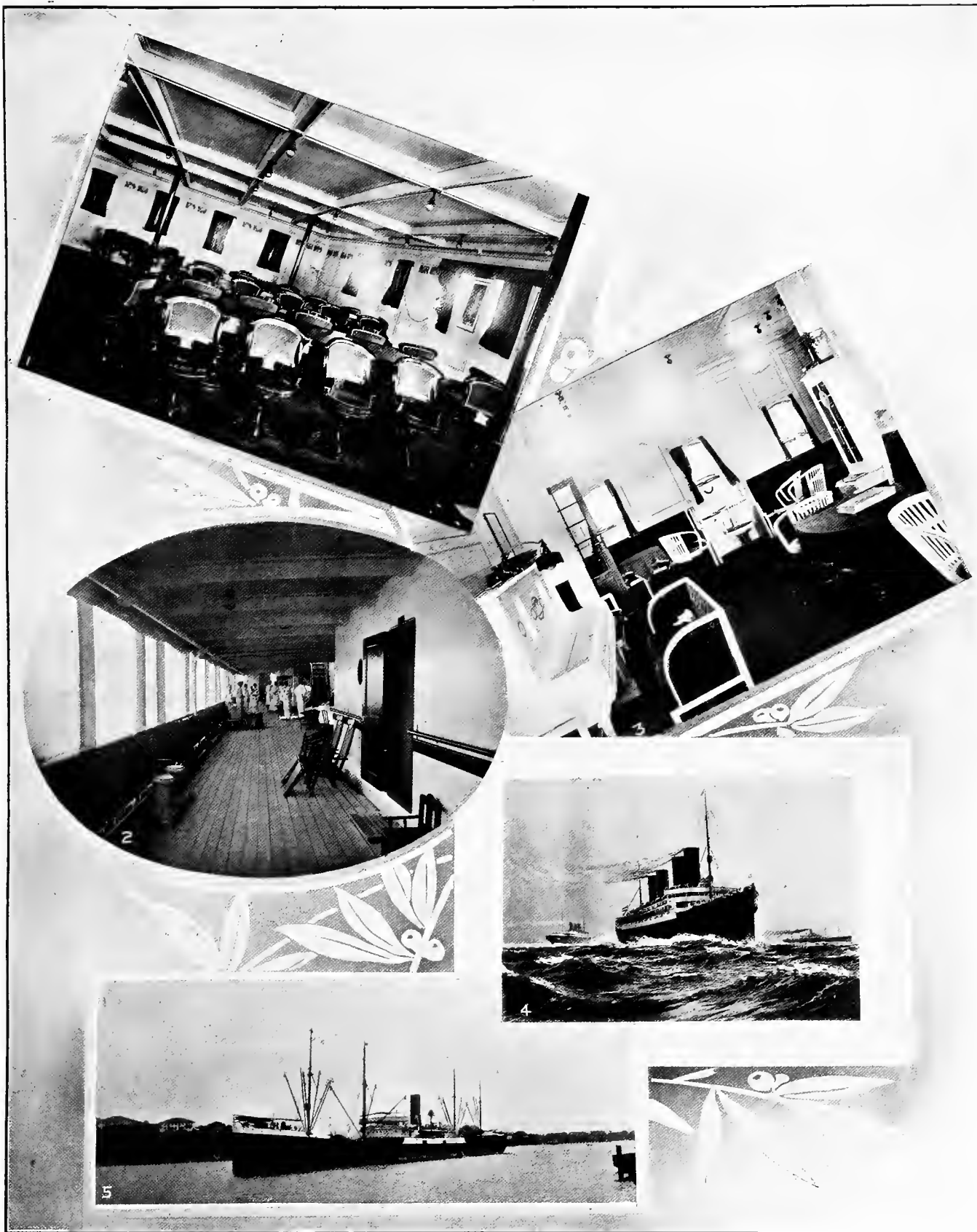
NIPPON YUSEN KAISHA.

Japan being an island empire, the Japanese have practised the art of navigation from remote ages, but owing to the policy of seclusion which isolated Japan so completely in the seventeenth and eighteenth centuries, their adoption of Western methods of sea transport is of quite recent date. Thus the Nippon Yusen Kaisha, or Japan Mail Steamship Company, was formed as lately as 1885 by the amalgamation of the Mitsubishi Kaisha (Three Diamonds Company) with the Kyodo Unyu Kaisha (Union Transportation Company), and it was not until 1892 that the company's fleet commenced a service between Japan and Bombay that was extended a few years later to America, Europe, and Australia. The Nippon Yusen Kaisha has been subsidised by the Japanese Government from the day of its formation, and most of its services have been run under mail contract with the Government since 1899. With a capital of 22,000,000 yen and a fleet of 78 steamers (aggregating 260,000 tons gross), the majority of them new and equipped with every modern appliance, the Nippon Yusen Kaisha now ranks among the greatest enterprises of its kind in the world. The vessels on the regular fortnightly service between Japan and Europe and on the monthly service between Japan and Bombay call at Singapore both on the outward and homeward journeys, and do a large trade here. In recent years the Nippon Yusen Kaisha has been making a bold bid for the Eastern trade, and by charging reduced rates and carefully attending to every detail that makes for the comfort of passengers the company has attained a large measure of success. The Singapore agents are Messrs. Paterson, Simons & Co. The following is a list of Nippon Yusen Kaisha boats on the Europe-Asiatic service :

	Tons.	Captain.
<i>Awa Maru</i>	6,300	Cook.
<i>Bingo Maru</i>	6,241	Sommer.
<i>Hakata Maru</i>	6,151	Murai.
<i>Inaba Maru</i>	6,192	Bainbridge.
<i>Hitachi Maru</i>	6,700	Townsend.
<i>Kamakura Maru</i>	6,124	Fraser.
<i>Kanagawa Maru</i>	6,151	Ohno.
<i>Kawachi Maru</i>	6,100	Petersen.
<i>Sado Maru</i>	6,220	Anderson.
<i>Sanuki Maru</i>	6,118	Parsons.
<i>Tamba Maru</i>	6,102	Butler.
<i>Wakasa Maru</i>	6,267	Christiansen.

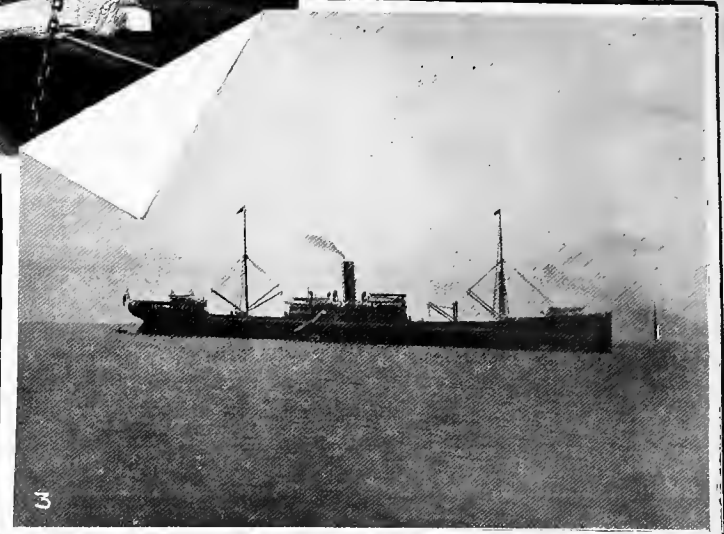
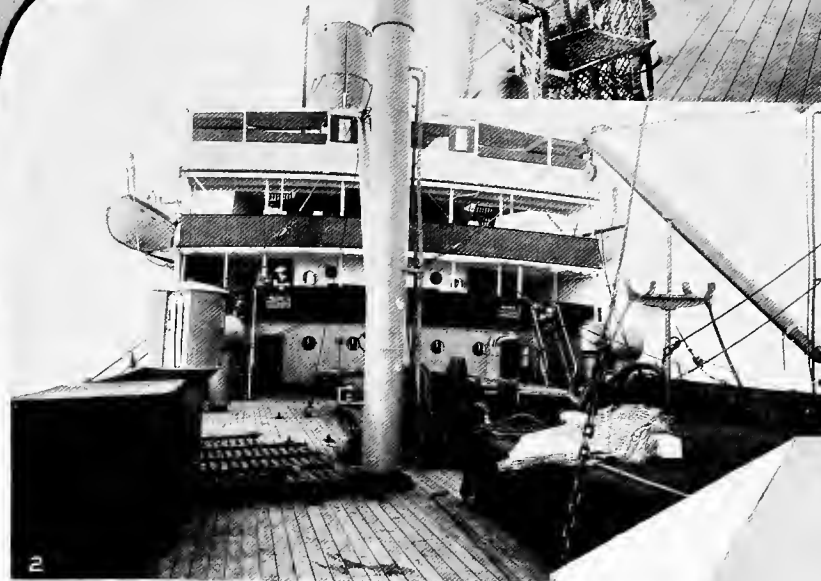
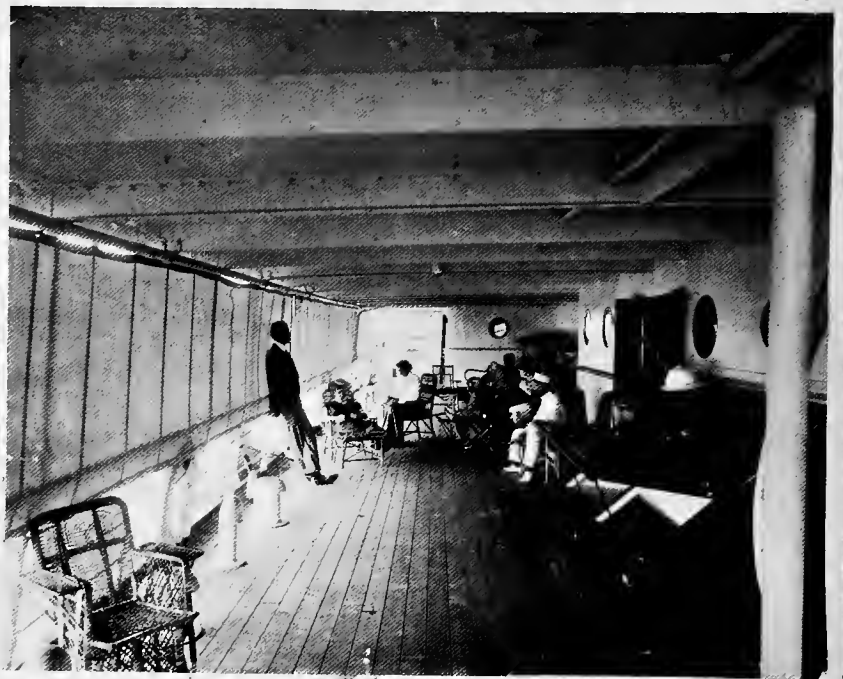
THE APCAR LINE.

One of the few privately owned steamship lines engaged in the Eastern trade is the Apar Line, an old-established line founded by the late Mr. Gregory Apar, of Calcutta. The Apar mail steamers maintain a regular service between Calcutta and Japan, calling at Singapore *en route*. The services from Singapore provided by the Apar steamers are at intervals of ten days to and from Calcutta and to and from Hongkong. There is also a fortnightly service to and from Shanghai and Japan, run in conjunction with the Indo-China Steamship Company. Messrs. Paterson, Simons & Co., whose operations are referred to in detail elsewhere, have been the Singapore agents for the Apar Line for some years. The



HAMBURG-AMERICA LINE.

1. DINING SALOON, SS. "HABSBURG." 2. PROMENADE DECK, SS. "RHENANIA." 3. LADIES' LOUNGE, SS. "HABSBURG." 4. SS "DEUTSCHLAND." 5. SS. "BELGRAVIA."

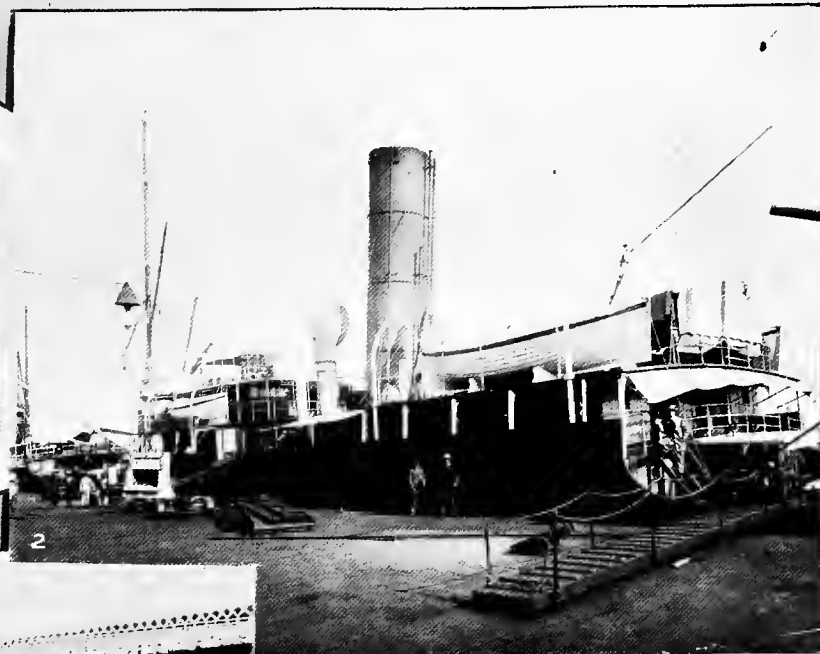


NIPPON YUSEN KAISHA (JAPANESE MAIL LINE).

1. PROMENADE DECK OF THE SS, "SADO MARU."

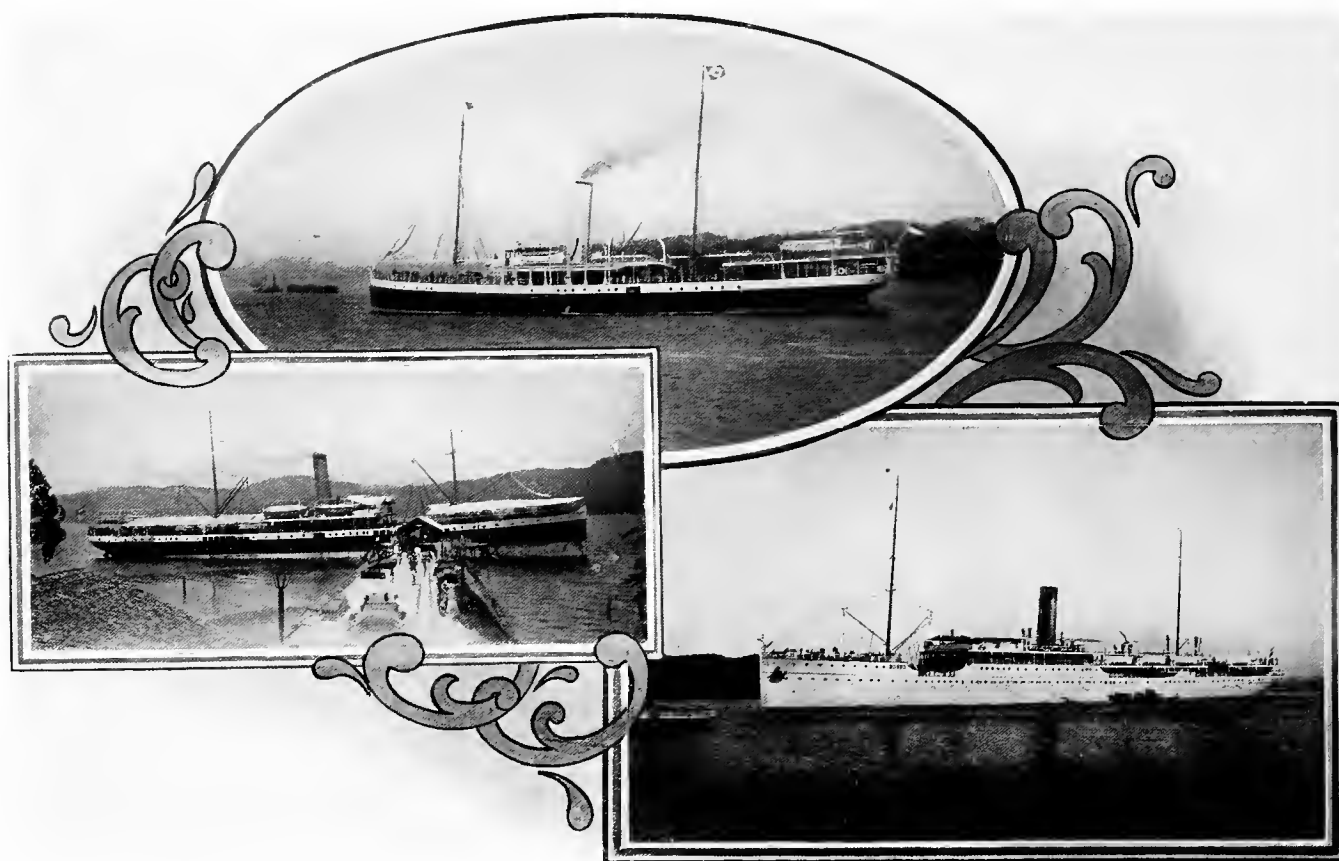
2. THE MAIN DECK, SS, "SADO MARU."
(See p. 170.)

3. THE SS, "SADO MARU."



1. THE SS. "JAPAN" OF THE APCAR LINE.
3. THE SALOON, SS. "JAPAN."

2 & 5. THE SS. "BENVENUE" OF THE BEN LINE.
4. PROMENADE DECK OF THE SS. "JAPAN."



SCHEEPSAGENTUUR VORHEEN J. DAENDELS & CO.

SS. "VAN RIEBEECK."

SS. "MOSEL."

SS. "REMBRANDT" OF THE STOOMVAART MAATSCHAPPY NEDERLAND.

fleet of the Apcar Line calling at Singapore is as follows :

	Tons.
<i>Japan</i>	6,300
<i>Gregory Apcar</i>	4,606
<i>Arratoon Apcar</i>	4,510
<i>Lightning</i>	3,315
<i>Catherine Apcar</i>	2,727

THE SCHEEPSAGENTUUR VORHEEN
J. DAENDELS & CO.

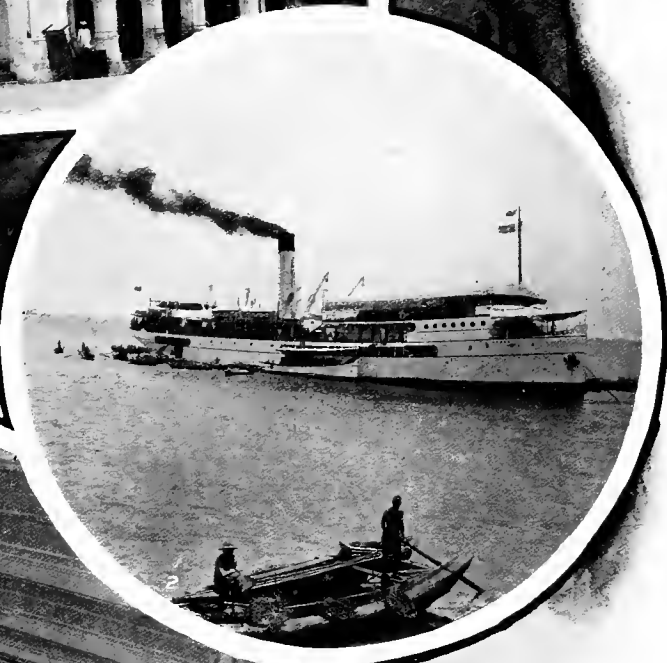
At a port of the size and importance of Singapore there are naturally many shipping agencies. One representing several important lines is the Scheepsagentuur Voorheen J. Daendels & Co. (Ship's Agency, late J. Daendels & Co.), which has offices at the Hague, Batavia, Weltevreden, Tanjong Priok, Samarang, Soerabaja, Macassar, Padang, Emma-haven, Sabang, Calcutta, and Singapore. The lines represented are the Stoomvaart Maatschappij Nederland, which maintains a fortnightly mail service between Amsterdam and Java, *via* Southampton (on the way out), Genoa, Sabang, and Singapore; the Koninklyke Paketvaart Maatschappij, which has a regular service between Pinang, Singapore, and the Netherlands Indies; the Java-China-Japan Lyn, running between Java, Macassar, China, and Japan, sometimes *via* Singapore; and the Java-Bengalen Lyn, sailing between Java, Sabang, Rangoon, and Calcutta, and calling sometimes at Singapore. The mail steamers of the Stoomvaart Maatschappij Nederland are as follows: *Koningin Wilhelmina*, 4,200 tons gross register; *Koning Willem I.*, 4,400; *Koning Willem II.*, 4,400; *Koning Willem III.*, 4,400; *Oranje*, 4,500; *Rembrandt*, 5,800;

l'ondel, 5,800; and *Grotius*, 5,800. There are three large passenger steamers belonging to this line—the *Princess Sophie*, 3,500; the *Koningin Regentes*, 3,600; and the *Prins Hendrick*, 3,600—and there are eleven cargo steamers with gross tonnages ranging from 3,600 to 6,400 tons. The Koninklyke Paketvaart Maatschappij has forty-two passenger steamers, whose gross tonnages range from 3,200 to 26,455; five cargo steamers from 3,200 to 1,630.36 tons; one steam lighter, and four stern-wheel steamers. The Java-China-Japan Lyn of steamers consists of six vessels whose gross tonnages vary from 4,800 to 3,900. The Java-Bengalen Lyn has two steamers of 3,400 and 2,700 tons respectively.

THE STRAITS STEAMSHIP COMPANY,
LTD.

The only European steamship concern having its head office at Singapore is the Straits Steamship Company, Ltd. It was established in 1890 with a capital of 421,000 dollars (about £50,000), which was all subscribed locally, and it pays a steady return to the shareholders. Since its establishment the company has been engaged in developing the passenger and goods trade between Singapore and the ports of the Federated Malay States. Although there is considerable competition in the cargo-carrying trade, these steamers practically enjoy a monopoly of first-class passenger traffic. Every year lately a new addition has been made to the company's fleet, which now consists of the following eleven vessels, most of which have been built in Scotland to the company's orders: *Ban Whatt Hin*, *Carlyle*, *Hye Leong*, *Lady Weld*, *Malacca*, *Pinang*, *Perak*,

Selangor, *Sappho*, *Kinla*, and *Sri Helene*. The new vessels are models of what up-to-date passenger steamers for the tropics should be. They are lighted by electricity throughout, and electric fans are provided in all the cabins, in the dining saloon, and in the smoking-room. The *Perak*, one of the latest vessels of the company, will serve as a typical example. Built by the Caledon Shipbuilding Engineering Company, Ltd., of Dundee, in 1906, this vessel of 1,200 tons attains a speed of 14 knots an hour with her triple-expansion engines of 1,520 horse-power. Her length is 239 feet and her beam 35 feet, and she offers accommodation for 806 passengers—75 first class, 20 second class, and the remainder third class, consisting principally of coolie labour going to and returning from estates in the Malay States. The first and second-class accommodation is most luxurious. The cabins are upon the upper deck, and have large square windows and electric fans, which give the passengers plenty of ventilation. The dining saloon and smoking-room are tastefully furnished, and the former is both large and airy. Captain T. Olsen is the master, and the crew of eighty includes two officers and three engineers. The company's boats ply between Singapore and Malacca, Port Dickson, Port Swettenham, Teluk Anson, and Pinang; between Pinang and Puket (Tongkeh Siam), calling at Tongkeh Pang-ga, Tanoon, and Ghirbi; and between Singapore, Pahang, Trengganu, Kemmaman, Kelantan, and Teloban, on the east coast of the Malay Peninsula. There are agencies in all the most important ports of the Malay Peninsula. The company carries the whole of the tin for the Straits Trading Company from Federated Malay States ports, and the boats

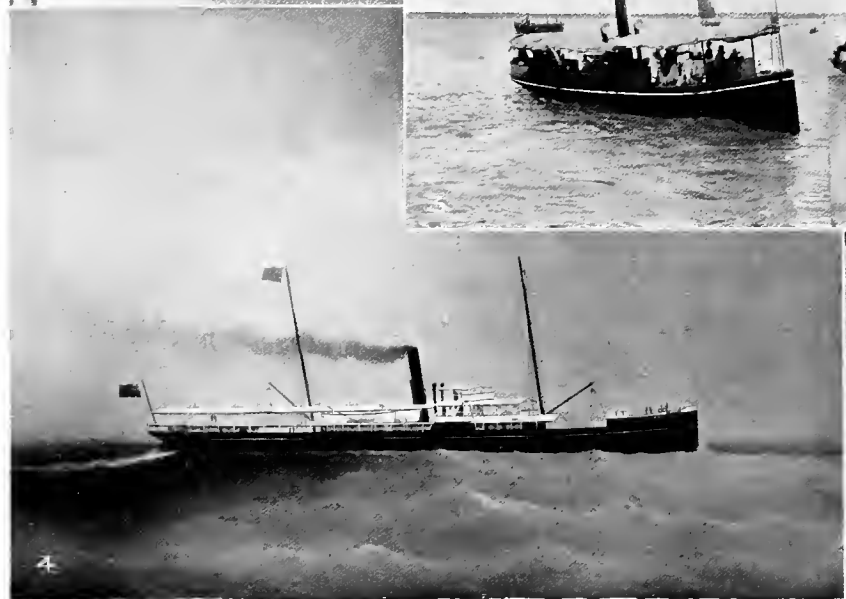


STRAITS STEAMSHIP COMPANY, LTD.

1. OFFICES.

2. SS. "PERAK."

3 SALOON, SS. "PERAK"



GUAN LEE HIN STEAMSHIP COMPANY, PINANG.

1. SS. "PIN SENG."

2. SS. "JIN HO."

3. SOME OF THE LAUNCHES.

4. SS. "BAN WHATT SOON."

have all the latest appliances for dealing rapidly with every kind of cargo. How great is the trade in this direction may be gauged from the fact that the *Perak* alone deals with from 16,000 to 17,000 packages on the round trip. The head office, at 4, Raffles Quay, Singapore, is a fine, spacious building, as will be seen from the accompanying illustration. Mr. D. K. Somerville is the general manager and a large staff of assistants is employed.

THE GUAN LEE HIN STEAMSHIP COMPANY.

The Guan Lee Hin Steamship Company was established in 1895 by Mr. Quah Beng Kee and his brothers. Only a limited service of small steamers between Pinang and Singapore was run originally, but in the last few years the concern has developed into one of the most prosperous local steamship companies in the northern settlement. In 1897 a ferry steamship service was opened between Pinang, Province Wellesley, Kedah, and the minor ports of Perak. Other regular services are kept up by a fleet of three large steamers and seven modern steam launches. The company have their own coal depôts at Prye, and employ ten European engineers and some hundreds of Chinese and Malays.

Messrs. W. Mansfield & Co., Ltd., are agents for the Ocean Steamship Company, Ltd. (with which is incorporated the China Mutual Steam Navigation Company, Ltd.), and for the China Navigation Company, Ltd.

does a considerable passenger traffic. Messrs. Mansfield & Co., Ltd., are also agents for the Pinang Water Boat Company, Ltd., which supplies vessels with fresh water and owns a fleet of nine water boats and one launch. The offices of the company are at 33, Beach Street.

SHIPPING AGENCIES, Etc.

Taik Lee Guan & Co. are the managing agents of a service of steamers plying between Singapore, Pinang and Rangoon, and Singapore, Bangkok, Swatow and Amoy. They are, with one exception, the most important Chinese shipping firm in Singapore. The fleet consists of six vessels, the *Finho*, *Perak*, *Ban Whatt Soon*, *Pin Seng*, *Fanet Nicol*, and *Glenogle*, some of which are fitted with electric light and modern appliances and are well equipped for carrying both cargo and passengers. The *Glenogle* is solely engaged in the large coolie and cargo traffic between China and Singapore, and provides accommodation for two thousand deck passengers. The partners in the business are Mr. Tan Son Ee, of Rangoon, and Messrs. Khan Joo Tok and Owah Beng Kee, ship-owners, of Pinang. The manager at Singapore is Mr. Lim Ong Lye. In addition to transacting shipping business, the firm do a considerable general agency trade. Mr. Cheah Beng Cheang is in charge of the shipping department at the firm's Singapore office, 76, Cecil Street. He is a Straits-born Chinaman, and was educated at the Pinang Free School.

general merchants. They have also a coconut plantation at Batu Pahat. A large staff is employed in dealing with the varied business. Mr. Lim Tiong Ho is the general manager, and Mr. Lim Tiong Chuan, who speaks English and conducts the firm's business with Europeans, is the assistant-manager. When the Chinese Chamber of Commerce was founded a few years ago, Mr. Goh Siew Tin was paid the compliment of being elected the first president. That responsible position he filled very satisfactorily for a year, after which he became a vice-president, a position which he still holds. He is also on the Visiting Committee of the Po Leung Kuk, of which society he has been a member for thirteen years.

Chop Soon Bee.—The stories of the rise of some of the most successful Chinese business men in Singapore from poverty to affluence are very interesting. Take, for instance, the life-history of Mr. Teo Hoo Lye. On coming to Singapore as a young man, he earned his living by manual labour and suffered privation and hardship, but by the exercise of thrift and perseverance he was able a few years later to commence business on his own account in a small shop. From this beginning he built up an extensive business, which is now carried on under the chop of Soon Bee at 27, Beach Road. The firm own the steamers *Flevo* and *Banka*, which maintain a regular service, both for passengers and cargo, between Singapore and the Natuna and Anamba islands, where Messrs. Soon Bee & Co. hold the bulk of the trade in their own hands. In conjunction with these steamers there is a fleet of

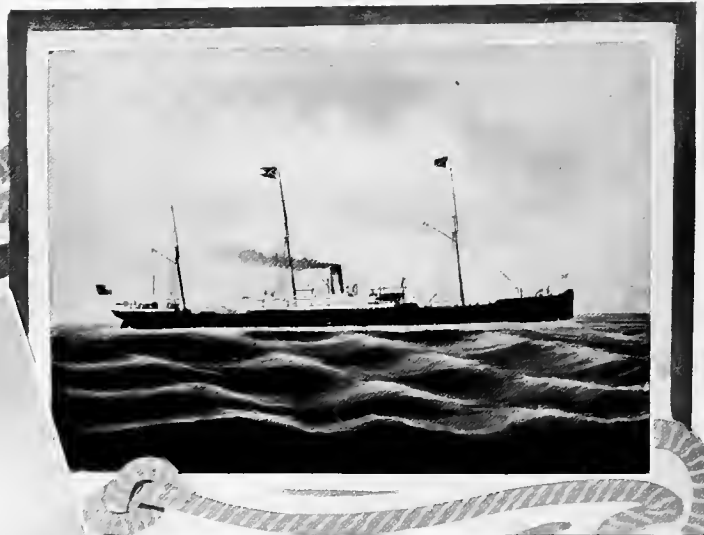


PINANG WATER BOAT COMPANY'S WATER BOATS AND LAUNCH.

The firm opened an office in Pinang in 1876, after they had been represented there for many years. Most of the steamers of the company call at Pinang, and there are at least five liners of the service touching the port each month. The Ocean Steamship Company does not carry passengers, but the coasting line running between Singapore, Pinang, and Deli

Mr. Goh Siew Tin is the proprietor of the business carried on under the chop of Ann Ho, at 237, Teluk Ayer Street, Singapore, and founded by his father, Mr. Goh Siew Swee. The firm are the owners of seven small steamers plying between Singapore and the neighbouring Dutch and English possessions, tin mine owners, saw-mill proprietors, and

native sailing craft for the conveyance of copra, sago, &c., from the islands to Singapore. For nine years the firm have had the opium and spirit monopoly in these islands and the gambling farm in Anamba as well. Mr. Teo Hoo Lye, who is fifty-five years of age, was last year elected a member of the committee of the Chinese Chamber of Commerce, and his son,

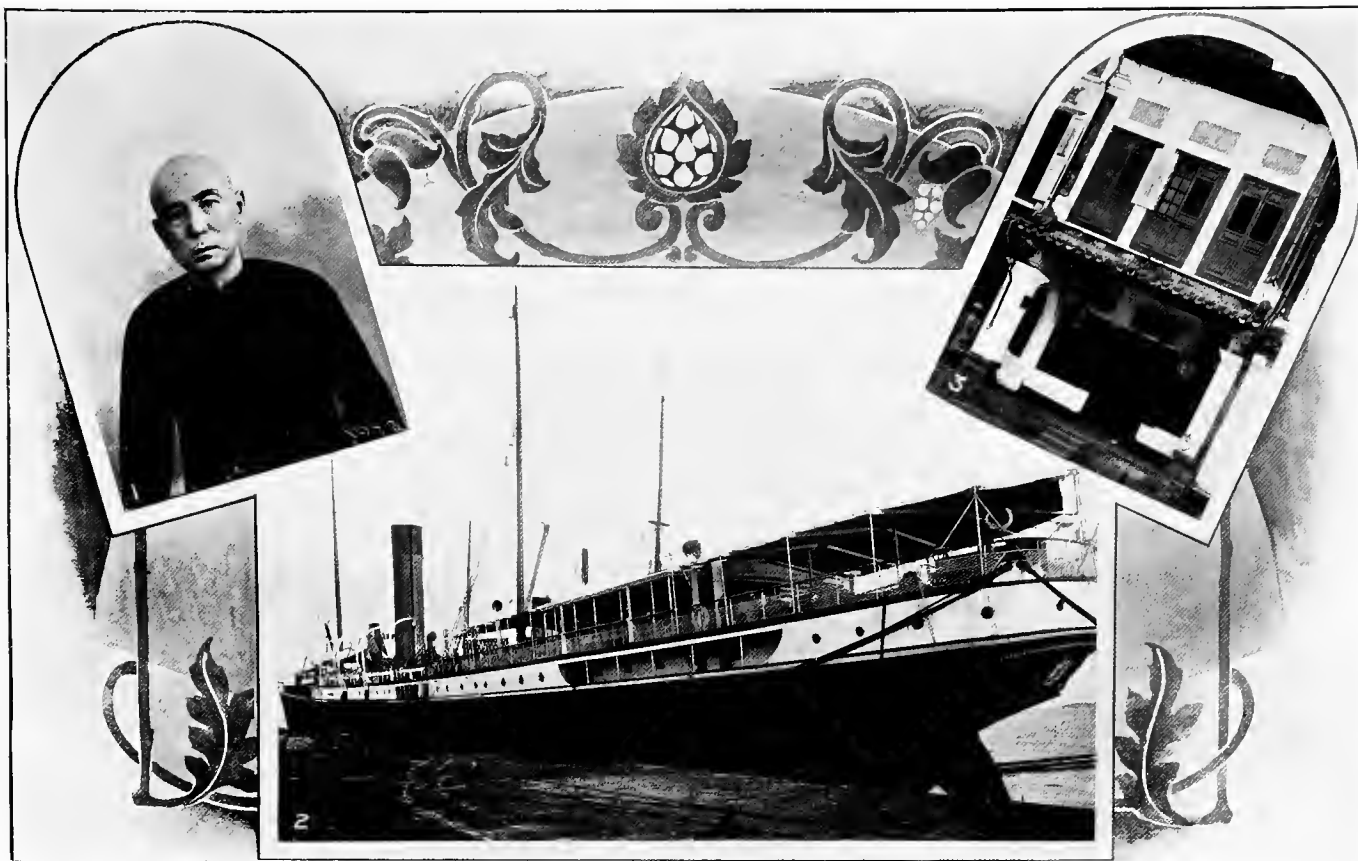


TAIK LEE GUAN & CO.

SS. "PIN SENG."
SS. "JANET NICOL."

(See p. 177.)

SS. "GLENOGLE."
THE OFFICE.

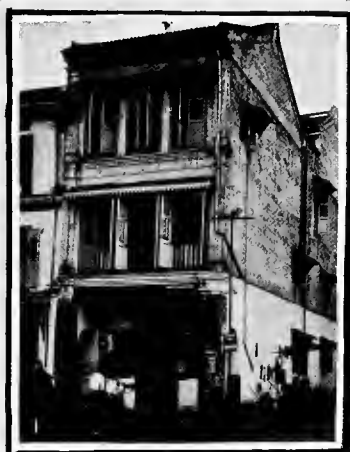


1. THE MANAGING PARTNER.

HEAP ENG MOH & CO.

2. SS. "MERAPI."
(See p. 180.)

3. THE OFFICES.



1. THE OFFICES.

THIO SOEN TO.
2. SS. "SARIE BORNEO."
(See p. 180.)

3. THIO SOEN TO.

Mr. Teo Teow Peng, though still under thirty, occupies a high position in the commercial world of Singapore, and manages the extensive business operations of the firm founded by his father.

Heap Eng Moh & Co.—The firm trading under this name is one of the oldest and most important of Chinese steamship agencies in the colony. Established more than thirty years ago, it has played an important part in the development of the local coastal trade, and, of late years, in the trade with Java and Chinese ports. The managing partner is Mr. Chew Joon Hiang. The fleet which the company represent consists of the *Zweena* and *Evendale* (owned by Mr. Chew Joon Hiang) and the *Giang Ann*, *Giang Seng*, *Merapi*, and *Simongan* (owned by the Samarang Steamship Navigation Company). These vessels maintain a regular fortnightly service between Singapore and Batavia, Cheribon, and Samarang, and a monthly service between Singapore, Swatow, and Amoy. They have good accommodation for all classes of passengers. The *Merapi*, which is on the China run, is a very up-to-date boat, and can carry 48 first class, 24 second class, and 1,200 deck passengers. The principal partner of the Samarang Steamship Navigation Company is Mayor Oei Teong Ham, a native and resident of Java, and a Dutch subject, who owns several sugar plantations in Java and is one of the best known merchants in the Dutch colony. He has, also, a saw-mill at Kallang Road, Singapore, and other interests in the Straits Settlements. At the Singapore office Mr. Lee Hoon Leong is the right-hand man in the shipping business. He is a native of Singapore and speaks English perfectly, having finished his education at Raffles School.

Captain John Kerr, managing director of the Ban Ho Hin Steamship Company, Ltd., is a well-known figure in Pinang. A native of Dorsetshire, he went to sea when only eleven years of age on a line of vessels engaged in the timber trade between Quebec and Poole. In 1873 he came to Pinang, and for some

Hin Company in 1884, and for eleven years commanded several of their vessels, after which he was appointed to a managerial position in the company.

Mr. Thio Soen To, son of a Chinese trades-

In addition, they are the Singapore representatives of Mr. Tan Chay Yan, the well-known planter of Malacca, and of the firm of Joo Hong San, in the same district, as well as of many other tapioca manufacturers.



SINGAPORE STEAMSHIP AGENTS AND SHIP CHANGERS.

ONG GEE TYE.
LIM KOK ENG.

GOH SIEW SWEE.
YEO BAN KENG.

THIO SIOE KIAT.
OH KEE CHUAN.



CAPTAIN JOHN KERR.

(Director, Ban Ho Hin Steamship Company.)

years commanded various vessels plying between Suez, India, and Java. He was at one time master of the *Kongsi*, one of the pioneer vessels employed in opening up the valuable trade with Achin. He joined the Ban Ho

man of Bandjermassin, in Dutch Borneo, has carried on business for a number of years as a general merchant, steamship and commission agent at Singapore, and at his native place, Bandjermassin, under the style of Thio Soen To. He also conducts the business of the steamers *Sarie Bandjer* and *Sarie Borneo*, which maintain a regular service between Singapore and Dutch Borneo. Business of an exactly similar character is done by his brother, Kapitein Thio Soen Yang, under the chop Ek Liang Ho, at Bandjermassin.

Kim Hoe & Co.—Prominent among the Singapore firms which supply ships' stores are Messrs. Kim Hoe & Co. The joint proprietors are Messrs. Seet Lian Seck and Yeo Ban Keng. They established their business at its present headquarters, 10, Boat Quay, some nine years ago, and since then have achieved considerable success as steamship agents, ships' chandlers, and Government contractors. The business of Tek Leong has been absorbed by Messrs. Kim Hoe & Co., who are now agents for the steamers *Kampot* and *Derwent*, which trade between Singapore and Saigon, and for the steamers *Johanne* and *Signal*, which run between Singapore, Hoihow, and Hongkong.

Mr. Lim Kok Eng.—Although still a young man under thirty years of age, Mr. Lim Kok Eng holds an important place in Singapore commercial circles. Born at Malacca, where his ancestors have resided for several generations, he came to Singapore at an early age and received his education here. His business career began in the shipping department of Messrs. Hup Leung & Co., and after eleven years' service with that firm he was appointed superintendent of the shipping business of Messrs. Kim Hock Hoe & Co. In addition to this, he holds several other appointments. His ingenuity has displayed itself in the invention of a method of manufacturing Chinese vermicelli from rice by machinery. This is at once a good business undertaking and a benefit to the public, the machine-made article being superior to that formerly turned out by hand. This new process is carried on at the Hoe Seng Hin factory, of which Mr. Lim Kok Eng is the managing partner. He is also assistant manager of the Singapore Foundry, Ltd., in the engineering department of which he shows much ability.

Mr. Thio Sioe Kiat superintends the business of Messrs. Hock Seng & Co., steamship

agents, tin mine owners, and general merchants. Established some eight years ago in Singapore, they have interests in tin mining and gambier and pepper planting at Banca, in Netherlands Indies. They also own the steamer *Governor-General Myer*, which is of 600 tons register and carries both passengers and cargo between Singapore, Muntok, and Palembang.

See Long & Co.—No reference to the shipping of Singapore would be complete without mention of Messrs. See Long & Co., who, from their stores at 11, Robinson Road, supply several large lines of steamers. Among the

firms who buy their goods are the well-known shipping agents, Messrs. Boustead and Messrs. Mansfield, and, in addition, Messrs. See Long & Co. are the recognised source of supply for a large number of local and coasting steamers. They import all the best class of tinned and other provisions from English, American, and Australian houses. They keep oilmen's stores, fresh provisions, wines and spirits, fresh meat, fruit, and everything that is needed for victualling a steamer. The firm also own a bakery. The managing partner is Mr. Ong Gee Tye.

Mr. Oh Kee Chuan was the founder of

the business in Robinson Road, Singapore, carried on under the style of Chuan & Co., commission agents, general dealers, and canteen suppliers to the British and foreign navies and the mercantile marine. They have always a large stock, and guarantee their goods. Mr. Oh Kee Chuan was born in 1871 in Singapore. He started life as a gutta merchant in 1892, and in 1900 established the present business. He is a landed proprietor and a member of the Sporting Club and the Weekly Entertainment Club. He has one son, Mr. Oh Tiang Soo, aged eighteen years, who is married and in business with his father.





HARBOURS AND LIGHTHOUSES

SINGAPORE HARBOUR.



If "Egypt is the Nile and the Nile is Egypt," as Lord Rosebery declared in one of his famous speeches, it may with equal justice be said that "Singapore is the harbour and the harbour is Singapore," for it was the sheltered and commanding position of the island at the narrow gateway to the Far

acquisition of the island of Singapore by the British a local writer stated that "The absorbing sight here is the forest of masts which graces the harbour. Upwards of fifty square-rigged vessels may be seen lying in the harbour, forming the outer line of shipping. Inside these, in shallower water, may be counted from seventy to a hundred junks and prahus from China, Siam, Cochin-China, Borneo, and other places."

To-day Singapore is a vast distributing centre, and occupies the proud position of the seventh port of the world. Its harbour is computed to be capable of accommodating the combined navies of all the Powers.

vessels lying in the harbour that the horizon could not be seen for their hulls. Now the huge steamers which visit the port seldom stay more than a day or so.

The inner harbour extends from Mount Palmer (or Malay Point), a fortified headland, to Tanjong Katong. The coast-line here is crescent-shaped, and a line drawn from one horn of the crescent to the other would enclose about 1,500 acres of water. Within this area is usually congregated as heterogeneous a collection of shipping as can be found in any port of the world. Here are local coasting passenger steamers, which are internally fitted up on much the same lines as the latest ocean greyhounds; there are huge Chinese junks, unwieldy but very picturesque when they have full sail set; in one part there are huge mail boats; in another Siamese sailing vessels; and, in addition, there are tramp steamers; oil vessels, with their funnels at the stern; cargo lighters of all shapes and sizes; flotillas of Chinese sampans, with eyes painted on their bows, and smart launches steaming here and there. Outside, in the deeper water, four or five miles from shore, is the man-of-war anchorage, lying in which two or three gunboats or cruisers are to be seen.

The entrance to the harbour is made through the Singapore Strait, which is bounded on the north by the Malay Peninsula and Singapore Island, and on the south by the Batang Archipelago and Pulo Batam and Pulo Bintang, two large islands. The entire length of the strait is about 60 miles. Its breadth at the western entrance is about 10 miles, and at the eastern entrance about 20 miles; but south of Singapore, between St. John's Island and Batu Beranti, it is only $2\frac{1}{2}$ miles wide. Ten miles from the narrow entrance to the harbour vessels pass between the mainland and a succession of small islands, which gradually converge till they seem to bar further progress. The approach to Singapore is along a channel so narrow that it will only just admit the safe meeting of two large vessels. The passage widens at Cyrene Shoal Light, and the shore of Singapore from the entrance to Keppel Harbour becomes an interminable line of wharves, where nearly all the big ocean-going liners load and unload and take in coal. Tramps and smaller vessels anchor in the roads and work their cargoes in lighters.

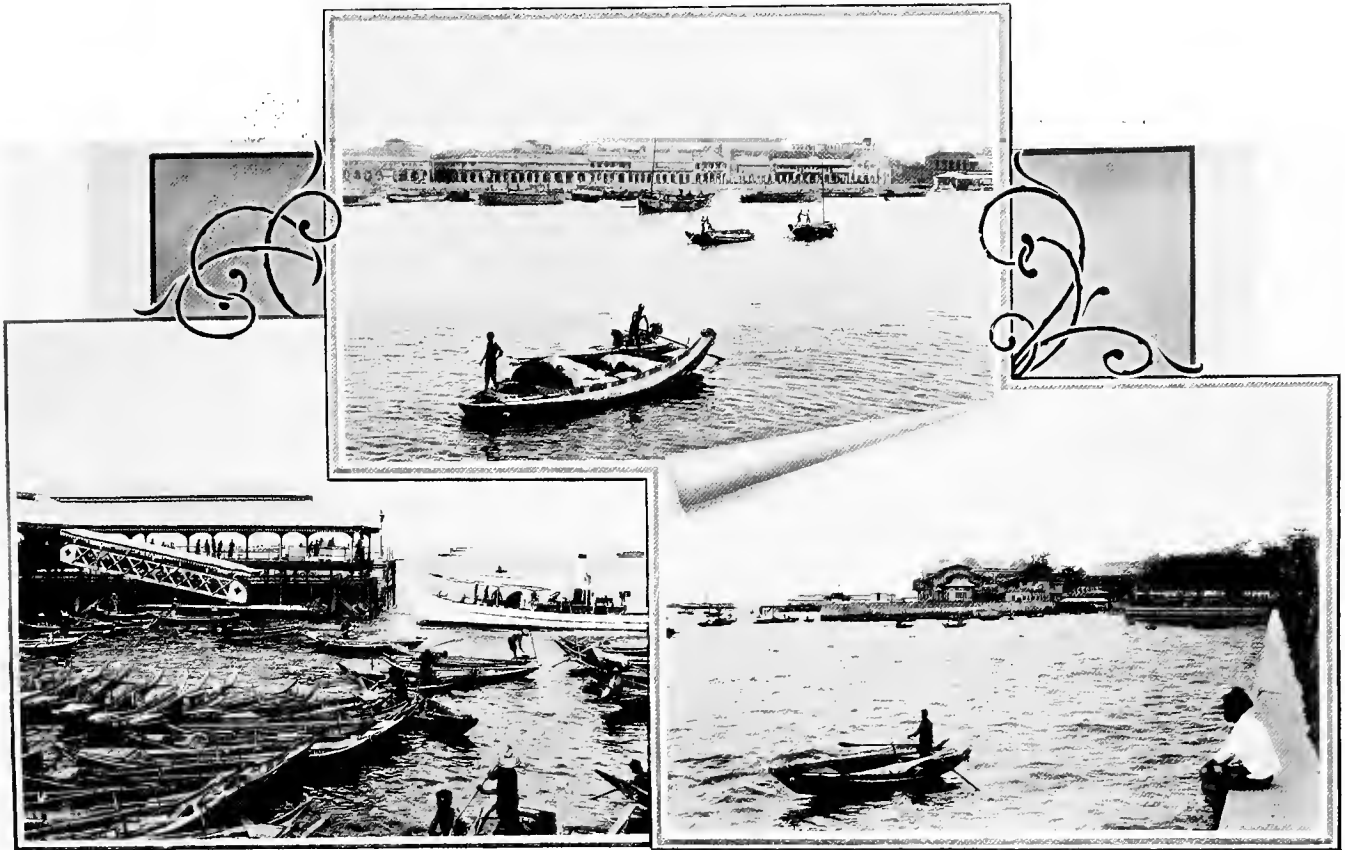
The navigation of the Singapore Straits, which was formerly attended with much difficulty and anxiety, has been greatly facilitated by the erection of the Raffles, Horsburgh, Sultan Shoal, and other lighthouses. Even now the large numbers of surrounding islands, the sunken reefs, and the variations of the tide necessitate very careful navigation, which is



ENTRANCE TO NEW HARBOUR, SINGAPORE.

East that first attracted the attention of Sir Stamford Raffles when he was looking for a station to counteract the influence of the Dutch in the Malay Archipelago, and that has since led to the great prosperity and importance of the settlement. Within twenty years of the

In former days, before the increased steamer traffic to the East consequent upon the opening of the Suez Canal, Singapore Harbour presented an even more imposing appearance than it does to-day. The sailing vessels used to remain for several weeks, discharging and loading in the roads, and there were so many



OFF COLLYER QUAY, SINGAPORE.

JOHNSTON'S PIER, SINGAPORE.

MOUTH OF THE SINGAPORE RIVER.

only undertaken by experienced pilots. The pilotage extends from Sultan Shoal light in the west to an imaginary line drawn from the obelisk at Tanjong Katong to Peak Island in the east.

The Government has recently acquired, for three and a half million sterling, the property of the Tanjong Pagar Dock Board, a private company which for many years controlled the whole of the wharfing accommodation. It has also approved of an important improvement scheme, which includes the reconstruction and extension of the existing wharves, the improvement of docking accommodation, and the construction of three sea-moles, each a mile in length, for harbour protection, as well as river improvements, involving a total expenditure of £4,000,000. There was considerable opposition, both to the Tanjong Pagar expropriation and to the scheme for improving the harbour, on the grounds that the price of the Dock Board's property was exorbitant and that the further protection of the anchorage was unnecessary, inasmuch as there are only a few days in the year (during the prevalence of the NE. monsoon) when vessels cannot load and unload in the roads in perfect safety. Nevertheless the two projects were officially decided upon, and to carry them out a loan of £7,800,000 was raised by the colony in the early part of 1907. The harbour improvement scheme, which was prepared by Sir John Coode, Son, & Matthews, of London, has been entrusted to the eminent British firm of Sir John Jackson, Ltd., for execution, but only part of it is being proceeded with at present. This part is known as the Teluk Ayer Reclamation, and consists of the construction of a mole a mile long at Teluk Ayer, which will enclose an area of 270 acres, and the provision of a new wharf of about the

same length as the mole. Inside this area there will be 18 feet of water at low tide, but it will be possible to increase the depth to 24 feet

should this be deemed desirable in future. When all these works shall have been completed Singapore will be one of the best-



MALAY VILLAGE AT PULO BRANI, SINGAPORE.

equipped ports in the world, well able to cope with its vast shipping trade, which still goes on increasing from year to year.

TANJONG PAGAR DOCKS.

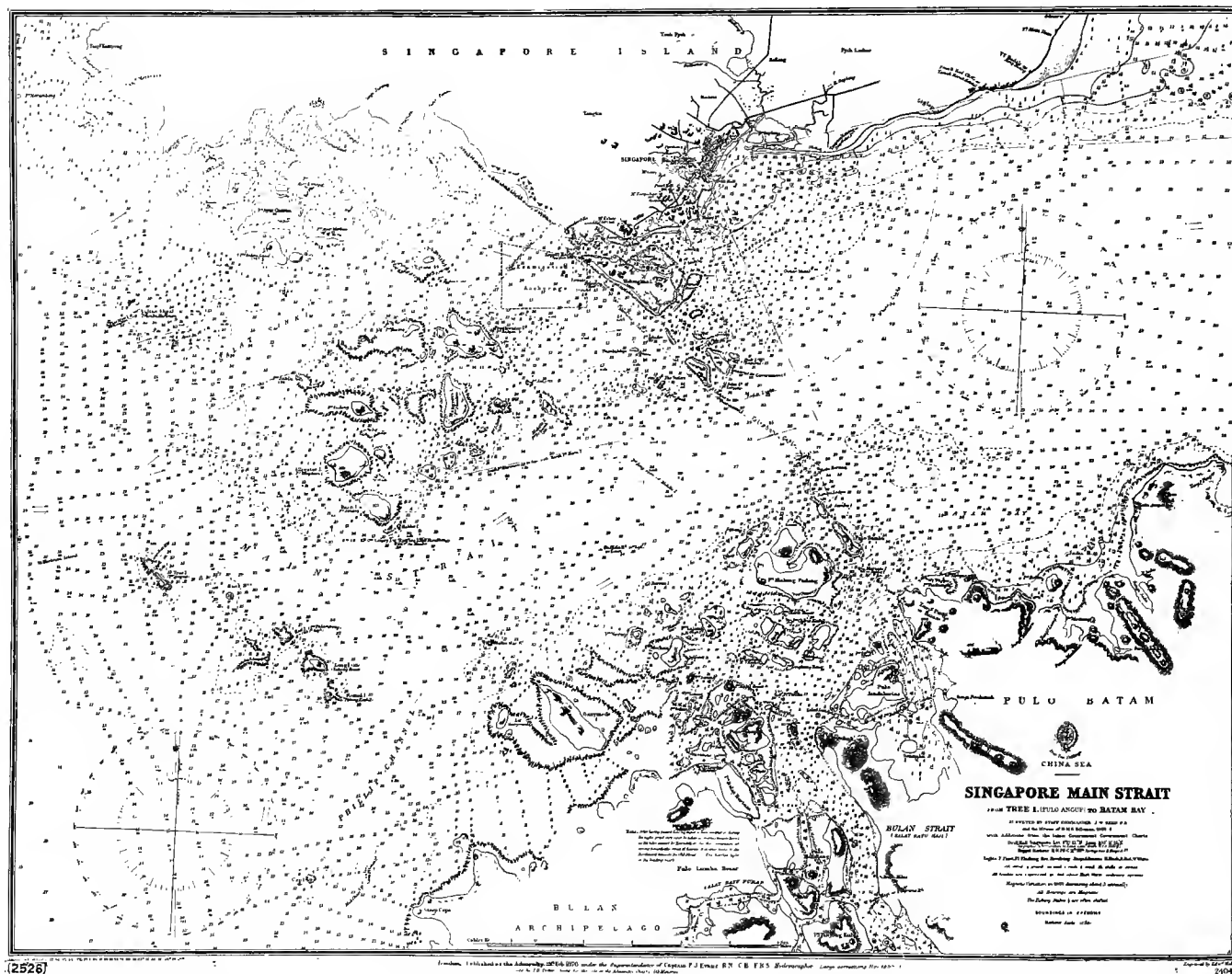
Established just over forty years ago with a capital of only 125,000 dollars, the Tanjong Pagar Dock Company's undertaking has grown to such gigantic proportions that when it was expropriated by the Government in 1905 the amount awarded by the Arbitration Court, over

for a length of 2,250 feet. As the business of the company expanded the goods and coal-shed space was increased.

The graving dock was formally opened on October 17, 1868, by H.E. Sir Harry St. George Ord, R.E., Governor of the Straits Settlements, who christened it the Victoria Dock. Built of granite and closed by a teak caisson, this dock is 450 feet in length, with a width at its entrance of 65 feet, and was at that time considered one of the finest in the East. At ordinary tides the depth of water on the sill was 20 feet. The pumping machinery, consisting of two pairs of chain pumps, was

the company, whose policy ever since has had to be one of continuous progression and development in order to keep abreast of the multiplying trade. The number of vessels visiting the company's wharves rose from 90 steamers of 60,654 tons and 65 sailing vessels of 30,752 tons in the half-year ending August, 1869, to 185 steamers of 164,756 tons and 63 sailing vessels of 40,534 tons in the corresponding period of 1872.

As profits increased the wharves were still further extended, additions were made to the machine shop and blacksmiths' shop, new godowns were built, and permanent coal-sheds



which Sir Michael Hicks-Beach (now Lord St. Aldwyn) presided, was no less than 28,000,000 dollars, or nearly £3,500,000 sterling.

A considerable extent of sea-frontage at Tanjong Pagar was purchased by the old Dock Company soon after its incorporation as a limited liability company in 1863, and the work of construction was soon commenced. By August, 1866, a wharf 750 feet in length had been completed, affording accommodation for four ships of ordinary size and containing four coal-sheds capable of holding upwards of 10,000 tons; a storehouse, 200 feet by 50 feet, had been opened; an iron godown of similar dimensions was in course of construction; the embankments had been strengthened and extended, and a sea-wall had been completed

capable of emptying the dock in six hours. Curiously enough, the dock did not prove remunerative for several years, complaint being made by the company of scarcity of shipping and "unreasonable competition." Indeed, in those days, even after the opening of the Suez Canal, it was feared that the employment of steamers in place of sailing vessels—the substitution of iron for wood—would deleteriously affect docking all over the East. Such fears, however, proved groundless. A satisfactory arrangement was come to with the rival company, styled the Patent Slip and Dock Company (which had two docks at Keppel Harbour), and the divergence of trade to the Straits of Malacca following upon the opening of the Suez Canal brought ever-increasing traffic in the way of

were projected in place of the existing ones. This growing prosperity of the company led to the opening of a second dock—named the Albert Dock—on May 1, 1879. Constructed of concrete with a coping of solid granite, this dock cost £56,000 and took two and a half years to build. It is 475 feet long, 75 feet wide at the entrance, and has a depth of 21 feet at average spring tides.

In sketching the history of Tanjong Pagar, reference cannot be omitted to the great fire of 1877. It broke out on the afternoon of April 13th in one of the carpenters' houses, and so fiercely did it burn that in a quarter of an hour it had destroyed all the workmen's dwellings, covering an area of at least two acres, and had spread to the police-station and



THE TANJONG PAGAR DOCK BOARD.

1 & 4. SLIPWAY, TANJONG RHOO. 2. ALBERT DOCK FROM SIGNAL STATION. 3 & 5. ALBERT GRAVING DOCK (entrance). 6. EAST WHARF, SHOWING GODOWN FACILITIES



THE TANJONG PAGAR DOCK BOARD.

1 & 2. THE WHARVES. 3. THE GODOWNS. 4. KEPPEL HARBOUR FROM BUKIT CHERMIN. 5. FIRE FLOAT "VARUNA." 6. BRITISH INDIA STEAMER "TEESTA" DRY DOCKED.

other buildings round the reading-rooms. Finally it reached the coal-sheds. The buildings were highly inflammable, being constructed of wood and roofed with attap (dried palm leaves). For a whole fortnight the coal-sheds burned continuously, and out of a stock of 48,000 tons only some 5,000 or 6,000 tons were saved. The company's losses were estimated at 53,000 dollars. In place of the attap coal-sheds that had been destroyed, brick buildings were erected, bringing the coal storage accommodation up to 60,000 tons. The natives employed in the docks, to the number of some 3,000, were provided in those days with a village of their own; substantial houses were erected for the company's officers; an iron and brass foundry, a saw-mill, and a steam hammer were added to the property, and improved fire-extinguishing apparatus was provided. Quite recently a specially designed and well equipped steel twin-screw fire-boat has been constructed by the Board. It is fitted with a Merryweather pump, with complete fire and salvage connections, capable of discharging 1,800 gallons of water a minute.

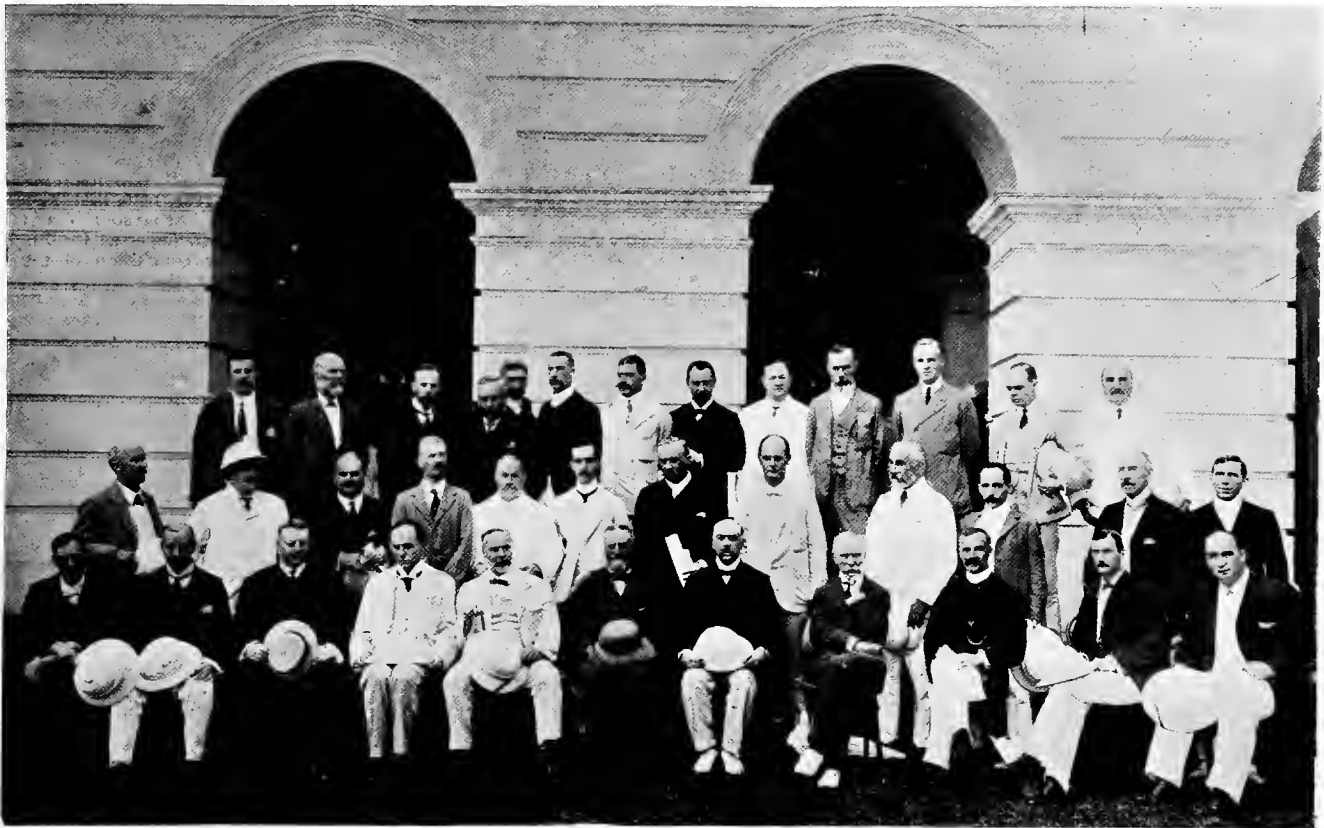
It is of interest to note here that during 1878 there were 541 steamers and 91 sailing vessels at the wharf, their respective tonnage being 639,081 and 72,625 tons. The cargoes landed at the wharf during the same year were: Coals, 85,477 tons; general cargo, 21,000 tons;

New Harbour Dock Company (late the Patent Slip and Dock Company) in 1881, the acquisition of the Borneo Company's New Harbour property for the sum of over 1,000,000 dollars, on July 1, 1885, and the connecting-up of the various wharves, giving the company a continuous deep-sea frontage of a mile and a quarter, the property and plant at Tanjong Pagar practically assumed their present shape, though, of course, numerous extensions and improvements have been made since to meet the growing requirements of the port. A railway from one end of the wharves to the other has recently been completed to facilitate the handling of cargo, and new works of considerable magnitude are now under way, including the reconstruction of the machine-shops and other buildings in the dockyard.

The New Harbour Docks are situated about three miles west of Tanjong Pagar and comprise two graving docks of 444 and 375 feet in length respectively, with sheds, workshops, &c. These were purchased outright by the Tanjong Pagar Dock Company in 1899, and were included in the sale to the Government in 1905, as also was the company's interest in the Singapore Engineering and Slipway Company, Ltd., who are the owners of three slipways, machine shops, &c., at Tanjong Rhoo. The respective lengths of the slipway cradles are 155 feet, 116 feet, and 85 feet. The Tanjong

Company's property was unexpectedly expropriated some two years ago by the Government. Various causes led up to this acquisition, and important results are bound to follow. In the first place, the Government had in hand a big scheme for the improvement of the harbour; and, secondly, the Dock Company itself was proposing to spend some 12,000,000 or 15,000,000 dollars on the improvement of docking facilities and the rebuilding and extension of wharves. Moreover, the belief prevails that Imperial considerations had a great deal to do with the transaction, the object of the Home Government being, apparently, to establish Singapore as a great naval base for the Eastern fleets, for which purpose it cannot be surpassed as regards geographical and strategical situation.

It was on December 20, 1904, that the directors of the company were notified by the Secretary of State for the Colonies that it was intended to take over their property on terms to be mutually arranged, or, failing that, by arbitration. The share capital of the company consisted of 37,000 shares of 100 dollars each, which from 1902 had never fallen below a market rate of 300 dollars until December, 1904, when, no doubt on account of the big extension scheme proposed, they dropped to 230 dollars. After the announcement of the Government's intentions, however, the shares



TANJONG PAGAR ARBITRATION GROUP.

LORD ST. ALDWYN (SIR MICHAEL HICKS-BEACH), PRESIDENT, IN THE CHAIR.

(See p. 188.)

and opium 5,570 chests; making a total of 173,147 tons. Treasure was landed to the value of 102,000 dollars. The general cargo shipped during the twelve months was 64,175 tons, in addition to 1,851 chests, 106,957 tons of coal taken by steamers, and treasure of the value of 1,083,277 dollars.

By the establishment of a joint purse with the

Pagar Dock Board are also the proprietors of the graving dock at Prye river in Province Wellesley, opposite the town of Pinang. This dock is 290 feet long, and 50 feet broad at the entrance. There is a slipway for vessels 100 feet long.

As stated at the commencement of this article, the whole of the Tanjong Pagar Dock

rose consistently in the market until they reached 500 dollars, at which figure they remained, with slight fluctuations, until the final settlement.

In the Legislative Council, when an official pronouncement was made on the subject on January 20, 1905, the Governor, Sir John Anderson, K.C.M.G., stated that one of the

first papers put before him for his consideration upon arriving in the colony in the early part of the preceding year was a request received by the Government of the Federated Malay States from the Tanjong Pagar Dock Company for the loan of 8,000,000 dollars at 3 per cent. for the purposes of the proposed improvement scheme. His Excellency found,

was necessary. He purposely said policy, not management, because the Government would have nothing whatever to do with the management of the company, either then or in the future.

To consider the proposals made by the Governor, a meeting was held between the Colonial Office and the London committee,

of shareholders to protest against the expropriation and the Government's proposal to pay for the property at the rate of 240 dollars per share. It was pointed out that although the concern had been paying 12 per cent. only, disbursements, which might rightly have been charged to capital, had been made out of revenue representing an additional 24 per cent., while the liquid assets had been augmented to the extent of a further 6 per cent., thus bringing the earnings of the company up to a figure representing a dividend of 42 per cent. The shareholders also protested against Government's refusal to pay the 15 per cent. compensation usual in the case of compulsory acquisition of property.

Efforts were made by conferences between representatives of the Government and of the company to arrive at an arrangement that would be satisfactory to both parties, but so wide was the divergence of opinion on the two sides that arbitration had to be resorted to in the end. A Court of Arbitration was appointed, consisting of Sir Edward Boyle, K.C., and Mr. James C. Inglis, of railway fame, as Arbitrators for the company and the Government respectively, with Sir Michael Hicks-Beach, M.P. (now Lord St. Aldwyn), as Umpire. The Court began its sittings in Singapore on October 16th and rose on October 26, 1905. The leading counsel for the company was Lord Robert Cecil, K.C., and for the Government, Mr. Balfour Browne, K.C. The company's claim amounted to 76,510,976 dollars and included 33,539,792 dollars for the general undertaking at twenty-two years' purchase, based on the average profit for five years, and 26,150,200 dollars for prospective appreciation. The Government's offer was for 11,244,996, being eighteen years' purchase calculated on adjusted profits, plus an allowance for surplus properties. It was not until July 4th of the following year, 1906, that the award was declared by the Arbitration Court, the members of which had departed for England immediately after the conclusion of the evidence and completed their deliberations in London. Their award amounted to 27,929,177 dollars, together with allowances for reinvestment, &c., representing nearly 760 dollars per share to the shareholders.

During the last half-year in which the undertaking was administered by the Dock Company, viz. the six months ended June, 1905, the net profit which would, under ordinary circumstances, have been available for distribution, including 206,645 dollars brought forward from the preceding account, was 891,675 dollars. From this the directors recommended a dividend of 24 dollars per share. In the first six months during which the docks were administered by the new Board the gross earnings, excluding work done on the Board's own account, amounted to 2,335,000 dollars; in the first half of 1906, to 2,517,000 dollars, and in the second half of 1906 to 2,308,000 dollars—making a total for the eighteen months of over 7,160,000 dollars. These figures include Prye Dock. After deducting expenditure, the actual profits in each of the three periods specified were respectively 663,000 dollars, 702,000 dollars, 817,000 dollars. From this total, three sums of 222,000 dollars had to be paid to the old company as interest—a charge which will not have to be met in future. This shows a steady growth in the earnings, despite the fact that there was a considerable decrease in dock repair tonnage in the last half of 1906, the figures for the three periods being respectively 1,118,146 tons for 165 vessels, 1,065,320 for 155 vessels, and 838,280 for 144 vessels.

In the meantime, the great Harbour Improvement Scheme has been entered upon. The first part undertaken is that known as the Teluk Ayer Reclamation, which will embrace an area of some 70 or 80 acres and add largely to the shipping accommodation of the port.



PINANG HARBOUR.

upon investigation, that the Tanjong Pagar Company owned practically all the foreshore of the colony suitable for wharfage for large ocean-going steamers, while more than two-thirds of the capital was held in London; and on reviewing the situation, he came to the conclusion that if any question were to arise between the community and the shipping interests of the colony, on the one hand, and the company, on the other, London would have to be convinced before Singapore could effect its purpose. This did not seem to him right. Therefore he proposed to the Secretary of State for the Colonies that the Government of the Straits Settlements and of the Federated Malay States should take up 18,000 fresh shares in the company at 200 dollars per share, and that the two Governments should either guarantee or lend to the company further sums required for the extension of works (amounting, as he then estimated, to some 8,000,000 dollars), with the following provisos: that the Governor should have the right (a) to veto the appointment of directors and the members of the London committee; and (b) to nominate two members to the board at Singapore and one member to the committee in London; and (c) to veto any proposed increase in the charges on shipping and on the warehousing and handling of goods; and (d) to veto the distribution of any dividends. He found that the number of shares held in Singapore was about 10,000, which with the 18,000 he desired the two Governments to acquire would secure to Singapore the balance of the voting power. When these proposals were put forward by his Excellency, the Secretary of State for the Colonies was doubtful whether they were adequate to give the Government and the local community that control over the policy of the company which

who declined to accept any effective Government control unless their dividend of 12 per cent. were guaranteed to them. This condition the Colonial Office declined to accede to, and eventually the Secretary of State decided upon expropriation. An Expropriation Bill was forthwith introduced into the Legislative Council, setting out the conditions under which the property should be acquired. It was hoped that an arrangement would be possible without arbitration, on the lines of the London Water Act of 1902. A Board, to be called the Tanjong Pagar Dock Board, was to be constituted. The appointments to it were to be made by the Governor, one-third of the members retiring by rotation every three years. It was provided that there was to be no interference by the Government in the ordinary administration of the port management. The Board was to pay into the general revenue of the colony a sum not exceeding 4 per cent. per annum of the amount paid by the Government for the undertaking, the object being that the company should be self-supporting. It was also stipulated that any further profits should go to a reserve fund, available for any purpose connected with the business of the Board, providing that whatever remained over after the necessary charges had been met should be devoted to works of improvement or extension, or to the reduction of charges, if thought desirable. There was the assurance given also of absolute continuity of policy on the part of the new Board, as well as of non-interference by the Government in the management. This Bill was eventually passed into law; the property was taken over on June 30, 1905, and the new Board was appointed with eight non-official and two official members, since reduced to six non-official and one official member.

In the meantime there had been a meeting

The erection of a breakwater and the improvement of the Singapore river also form part of the scheme which the Government have in hand, and on which they propose to spend £2,092,600.

At Tanjong Pagar the works now being undertaken by the Dock Board are :

(a) The construction of a wet dock with a

When all these contemplated improvements and extensions have been carried out, Singapore will be capable of adequately filling the position which she is called upon to hold as a rallying point and strategic base for his Britannic Majesty's fleets in Eastern and Australian waters, and as one of the greatest commercial ports of the world.

of 18 feet 6 inches at low water during the prevalence of spring tides. There is a staff of five competent pilots at the port. They have their own launches and meet all vessels using either channel. Within the anchorage, the rise and fall of the tide is 7 feet in neap tides and 9 feet in spring tides.

With the exception of the boats of the



PINANG HARBOUR (ANOTHER VIEW).

depth of water at L.W.O.S.T. of 30 feet. The entrance to this dock will be 150 feet wide, and the length of the wharfrage 3,840 feet.

(b) The rebuilding of the main wharves in concrete block work, having a minimum depth of water alongside at L.W.O.S.T. of 33 feet.

(c) The construction of a graving dock at Keppel Harbour, 860 feet long by 100 feet wide at the entrance, with 35 feet of water on the sill at H.W.O.S.T.

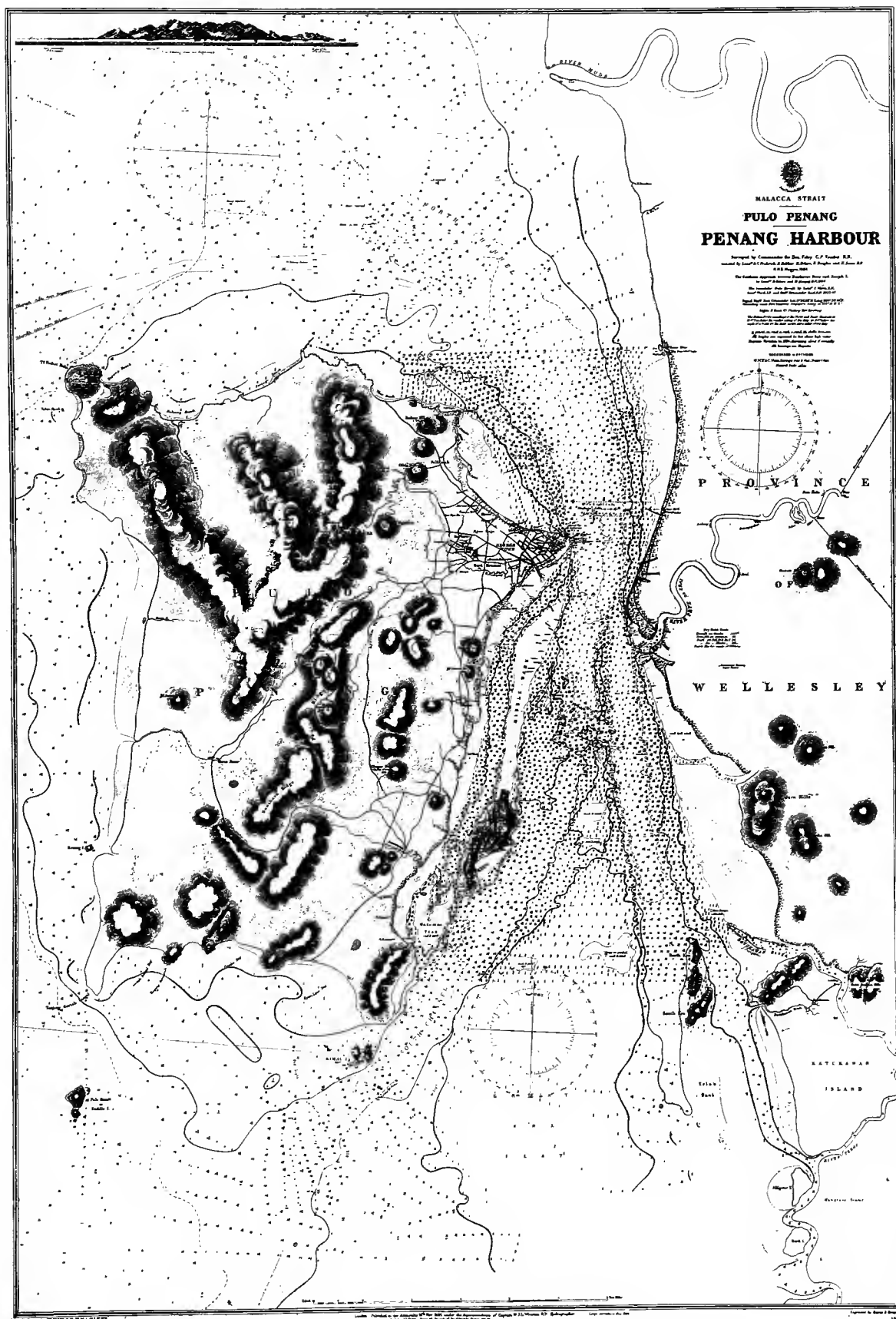
(d) The removal and concentration of the workshops at Keppel Harbour, involving the entire reconstruction of the buildings, which will be provided with the most modern machine tools electrically driven from a large power-station now being constructed at Keppel Harbour to supply electrical energy to the whole of the Board's undertaking.

PINANG HARBOUR.

Pinang is the great transshipment centre for the northern part of the Malay Peninsula and Sumatra. It possesses a safe and extensive sheltered anchorage lying between Georgetown, on the north and east of the island, and Province Wellesley, on the mainland of the Malay Peninsula. The channel between the island and the mainland is a little over a mile in width at this point. All large ocean-going steamers, whether eastward or westward bound, enter the port by the north channel, which can be navigated safely in any state of the tide by vessels drawing 27 feet of water. The south channel is only used by small local steamers. It is studded with small islands, and has a depth

Messageries Maritimes, all the mail-boats to and from the Far East call at Pinang, and they usually stay six or eight hours. In addition to beacons, wigham and other kinds of buoys, the approaches to the port are shown at night by three principal lights—one on Muka Head, at the north-west corner of the island; one on Rimau Island, which lies off the south-east of Pinang; and one on the flagstaff of Fort Cornwallis, in Georgetown itself.

No really bad weather is experienced at Pinang either in the north-east or south-west monsoons. Sudden squalls, accompanied by heavy rain, prevail sometimes during the south-west monsoon, but they never last more than a couple of hours, and they are not dangerous to shipping. They are known locally and by seafaring men the world over as "Sumatras,"



from the fact that they blow across from Sumatra.

A powerful dredger, capable of removing 350 tons of excavated material an hour, is maintained for the improvement and deepening of the harbour. During 1907 the harbour and its approaches underwent a strict hydrographical survey, and the new chart which is to be prepared will show a greater depth of water in many places than is indicated on the present chart.

Until a few years ago there was no wharfage accommodation for large vessels, but in 1903 Swettenham Pier was built, with external herthage of 600 feet, at a cost of 600,000 dollars. One large liner, or two ordinary steamers, can berth alongside the front of the pier, which also provides berthage for a small steamer at the inner face of the southern portion. The depth of water off the front of the pier is 30 feet at low water spring tide, and is sufficient to enable the largest battleship in the British Navy to anchor alongside. Plans have already been approved for the extension of the northern arm of the pier by 345 feet, and of the southern end by 225 feet; while an extensive scheme of reclamation is now being carried out south of Victoria Pier. An important subsidiary port is being formed at the mouth of the Prye river opposite Georgetown. Extensive wharves are in course of construction there, and already a dry dock, foundries, and workshops have been built for the execution of repairs to shipping.

Situated as it is off the centre of the west coast of the Malay Peninsula, which is being rapidly opened up and developed, Pinang has great possibilities as a shipping centre in the near future.

MALACCA HARBOUR.

Malacca has neither a natural nor an artificial harbour which can be properly so designated. The town is built at the mouth of the Malacca river, and, although within recent years considerable improvements have been carried out and the channel has been deepened, all vessels, except native craft, have to anchor outside, some distance from the town. Two permanent rubble groynes have been built up to high-water-above-spring-tide mark, the one on the north and the other on the south side of the channel at the river mouth. The north groyne is 1,850 feet in length, and the south groyne at the time of writing is 1,455 feet. Dredging has been carried on since 1899, and up to the present time 62,321 tons have been removed. By this means an area of 26,439 square feet of land has been reclaimed on the south and is retained by the groynes. The work of reclamation on the north side is approaching completion. As a result of this river improvement, Chinese junks and large cargo-lighters can now enter the river, and the latter are able to land their contents quite close to the railway. These extended facilities have caused a considerable increase in the shipping of the port. In 1906, 1,530 steam vessels of an aggregate tonnage of 320,121 tons, and 1,241 native craft, representing 25,832 tons, cleared at the port. A weekly service of steamers to Pinang, Singapore, and the Federated Malay States ports calls at Malacca.

FEDERATED MALAY STATES HARBOURS.

The harbours of the Federated Malay States are five in number. They are Port Weld and Teluk Anson in Perak, Port Swettenham in Selangor, Port Dickson in Negri Sembilan, and Kuantan in Pahang.

The boom in the trade of the Federated Malay States during the past few years and the prospect of remarkable development in the

near future has given rise to considerable speculation as to which will be the principal port of the States. There seems now to be a general consensus of opinion that Port Swettenham is destined to fill that position. It is situated at the mouth of the Klang river, which is sheltered by two islands, Pulo Klang and Pulo Lumut. By the northern entrance—

steamers have put in at the port with increasing frequency, until in 1906 fifteen vessels called there direct from Europe. These vessels anchor in the stream in 7 fathoms of water. The port is large enough to accommodate at one time eight or nine ocean steamers, besides local shipping. The railway runs on to the wharves, so that cargo may be quickly despatched to



PINANG HARBOUR (ANOTHER VIEW).

between Pulo Klang and the mainland—Port Swettenham is six miles from the open sea, and by the southern entrance—between Pulo Lumut and the mainland—twelve miles. Originally the port of call for Selangor was Klang, which is four or five miles further up the river. Owing to the inadequate accommodation there, the Government reclaimed the swamp upon which Port Swettenham now stands, and built the new port at great expense,

Kuala Lumpur, the Federal capital, 28 miles away, or to any town on the railway system. In this way large quantities of rubber and mining machinery are distributed over the States. A good service of passenger trains runs from the station adjoining the jetty. Already quite an important township, with a population of over 1,000, has sprung up where ten years ago was nothing but an uninhabitable swamp. There is now some talk of extending



PORT SWETTENHAM.

naming it after Sir Frank Swettenham, who was Governor of the Straits Settlements and High Commissioner for the Federated Malay States at the time. There are three substantial wharves and a passenger jetty resting on steel piles, alongside of which there is a depth of water sufficient to berth vessels drawing 16 feet. Within the last two years large ocean-going

the railway line to the end of the point at the entrance to the north channel in order to concentrate trade.

Formerly the chief port of Perak was Port Weld, so-named after Sir Frederick Weld, a former Governor of the Straits Settlements and High Commissioner of the Federated Malay States. It is situated at the mouth of the

Sapatang river, and is only seven miles distant from Taiping, with which it is connected by rail. Since the completion of the railway to Prye the shipping of Port Weld has decreased, and the goods which formerly entered the port

Port Dickson in Negri Sembilan offers good anchorage and has regular steamer connection with Pinang and Singapore.

There is no harbour worthy of the name on the east coast of the peninsula, unless it be at

being constructed from Kuantan to Raub will join the existing road at Benta and give through communication from one side of the Malay Peninsula to the other. Incidentally, it will serve to open up a great extent of country reputed to be rich in tin. A railway line has also been projected from Seremban to this district, which promises in the near future to become of considerable importance.

Commander C. A. Radcliffe, R.N., the Master Attendant of the Straits Settlements, is a native of Devonshire. Son of Mr. Walter Copplestone Radcliffe, land-owner, he entered the navy as a cadet in 1875, when he was fourteen years of age. A midshipman in 1877, he was promoted sub-lieutenant in 1881, lieutenant in 1884, and commander in 1905. He served on the Mediterranean, East Indian, Pacific, and Channel Island Stations, and was present at Sawakni during the Soudan War, for which he was awarded the Egyptian medal with clasp and Khedive's star. Commander Radcliffe has twice received letters of thanks from the Admiralty for supplying valuable information for the correction and compilation of charts and sailing directions relating to the east coasts of Scotland and England. He resigned his commission in 1893, and went out to Taku in 1898 as commander and navigating officer of the cruiser *Haiten*, built on the Tyne by Sir W. G. Armstrong, Whitworth, & Co. for the Chinese Government. In 1901-2, he was captain of the cruiser *Chacabucco*, sold by the same firm of shipbuilders to the Chilean Government. He was appointed Deputy Master Attendant of the Straits Settlements in 1903, and became Acting Harbour Master of Pinang in the same year. Having served as Acting Master Attendant, Straits Settlements, for two years, he was in 1906 appointed Master Attendant. Commander Radcliffe is a member of the Naval and Military and Constitutional Clubs, London, and of the Singapore Club. He was married in 1888, and has one son and one daughter.

Commander D. C. Macintyre, Harbour Master at Pinang, was formerly in the Royal Naval Reserve. He received his present appointment in 1903, and the year following was deputed for service outside the colony, but resumed duty at Pinang later in the same year.

Mr. W. E. Maddocks, Harbour Master at Malacca, was born at Newbridge, Cheshire, in 1873. After leaving school he served a five years' apprenticeship on a line of sailing vessels trading with South America. In 1901 he was appointed chief officer of the Straits Settlements colonial steamer *Sea Belle*, and first appointed Harbour Master at Malacca in 1901. Since then he has acted temporarily as Deputy Master Attendant, Singapore.

Commander J. F. Mills.—The harbour department of Perak is under the control of Commander J. F. Mills, R.N. (retired), who was born in May, 1855. He entered the navy at the age of thirteen, was promoted sub-lieutenant in 1875, and lieutenant four years later. After twenty-two years' service he retired, and in 1892 was appointed Harbour Master of Teluk Anson. In 1895 he was given the rank of Commander R.N., and he has subsequently served the Perak Government as District Magistrate and Harbour Master, Lower Perak. His present appointment dates from 1902.

Mr. R. G. Hickey.—In 1880 Mr. R. G. Hickey was sailing round the globe as an apprentice on a sailing ship. Twenty-two years later he was appointed Harbour Master at Pinang, and in August, 1905, was transferred to Port Swettenham in a similar capacity. He was born at Calcutta in 1865, and his father, the late Mr. Walter R. G. Hickey, R.E., of Bangalore, India, sent him to Christ's Hospital, London, to be educated. Afterwards he went to sea and remained afloat until 1902, when he settled in the Straits Settlements. Mr. Hickey holds a shipmaster's certificate from London.



PORT SWETTENHAM—THE RAILWAY SIDING.

are now carried by rail from the northern terminus.

Teluk Anson is now the only port of any importance in Perak. It is situated on the left bank of the Perak river, about thirty miles from the mouth. The river is easily navigable up to Teluk Anson for vessels drawing 15 or 16 feet of water. This port has made wonderful

progress, its shipping having been quadrupled within ten years. It has regular daily connection with Pinang and Singapore by vessels which provide excellent accommodation both for passengers and cargo.

the mouth of the river Kuantan, in Pahang, where there is a deep-water front stretching for miles up the river. No vessel drawing over 10 feet of water can enter the river, and even smaller vessels must so time their arrival and departure as to take advantage of the high-tide, owing to the presence of a sand-bar at the river's mouth. Dredging operations are now



PORT DICKSON.

progress, its shipping having been quadrupled within ten years. It has regular daily connection with Pinang and Singapore by vessels which provide excellent accommodation both for passengers and cargo.

in progress, however, to remove the bar, and later on, if the development of trade should necessitate it, as seems not unlikely, a groyne may be run out from Tanjong Gelang to prevent further silting. A new road which is

LIGHTHOUSES.

THE dangers attendant upon the navigation of the Straits of Malacca in bygone days are attested by a long record of shipping disasters. Although the waters were studded with islands, reefs, and shoals, no attempt was made to warn the mariner at night of their proximity until 1850, when the Horsburgh Light was exhibited at Singapore. Once a beginning had been made, other beacons were erected from time to time. In 1875 there were five lighthouses, and by 1889 the number had doubled. To-day there are thirteen lighthouses and numerous buoys between Singapore and Pinang to direct the sailor on his course, and it is no doubt due, in large measure, to their presence that there has not been a shipping casualty of any magnitude for several years.

Of the thirteen lighthouses referred to, Singapore can claim five, Malacca four, and Pinang four. The original outlay upon each and the cost of maintenance is shown by the accompanying table, taken from the Straits Settlements Blue Book.

The Horsburgh Lighthouse, on the Pedra Branca, about 36 miles from Singapore, marks the eastern end of the Singapore Straits. It stands 100 feet out of the sea, and has a first order revolving light, showing a flash every 10 seconds that is visible at a distance of 20 miles in clear weather. The tower is belted with alternate black and white bands. Its latitude is $1^{\circ} 20'$ North, and its longitude $104^{\circ} 24' 30''$ East.

The Fort Canning Lighthouse, commanding the approaches to Singapore Harbour, is the latest of all the lighthouses, and cost the most to construct. Its elevation is 202 feet above high water, and it has a range of 18 miles. Previous to October, 1903, there had been a fixed gas-light, known as the Harbour Light, on Fort Canning, but on that date it gave place to the existing light, which is a first order dioptric occulting white and red light of 90,000 candle-power, visible for 17 seconds, with an eclipse lasting 3 seconds.

The Raffles Lighthouse, on Coney Island, about 13 miles to the south-west of Singapore, marks the Outer and South Channel round St. John's Island in the Singapore Roads. Its elevation is 106 feet above sea-level, in latitude $1^{\circ} 9'$ North and longitude $103^{\circ} 44' 30''$ East. Its bright, fixed white light of the third order can be seen from a distance of 12 miles.

The Pulau Pisang Lighthouse is a circular tower of a brick-red colour, 40 feet in height, with balcony and lantern of white and out-buildings of grey, situated on the highest part of Pulau Pisang Island, in latitude $1^{\circ} 27' 30''$ North and longitude $103^{\circ} 15'$ East. It has a revolving light of the first order, 325 feet above sea-level, flashing every 5 seconds, and showing all round the horizon for a distance of 30 miles.

The Sultan Shoal Lighthouse is built on the Sultan Shoal in latitude $1^{\circ} 14' 30''$ North and longitude $103^{\circ} 39' 25''$ East. It has a revolving catoptric light, 60 feet above high-water mark, that gives a bright flash every 30 seconds, visible all round for a distance of 13 miles. The tower is surrounded by the keeper's dwelling, which is two stories in height and reaches to within 18 feet of the lantern.

The Pulau Undan Lighthouse, on the Pulau Undan Island, 100 feet high and 155 feet above sea-level, shows an intermittent flashlight of the third order at intervals of 10 and 20 seconds, and is visible in clear weather from a distance of 20 miles. Its latitude is $2^{\circ} 3'$ North and longitude $102^{\circ} 20' 30''$ East.

The Malacca Harbour Light is a fixed light of the fourth order, elevated 180 feet above sea-level, in latitude $2^{\circ} 11' 20''$ North and longitude

Station.	When Built.	Cost.	Total Cost of Maintenance (Annually).
		\$ c.	\$ c.
Horsburgh Light, Singapore	1850	48,377 00 ¹	3,645 35
Fort Canning Light, Singapore	1903	64,418 00	4,015 65
Raffles Light, Singapore	1856	3,291 00	3,406 62
Pulau Pisang Light, Singapore	1886	44,434 00	3,934 25
Sultan Shoal Light, Singapore	1896	34,450 00	2,658 65
Pulau Undan Light, Malacca	1880	15,423 00	3,504 35
Harbour Light, Malacca	1861	772 00	715 60
Cape Rachado Light, Malacca	1863	16,454 00	3,433 88
Screw Pile Light, Malacca	1874	55,700 00	3,444 55
Pulau Rimau Light, Pinang	1884	4,715 00	2,260 06
Harbour Light, Pinang... ..	1884	10,224 00	2,041 27
Muka Head Light, Pinang	1883	37,929 00	3,848 25
Tanjong Hantu Light, Pinang	1901	6,991 37	1,639 20
Total	—	343,178 37	38,547 68

¹ The original cost was 23,625 dollars, and the cost of alterations and new light 24,752 dollars.



FORT CANNING LIGHTHOUSE.

102° 15' 30" East. It can be seen 13 miles away.

Cape Rachado Lighthouse, standing on a high bluff of land 30 miles to the north of Malacca, in latitude 2° 25' North and longitude 101° 51' East, lights up the narrow part of the Straits in the neighbourhood of the Pyramid and Bambeck Shoals. A fixed light of the second order, elevated 446 feet above the level of the sea, it is discernible from a distance of 26 miles.

The Screw Pile Lighthouse is screwed down on the North Sands, Straits of Malacca, in 18 feet of water, in latitude 2° 52' 50" North, longitude 100° 58' 40" East. A third order revolving light with intervals of 1 minute, it stands 55 feet above sea-level in a tower of red and slate colour, and is visible all round from a distance of 15 miles.

Pulau Rimau Lighthouse, white in colour, is situated at the south-east point of Pulau Rimau, in latitude 5° 14' 15" North, longitude 100° 16' East. Its light is a fixed red of the fourth order, elevated 130 feet above high water, and visible for a distance of 12 miles.

Pinang Harbour Light is shown from a flag-staff erected about 60 feet to the west of the old lighthouse on Fort Point, Georgetown. It is a white dioptric light of the fourth order, revolving once in every 30 seconds. It is 107 feet above high water, and is visible 15 miles away.

The Muka Head Lighthouse stands on the summit of a hill that is 750 feet high at the northern end of Pinang Island. A first order

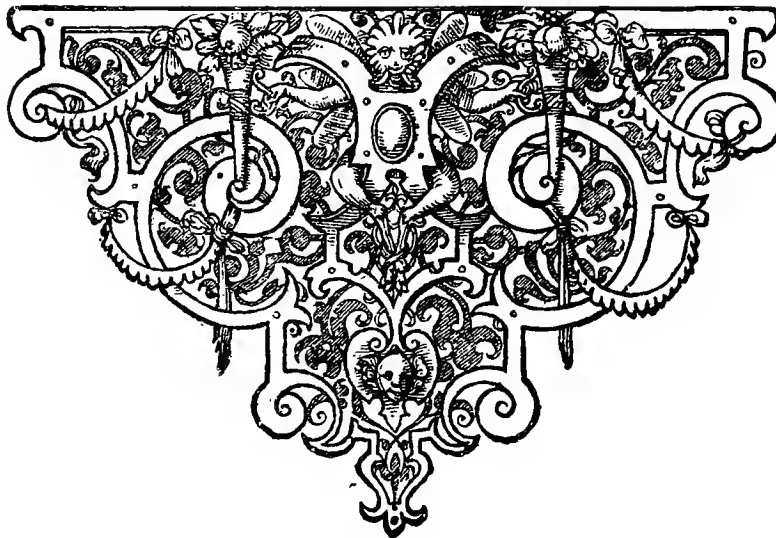
revolving light, flashing every 20 seconds, it is discernible in clear weather from about 30 miles away. It is connected by telephone with Georgetown and the Hill Station. The latitude is 5° 27' 40" North and longitude 100° 10' 30" East.

The Tanjong Hantu Light is situated on the extreme point of a cliff, and marks the northern approach to the Dindings Channel. Approximately its latitude is 4° 19' North and its longitude 100° 33' East. An occulting white light, it shows for 7 seconds and is invisible for 3. It can be seen from a distance of 10 miles.

Mr. W. J. Trowell, M.I.N.A., M.I.Mech.E., the Inspector of Marine Surveys for the Straits Settlements, is the chief Government Engineer and Shipwright Surveyor, and Chief Inspector of Land Machinery in the colony. He also acts as Consulting Mechanical Engineer to the Government of the Federated Malay States. He was born in 1864 in Dublin, and educated in Ireland and the north of England, after which he was apprenticed as a marine engineer to Messrs. J. P. Rennoldson & Sons, of South Shields, for six years. For several years he was at sea, eventually obtaining the Board of Trade certificate as an extra first-class engineer. From 1892 to 1897 he was guarantee chief engineer to the famous firm of Palmers' Shipbuilding and Iron Company, Ltd., and, passing the competitive examination for an Engineer and Shipwright Surveyor and Examiner of Engineers, under the Marine Department of the Board of Trade, in the latter year, he

entered the service of the Home Government. Appointed Inspector under the Board of Agriculture, he remained in the Liverpool district till the end of 1902, and was then promoted by the Secretary of State to his present position. In 1905 he was engaged on special duty in connection with the Tanjong Pagar Dock Arbitration, and proceeded to England in reference to the case. He is a member of the Institute of Naval Architects and of the Institute of Mechanical Engineers.

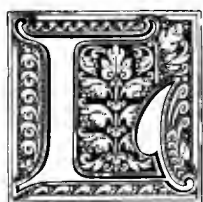
Mr. Edgar Galistan, Marine Department Engineer and Engineer of Lighthouses, is the son of Mr. M. Galistan, bandmaster, of Johore. At Raffles Institution he won a scholarship enabling him to be apprenticed at the Tanjong Pagar Dock Works for four years. At the end of this term he joined the Indo-Chinese Steam Navigation Company's ship *Wing Sang* (1,517 tons) as fourth engineer, and was afterwards promoted third engineer. Later on he became chief engineer of the yacht *Esmeralda*, which belongs to the Federated Malay States Government. After holding that appointment for three years he was transferred to the lighthouse tender ship *Horsburgh*, and from that to his present position. Mr. Galistan is a member of the Singapore Engineers' Association, the Recreation Club, and the Catholic Club, and is a colour-sergeant of No. 1 Company, Singapore Volunteer Infantry. His favourite recreation is shooting, and he has won several prizes at the Singapore Rifle Association meetings and at the Singapore Volunteer Artillery meetings.





SOCIAL LIFE

EUROPEAN.



LIFE in the East has a peculiar fascination which it is difficult to define. As in the hot sun colours vibrate into indistinctness, as in the breath of the zephyr the harp murmurs in minor sweetness, so in the opiate atmosphere of the Orient the passions merge into a languorous feeling of contentment; so in the sweep of subtle influences the ears ring with the bitter-sweet call of which the "ten-year soldier" tells. Time hastens slowly on the wings of an endless summer. The bright sunshine, the luxuriant tropical foliage, the picturesque apparel of the natives, and the drowsy hum of insect life combine to exalt the feelings, please the eye, and soothe the ear. This is how the East appeals to the aesthete. To the more prosaic the charm will be found to lie in the material comfort with which he is able to surround himself. The European here usually occupies a more responsible position and commands a higher salary than at home, and, even after allowing for the difference in the purchasing power of money, this places within his reach many luxuries which previously he has been unable to enjoy. Added to this, there is the camaraderie engendered by the sense of expatriation, and an absence of restraint due, in some degree, to the fact that Exeter Hall is far away and the echo of its voice but faintly heard. There is no submerged tenth; men come out either as Government servants, as capitalists, as professional men, as merchants, or as "agreement men" in mercantile houses. The out-of-work is practically unknown, and the wastrel finds it worth while to avail himself of the facilities offered him to clear the country.

As in all tropical settlements, the European community is largely composed of bachelors, who in great number reside in hotels and boarding-houses, or join messes in private bungalows. This last style of living is very largely followed, as it offers all the advantages of freedom, sociality, and economy.

Calling here differs from the Western custom in that the newcomer calls on the residents. It is usual for people who desire to be recognised to leave cards soon after their arrival in the colony with his Excellency the Governor, the General Officer Commanding the Military Forces, the Colonial Secretary, and the Chief Justice. In the Federated Malay States cards are left with the Resident-General, the British Residents, and, in outlying neighbourhoods, with the District Officers.



"UHLENHORST."



"HOLME DENE."



"FRIEDRICH'S RUHE."



"AXHOLME."



A POPULAR STYLE OF CONVEYANCE.



MAYFIELD HOUSE.



"ARNVILLE," THE HOME OF MR. A. STUHLMANN.

The persistent refusal of the native servant to comprehend the true significance of the conventional phrase "Not at home" has led to a general use of boxes, with movable "in" and "out" tablets, placed at the entrance to the compound, as the enclosure in which a house stands is termed. If the visitor is desirous of making only a formal call he leaves

In the principal towns of the Federated Malay States the social clubs form the favourite place of meeting for planters and miners, who transact much of their business in them. In many cases ladies are admitted to the privileges of membership. In some tracts of the native States the European residents are far removed from each other, but when they feel a longing

for the enjoyment of the cool breezes which spring up about sundown.

Under the auspices of the various turf clubs of the Straits Settlements and Federated States, numerous race meetings are held. In most cases the meeting is a three days' event, spread over a week, and the race days are general holidays. The King's birthday, the Prince of



"SPRING GROVE," PINANG.

his card in the box ; in regard to a personal call he is guided by the intimation given on the tablet. Sometimes a plain box is used, and this is removed when the lady of the house is not receiving callers.

In Singapore occasional concerts are given by the Philharmonic Society, composed of local amateurs, and theatrical plays are sometimes presented by the Amateur Dramatic Club. Touring theatrical companies and circuses visit the town at intervals, but seldom stay more than a few nights. The only permanent places of amusement are cinematograph shows and a Malay theatre, where English plays are rendered in the vernacular. In Pinang they have a Choral Society and an Amateur Dramatic Club, and there are dramatic societies also in the chief towns of the Federated Malay States.

Europeans have therefore, to a large extent, to make their own amusements ; hence almost every house has its tennis court. Dinner and card parties are frequent, and informal dances are often given. The usual round of private social functions is supplemented by the amusements provided by numerous organisations. Cricket, football, tennis, hockey, golf, rowing, swimming, and other clubs are numerous, and every section of the community has its social clubs and places of resort, where billiard handicaps and chess, bridge, and other tournaments afford varied forms of recreation.

for congenial society distance is not much considered, and a ride of ten miles may often be undertaken in response to an invitation to tiffin or dinner at a friend's bungalow. The planters and miners of the Federated Malay States are the soul of hospitality, and extend a cordial welcome to any visitor who may chance to come their way. Their mode of life is necessarily monotonous, and any break in the sameness of things serves as a pleasant interlude. A favourite form of recreation in the Federated Malay States—where all kinds of game, from elephant to snipe, are abundant—is shooting.

In Malaya as a whole driving and riding are indulged in to a much greater extent than at home. The cost of keeping a horse and trap, with the necessary Javanese syce to take care of them, is fairly within the means of almost every European, and amounts only to about 30 dollars a month (£3 tos.). Nearly every private house has stables and carriage-sheds attached, while all the leading hotels are extensively equipped in this respect. Horses and ponies are imported largely from Australia and the Dutch islands of the archipelago. Riding is generally done in the early morning, before the heat of the day has set in. In the late afternoon, when business houses are closed, great numbers of traps and carriages drive round the Esplanades or main thoroughfares

Wales's birthday, Coronation Day, and Victoria Day (May 24th), are also observed by the suspension of all business.

ORIENTAL.

A description of social life in Malaya, apart from that of the Europeans, would naturally concern itself solely with the Malays and the Chinese. The representatives of the numerous other races that are continually to be seen in this country can scarcely be said, in the strict sense of the term, to have any social life at all. They are simply "the hewers of wood and drawers of water."

The Malays are a very peaceful and somewhat indolent people. They are clever craftsmen, fishermen, and agriculturists, but are not fond of laborious undertakings, which after all, perhaps, is only a natural consequence of living in a land that requires but "to be tickled with a hoe" to provide profusely all the daily wants of its inhabitants. They view without resentment the incoming of the more pushful and industrious Chinese. In the native States there are but few prominent Malay residences, and the few that there are belong to the Sultans and Rajas.

Many of the most imposing mansions in the country are owned and occupied by Chinamen.



DURA HOUSE, THE RESIDENCE OF MR. A. BOWERS-SMITH.



CHAKRABONG HOUSE, THE PINANG RESIDENCE OF KHAW SIM BEE, PHYA RASAD AND HIGH COMMISSIONER FOR THE SIAMESE PROVINCE OF PUKIT.



1. THE DRAWING ROOM.

2. LIM ROW HONG.

3. THE LATE LIM LENG CHEAK.

4. PINANG RESIDENCE.



THE LATE LIM LENG CHEAK'S FAMILY.



LEE KENG HEE AND FAMILY.

This is particularly the case in Pinang, which is a recognised place for retirement after an active business career. The Chinese are fond of driving, and many of the most elegant equipages are owned by them. In addition to their own social and sporting clubs, they support the various turf clubs of the peninsula generously, and keep many of the best race-horses in the country.

Amongst the Chinese of Malaya the social conditions are, generally speaking, similar in broad outline to those obtaining in China; but in regard to domestic arrangements many of the Straits-born Chinese are assimilating, as far as their means permit, European ideas. As in China, the family life is developed rather than the social life. There is no system of formal calls, and what interchange of courtesies there is takes place between ladies and ladies and

mitting them to exercise their own free-will. The number of Chinese going to Europe has greatly increased of recent years, and perhaps as many as a dozen ladies have found their way Westwards.

A wedding is an important event in the social life of the Chinese. The bride is always chosen by the mother or, in her absence, by some elderly female relative of the bridegroom, who approaches the girl's parents and arranges a match. After the "swearing ceremony," which consists in the registering of vows of conjugal fidelity by the bride and bridegroom elect in their respective homes, at the same day and hour, the nuptials are completed, and the wife assumes her husband's surname, retaining her own as a second surname. The ensuing festivities last about seven days, or even longer amongst the well-to-do. The men usually

have long strings of crackers depending from them. These are lighted at the bottom, and squibs fly off in all directions. Vast sums are spent on these fireworks, and for some days the streets are littered with empty cracker cases.

Government House, Singapore, the residence for most of the year of his Excellency the Governor, is one of the finest official residences in the East. Charming situated on a hill about a mile and a half from the centre of the town, it is surrounded on all sides by beautifully laid-out grounds, which are about a hundred acres in extent. But for occasional palms and other tropical trees one could easily imagine that these grounds formed the park of a stately English mansion. The residence was built in 1870, previous Governors having resided on Government Hill, now Fort Canning. Government House is a long building, of noble



GROUP OF SIAMESE PRINCES AND NOBLES AT CHAKRABONG HOUSE, PINANG.

between gentlemen and gentlemen. It is in the home circle that the Chinese delight, and they set the highest value upon modesty, morality, and character in its members. European influence is discernible in the greater freedom enjoyed by Chinese ladies, who are often to be seen driving with their husbands; in the education of their children, in the growing use of European furniture, and in the preparation of food. In matters of dress the Straits-born lady eclipses her China-born sister in the richness of her apparel and in the amount of jewellery that she wears, but there is little material difference in the style of dress worn. Young men, however, adopt in many instances Western costume, even going so far as to discard the queue, or towchang, especially when contemplating a course of study in Europe. Their action in so doing is usually tolerated by their elders, who believe in per-

marry at eighteen or twenty years of age, and the girls at seventeen. There is no recognition of coming of age, except that, in accordance with English law, a person ceases to be a minor at twenty-one.

Funeral observances extend over several days, according to the circumstances of the survivors. The customs vary, as in the case of weddings, according to the clan to which the people belong. The funerals are often on a grand scale, a feature of the obsequies being a procession to the fong-swee, or place of burial.

Several Chinese festivals are observed in the course of the twelvemonth. Most important of these is the Chinese New Year, which falls about the middle of February. At that time there is general feasting and merrymaking for several days. Family visits are made between relatives and friends and endless courtesies exchanged. The houses, shops, and business places

proportions, in the Renaissance style of architecture, with a square tower over the centre. The interior is furnished throughout in a simple yet dignified manner, and the whole gives the impression of solidity and comfort rather than of luxury. The entrance, guarded always by an English sentry, is immediately beneath the tower. The large entrance-hall is paved with white marble, and its walls are covered with numerous offerings, such as huge ivory tusks, &c., which have been presented as tokens of the friendship and loyalty of native Rajas and representatives of the Chinese community. On the right is a spacious ballroom, and beyond that is the Governor's office—a long room in which the Executive Council often meets, and in which the Governor gives audiences and receives deputations. It contains a fine bust of the late Queen Victoria, given by the Chinese of Singapore. On the left of the entrance-hall is



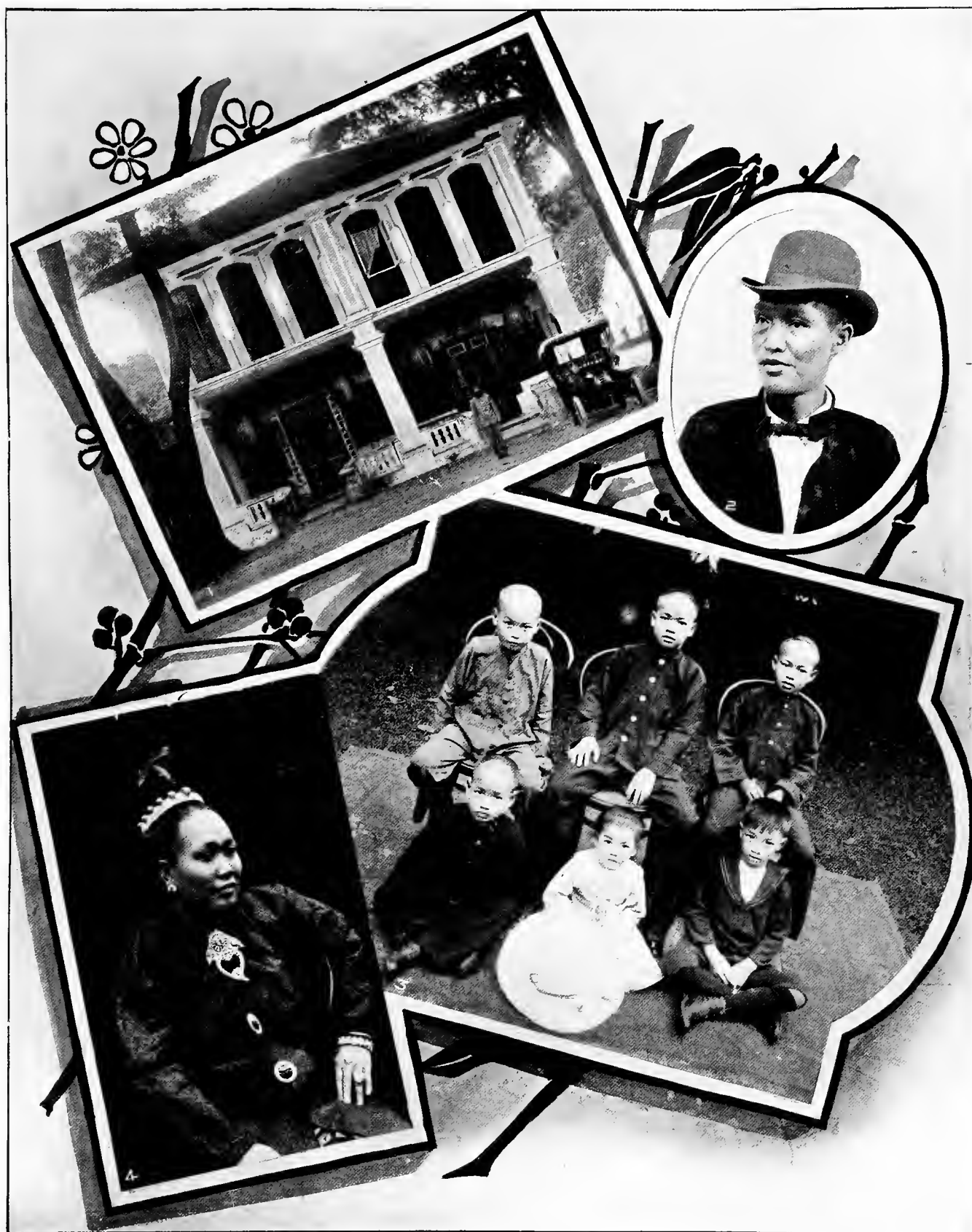
CHUNG THYE PHIN, M.C., AND HIS NEW PINANG RESIDENCE.
THE LATE CAPTAIN CHINA CHUNG AH QUEE.



LAW YEW EE'S PINANG RESIDENCE.



LEE TOON TOCK'S NORTHAM ROAD AND AYER ETAM ROAD RESIDENCES. THE LATE LEE PEE CHOON, MRS. LEE PEE CHOON, AND FAMILY GROUP.



MR. AND MRS. CHUNG AH YONG AND FAMILY AND THEIR TAIHING RESIDENCE.

the dining-room, and beyond that the billiard-room. Offices for the aide-de-camp and private secretary are also provided on the ground floor. A wide staircase flanked with graceful palms leads from the entrance-hall to the first floor, and in the capacious vestibule at the top are arranged a large number of valuable gifts presented to his Excellency in commemoration of various public functions which he has performed during his tenure of office. Prominent amongst these mementos is a collection of silver ware, bearing inscriptions which are in many cases engraved in English and Chinese. The whole length of the building to the right is occupied by a spacious and well-appointed drawing-room, where receptions are held. This is surrounded by a wide, cool verandah. On the left is a smaller room used as Miss Anderson's drawing-room. There is also a large room

Government House, Pinang.—A considerable Government has built a charming home for the use of the Governor on the highest inhabited portion of the Pinang Hills, 2,500 feet above sea-level. Formerly an attap-roofed bungalow served as his Excellency's holiday seat, but this was replaced about five years ago by an imposing two-storied house, built mainly of grey granite, in grounds laid out pleasantly with a wealth of flowers and ferns. His Excellency usually pays an annual visit to the Hills, and when he is not in residence these gardens are thrown open to the public. The house, which is provided with a tennis court and a croquet lawn, is luxuriously furnished throughout, and contains large dining, drawing, and billiard rooms, four family bedrooms, and four servants' bedrooms. A covered way between the old and the new house is used occasionally

vided for the Resident Councillor of Pinang is beautifully situated in Residency Road, overlooking the racecourse, with the Pinang Hills rising in the background. It is surrounded by 30 acres of grounds, mostly laid out as gardens, but with a small portion remaining as a coconut plantation. In front of the house are two tennis courts and a croquet lawn. The Residency is a handsome and substantially built structure in the Renaissance style of architecture, and was completed in 1890 from the designs of Captain M. Cameron, under the direction of Major H. E. McCallum, R.E., then Colonial Engineer of the Straits Settlements and now Governor of Ceylon. On the ground floor is a large dining-room, an airy billiard-room, four bedrooms, and the usual offices. The upper storey is reached by a wide staircase, and in the vestibule at the top is a large



THE LATE SUNG KEE LOONG, FATHER OF SUNG AH NGEU, AND VIEW OF HIS GRAVE.



CHEAH TEK THYE AND HIS PINANG RESIDENCE.

known as the Portugal room, which is assigned to the distinguished visitors who from time to time stay at Government House, and six other visitors' rooms. Apartments are also provided on this floor for his Excellency's two valets. The aide-de-camp is accommodated on the second floor. The house commands an extensive view for miles round. Two lawns in front are laid out for tennis and croquet respectively, and the grounds also contain private golf links.

for dances. In addition to his house on the hill, the Governor has a small bungalow opposite the Residency, which he uses when his stay at Pinang is of very short duration.

In the Federated Malay States the Governor usually stays with one of the British Residents, but a residence has been provided for him at Kuala Kangsa, one of the prettiest spots in Perak.

The Residency, Pinang.—The house pro-

vided for the late Queen Victoria, presented to a former Resident Councillor by the Chinese of Pinang. From the vestibule opens a spacious and daintily furnished drawing-room, flanked by three large bedrooms on either side. On both floors there is a continuous open verandah round the house, and the building is lighted throughout by electricity. The total cost of the Residency was 81,173 dollars.



LEE CHIN HO.

1 & 2. INTERIOR AND EXTERIOR OF PINANG RESIDENCE.

3 & 4. THE LATE MR. AND MRS. LEE PEH (father and mother of Lee Chin Ho).
5. LEE CHIN HO AND FAMILY.



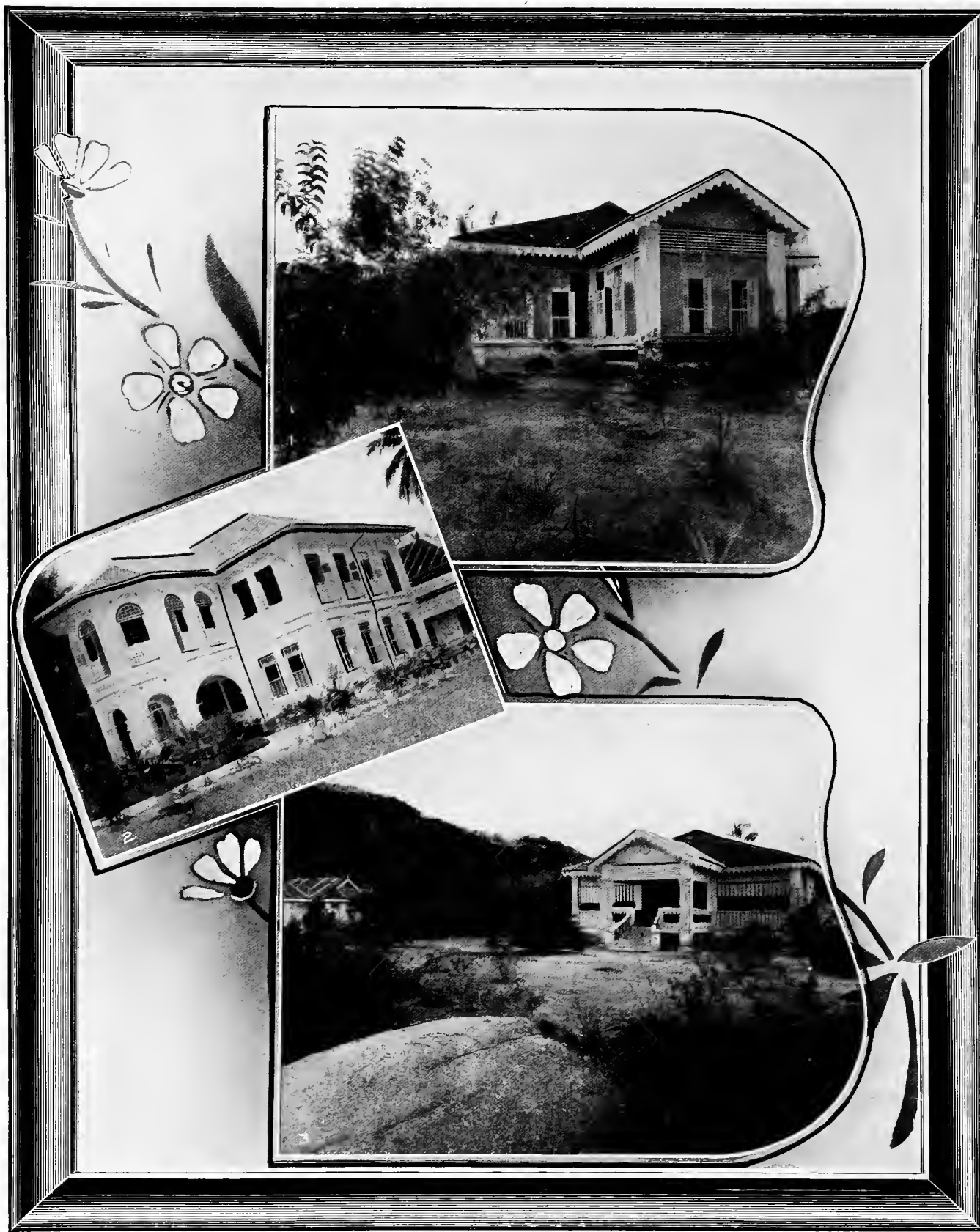
THE IPOH RESIDENCE OF THE ORANG KAYA KAYA SRI ADIKA RAJA, WAN MUHAMMAD SALEH, I.S.O., M.C.



THE LATE ONG KENG HOON AND HIS WIFE, KOH KENG NEO. ONG KIM WEE WITH HIS SONS AND GRANDSONS.
(PARENTS OF ONG KIM WEE.)



MR. LEONG FEE, M.C., AND FAMILY, AND THEIR RESIDENCES AT PERAK ROAD AND LEITH STREET, PINANG.



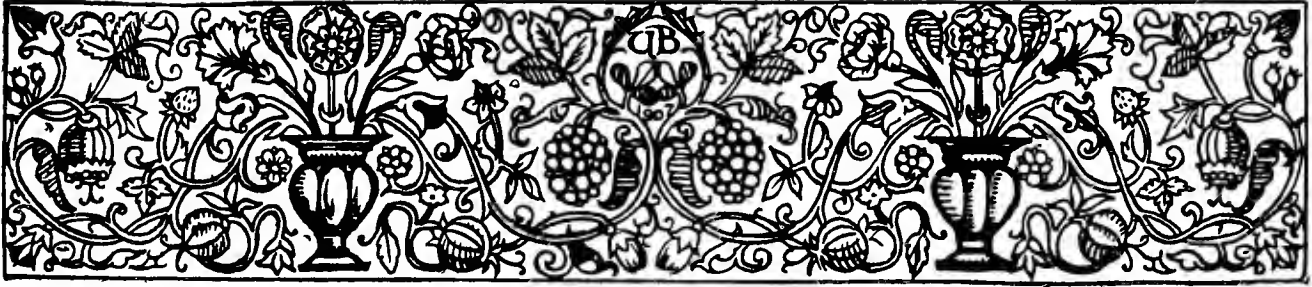
DR. P. V. LOCKE'S RESIDENCES.

1 & 3. THE COUNTRY SEAT, "VIEW FORTH," AT TANJONG BUNGAH.

2. THE RESIDENCE, ANSON ROAD.

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THE POPULATION OF MALAYA

By Mrs. REGINALD SANDERSON.



It has been truly said that Singapore, in the infinite variety of its population alone, is like no other place in the world, with the possible exceptions of Constantinople and Cairo. Races from all parts of the globe

inhabit this island and spread over into the Malay Peninsula. The Chinese predominate; indeed, it is calculated that, out of the forty or more different nationalities represented in Singapore, at least two-thirds belong to the Celestial Empire. Year by year, nay, week by week, many thousand immigrants arrive from China. Some of them remain in the port, while others move on into Pinang, Malacca, and the native States.

From ancient records we learn that the first Chinese traders in these parts were called Gores, and hailed from the Loochow Islands. "When they arrive at any port," says one quaint account, "they do not bring their merchandise out at once, but little by little; they speak truthfully, and will have the truth spoken to them, and are men of very reserved speech." All of which is a fairly accurate description of the Chinese trader of this century, certainly as compared with the Bombay merchants and Japanese hawkers, who possess the opposite characteristics.

A mixed multitude are these selfsame Chinese. Men from the northern province of the Middle Kingdom cannot understand the speech of the men from the south. Even ports in China which are almost adjacent speak a strange dialect, the characters only in which the language is written remaining identical. Of the multitudes of races from India who emigrate to Malaya, almost the same may be said—they cannot understand each other's tongue. The Arabic characters are familiar to numerous differing languages and dialects. And so it is that one finds public notice-boards written in Chinese, Arabic, and Tamil for the guidance of the different members of the community, who can only communicate with one another in quickly acquired colloquial Malay.

The Straits-born Chinese, who are designated Babas, differ from their fellow-countrymen in endless ways. They have grafted the latest benefits of Western science on to their more ancient civilisation, which is, in point of fact, the oldest in the world, yet of a

precocious development inexplicably arrested. Their brain-power is abnormal, and from the highest grades of society to the lowest they excel in whatever they undertake. Young men return from British and American Universities imbued with tremendous zeal for uprooting archaic customs—eager for their womenkind to be educated, resolved to curtail the tedious ceremonies and prepos-

Buddhist high priest, all in carriages, in advance of whom, again, is a seemingly endless procession of flags, bannerets, and musicians of all ages playing all sorts of Chinese instruments. Alongside the coffin itself walk the male relatives of the deceased, all clothed in sackcloth; they are followed by many hundreds of funeral guests; and last of all come the female relatives of the deceased,



A CHINESE FUNERAL.

terous expenses at marriages and funerals, anxious that the rule prohibiting young people from meeting before marriage should be rendered obsolete, and determined to abolish the useless towchang and foot-binding.

The funeral of a rich Chinaman is well worth seeing. From 3,000 to 5,000 dollars is not considered too lavish a sum to spend on the arrangements. Preceding the sandalwood coffin are preappointed "guides" and a

attired as mourners. On arrival at the cemetery the coffin is placed temporarily in a mortuary, there to await interment at some future date to be arranged by astrologers. The proceedings are characterised by great reverence.

At present marriages are still arranged by go-betweens, who exchange the presents and settle money matters, and, in the majority of cases, the bridegroom gazes on his bride for

the first time after the ceremonies, when he takes off her black-lace wedding veil before the assembled guests. An elaborate and extravagantly gorgeous feast is prepared at both weddings and funerals, and there are

other schools which encourages their instructors.

With regard to the immigrant class from China, a stranger visiting these parts would undoubtedly first come in contact with the

wise rule for the province—Lycurgus himself could hardly have framed a better—as thereby the State is not mulcted of its revenue, but gains riches from other lands. Hylam stewards and Kranis on board ship reap bountiful harvests, and in time retire comfortably to their native land. Many Hylams are honest and upright, and become indispensable as clerks in offices. The Hylam freely spends his money on Jubilee or Royal processions, such as those which were given to welcome the Duke of Connaught and Prince Arthur, when the Hylam Guild was conspicuous for its gorgeousness.

In close proximity to the domestic class, as adding to the comforts or discomforts of Europeans, come the much-abused ricksha-pullers, who, as a general rule, are either from Foochow or Hokien. At the present time the majority are from Foochow, and their dialect is entirely different from the Hylam clan, who are dissociated from them in every way and will not take service in the same house. These coolies usually contrive to obtain some less degrading work. Apart from the degradation, the actual work is not so exhausting as a British navvy's, and is certainly nothing in comparison with the labour in a coal-mine. The ricksha-man is underfed and badly housed. Some live together in wretched tenements, others bring their families to equally undesirable places, and the wives sit outside all day stitching at old clothes, renovating servants' clothing for a few cents, and re-lining ancient sun-blinds. These Sew-Sew women carry their baskets everywhere. The ricksha coolies at times seek a temporary elysium by a sojourn in one of the opium dens. A glimpse through the open doorway reveals within a motley crew of emaciated beings looking remarkably like corpses as they lie stretched on mat beds slowly sucking the small but tempting pipe. In lonely tin mines, on rubber estates, and in places with large contracts for road-making, the Chinese are often found more peaceable as opium-smokers in moderation. Returning to the ricksha-

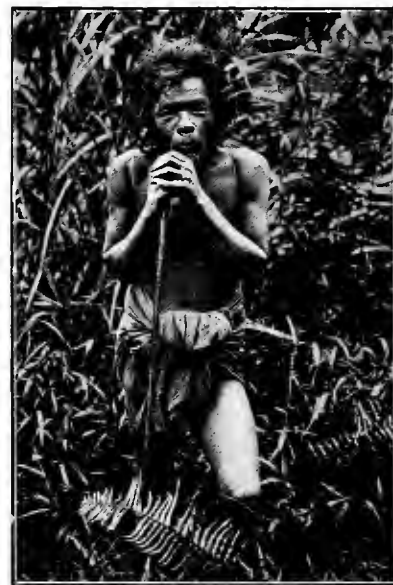


SAKAIS OF BATANG PADANG, PERAK.

costly processions with much music and waving of embroidered banners and scrolls, besides bands of coolies in ceremonial garb carrying Sedan chairs, baked sweetmeats, and curiously designed devices. A bride has her hair cut over the forehead in a fringe, and is expected to stay in the house after being married until her hair has grown long enough to be put back. The women as a general rule live secluded lives, while girls, or Nonyas, are properly only taken out for three days' pleasure at China New Year. At other times they can only leave the house in closed carriages or covered rickshas. This restriction does not equally apply to Christians, though many of them are still kept in retirement.

The Straits Chinese have exhibited considerable generosity in giving towards hospitals and public and private charities, and they add greatly to the stability of the British Empire in Malaya. Their children show an aptitude for learning in the Government and

Hylams, who form the majority of the domestics. As servants they are smart and unscrupulous. They earn high wages, but their money does no good to Malaya, being almost wholly remitted to their native province of Hainan to support their families. No Hylam woman is legally permitted to leave her country. Cases have been known of girls coming over disguised as house-boys, but they were promptly repatriated. The Hylams have strong guilds, which uphold them in every possible way, even going so far as to boycott a house should the servants be dissatisfied. At the same time it must, in fairness, be added that a Hylam will guard his own Tuan's property with the utmost fidelity, if put on his honour, and his talent for cooking is proverbial. In Malacca one class of Hylams work on the rubber and other estates, another pull rickshas, while others are petty shopkeepers and shop coolies. The Hainan decree that women shall not leave the country is a



SAKAI CHIEF, BATANG PADANG, PERAK.

pullers, running in this tropical climate engenders thirst, and itinerant vendors of iced drinks drive a brisk trade. The perspiring coolie, mindful of his impatient fare, swallows a black or yellow mixture at one gulp and

hastens onwards. The Malays and Indians, especially, treat him with scant courtesy, often withholding the rightful fare, and escaping before the breathless puller can hail a policeman to state his grievance.



JAVANESE SERVANT.

Hokiens, though living in China at Amoy, six hours by sea from Foochow, have few similar words in their dialect. Take, for instance, the word "our." Men from Foochow say "*nguai-gauk-neng*," while a Hokien enunciates clearly "*goa*" — that is all. Hokiens are remarkably adept at starting small shops. They buy produce from the Teochews, who stagger in from the country in the early morning with baskets of mangosteens, rambutans, pineapples, the evil-smelling durian, and the ubiquitous pisang, or banana.

Hakkas are sometimes ricksha men, but the majority keep shops and are more or less wealthy silk merchants.

From Canton, spoken of in the same breath as being the dirtiest city in the world and the home of the beautiful flower-boats, come scores of rattan makers, who, like the furniture makers, keep stowed away in their darksome dwellings old catalogues from Bond Street and Regent Street, and engage to copy anything in reason, at a moderate figure. From Canton come the greater number of the amahs, whose uncouth chatter may be daily heard in the fine Botanical Gardens, as they discuss their various "*meins*" peccadilloes while their small charges wander round. Shoemakers, who live, like all Chinese tradesmen, in streets or rows peculiar to their handicraft alone, boast of Canton or Hong-kong as their original home.

Teochews are the chief agriculturists of the peninsula. Their industry is untiring, and is in marked contrast to the indolence of the Malays. The indigenous native is content with a paddy-field for his rice and a few pisang-trees. He has no kind of garden, seldom even a cleared space, except a plot for drying clothes. His house is made of trees cut from the jungle, thatched with one

kind of palm and floored with another. The coconut-tree supplies him with fruit, vegetables, spoons, basins, curry, sambals, and so on; the pisang bark makes invaluable medicine, and the leaves serve for plates and umbrellas. The Chinaman, on the other hand, has a neat garden, full to overflowing of market produce, with flowers for ornament; a chicken-run; a pineapple plantation, if he is lucky; and, amongst it all, a small shed set apart for his gods, to whom fruit and rice are daily offered. Where there are many Christians they have a country church, which they attend and maintain with the same zeal that they show for their work. A Chinaman from any part of the Middle Kingdom is noted for his contempt of pain and his powers of endurance under all circumstances. At night, in the fruit groves, the Teochews sit in wooden sentry boxes, and are in readiness for unwary marauders. In durian and other lofty trees they hang lanterns to scare the flying foxes and similar depredators.

Chinese wayangs, or travelling theatres, are

ingly. Amongst the Chinese an actor's profession is considered the lowest grade to which a man can fall; it is even beneath that of a Buddhist or Taoist priest, whose office is also contemptible. Akin to a slave's existence is that of a young Chinese lad sold by his parents to serve in a wayang for a certain number of years. In the daytime these wandering companies are to be met with everywhere, the painted faces of the weary actors looking grotesquely incongruous in the bright sunlight of these tropical climes as they loiter in rickshas, trying to catch a scanty sleep.

Chinese temples abound in Malaya, where there are many varieties of Buddhist sects. Shrines to the dreaded Taoist gods, who are supposed to be always hovering round in need of propitiation, are placed by the wayside and hung with bits of coloured cloth, while incense sticks smoulder there continually. A wonderful Buddhist temple at Pinang attracts thousands of sightseers, besides the ordinary devotee. In Singapore island the Hylams are completing a gorgeous temple. Inside, there are golden gods



SAKAIS OF PAHANG.

to be met with everywhere in Malaya. On wedding or birthday feasts a high platform is erected outside a Towkay's, or rich man's, house, and until the small hours of the morning the actors perform almost unceas-

of gigantic stature; outside, representations of sacred animals and flowering shrubs, wrought in delicate porcelain. Dirt and disorder reign supreme in these temples, unregarded by the hands of yellow-robed priests, who chant

Buddha's praises, perform divers incantations, and receive the pilgrims' donations. In the compound are small rooms, each specially devoted to particular idols. In the principal temple petitioners in need of a cure for disease shake a fortune-spill case. Each spill is numbered, and they take the one that drops out to a priest, who has fortunes with corresponding numbers. The man may suffer from sore eyes and receive a cure for toothache! There is no reverence shown in these temples. The services ended, the priests disrobe, indulge in various antics, and chaffer with itinerant vendors of fruit and cakes who throng the temple steps.

Old superstitions die hard. Quite lately a fisherman picked up a turtle floating in the sea; on its back the name of the sailor's god was scored, the indentations being filled with red sealing-wax. Through a hole cut in the shell was inserted a piece of wire threaded with cash. Hylam servants, it was eventually discovered, had bought the turtle, fattened it on rice for a week, and attached the coins to it, thus imploring the turtle to rise up out of the sea and save them or any of their friends who might be in danger of drowning. This done, they bore the live turtle to Johnston's Pier at night, and cast it into the sea to work its will.

The uneducated Chinese have a superstitious dread of deaths taking place in their private houses, and therefore, when any one is ill beyond hope of recovery, he or she is removed to a "death-house," or, if there be no such place available, to the nearest piece of wasteland.

Shanghai is the port in China from which hail the "number-one" carpenters, furniture makers, and washermen. Their dialect has a

peculiar twang of its own, of which they are proud. Should a man have lived in Singapore from childhood, he will, nevertheless, boldly



A JAVANESE HADJI.

state on his sign-board that he comes from Shanghai.

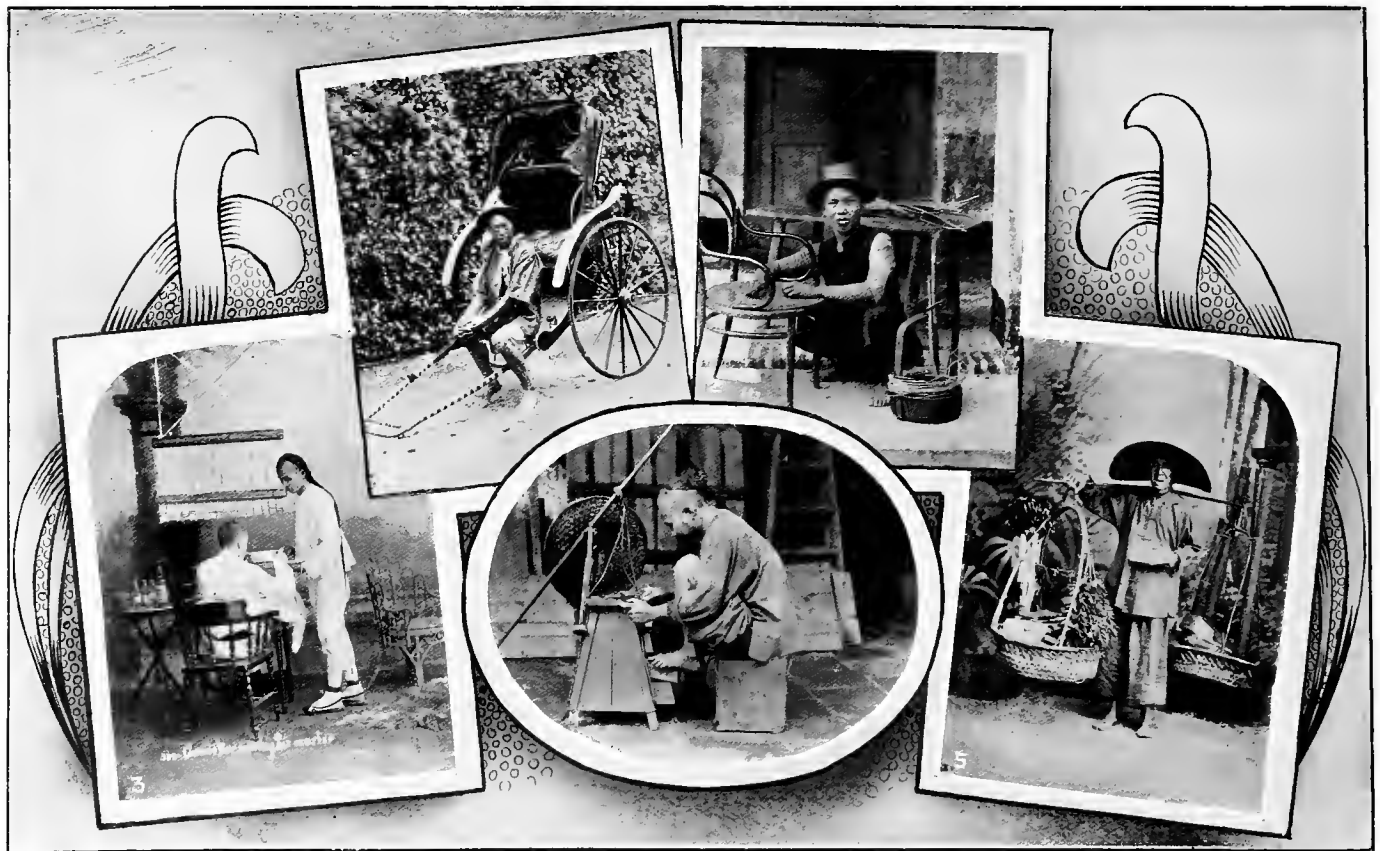
The immigrant classes from all parts of China are now experiencing a wave of enthusiasm for education, have given up their expensive Chingay processions, and are estab-

lishing schools for their children suited to the needs of each dialect. That there are slaves amongst the Chinese in Singapore and the States is often insisted upon, and as often denied. The truth of the matter seems to be that children are bought by wealthy people, and, when old enough, work as household drudges, having food and clothes provided, but no wages. At times they are cruelly treated, and, later on, the females are sold as wives. They are called by the Chinese *Isu-loh-kai*, which literally signifies servant.

Wherever Chinese live they would be lost without their pawnshops. Behind the grated bars always hover an anxious crowd bartering their old clothes, stolen jewellery, and much besides. Through a hole in the ceiling of the dark inner room a basket is constantly let down with redeemed pledges or drawn up with fresh hauls. The gold and silver ornaments are concealed in iron safes, which, nevertheless, are subject to surprise visits from the police, who are also at liberty to check the entries in the day-books.

The great aim of the Celestial, in whatever walk of life he may be, is to amass money, and in this he usually succeeds. It is a curious fact that in the same family one brother may be a rich Towkay, with carriages and horses, possibly with motors, while another, on whom he will not be ashamed to call, may be a hard-working coolie in the country, a third may be a cook, and yet a fourth a doctor, profiting by a European education.

Before proceeding to the rest of the immigrant population of Malaya, let us mark the rightful inhabitants. They are a kindly and likeable people, but, shunning most forms of work, they look on with utter nonchalance while the alien robs them of their birthright.



CHINESE RICKSHA PULLER. CHINESE RATTAN WORKER.
CHINESE HOUSEBOY. CHINESE LOCKSMITH. CHINESE HAWKER.

They are, however, keen sportsmen and expert fishermen and boatmen. In the police force the Malays do good work, and in the Post Office and other Government departments they have earned many encomiums.

The Malay is somewhat prone to revenge, and his chief attribute is jealousy. His wife is entirely subservient. Her face is still often hidden with a sarong, and at railway-stations stern matrons may be seen guarding a group of young wives, whose faces are only unveiled in the privacy of the waiting-room. Little brides of eleven years old get very weary on their wedding-day, seated in the decorated arbour inside a warm house, wearing heavy headgear and being freely gazed at and criticised by hosts of visitors, who meanwhile partake of the marriage feast. The bridegroom, soon released, enjoys a quiet pipe with his friends. To chew the betel-nut is the one luxury allowed to a Malay girl after marriage, but it is prohibited before. The Mahomedan faith, though practised in Malaya, is mingled with ancient Dyak superstitions and magical observances. These are not much in evidence and entail careful research. A Malay will be found wandering round one's garden collecting a yellow blossom here and a red bud there to charm away some serious sickness in his home. Ailing babies will wear tiny indiarubber bracelets to ward off the Evil One. Trees possessed with demons are held in dread, and white rags are tied on their branches. Every village or settlement has a public praying-place, with a big drum slung from a beam. This is sounded vigorously on Thursdays, the eve before the day of rest—Friday. To these teak buildings, which are often prettily carved, the people resort when the nearest mosque is at an inconvenient distance. Women are not allowed to enter; they have no souls and therefore no future existence, so why trouble further? They can fast for their sins, and, as a Malay would say, "sudah habis." All this refers to the ordinary Malays and not to the Sultans and high officials, who are bent on benefiting their country. The funeral ceremonies of this people are carried out with Mahomedan ritual. It is a pathetic sight to see a child-burial. The little body, wrapped up carefully, is covered with a gaily-embroidered pall and carried in a man's arms, with a bearer holding the inevitable yellow silk umbrella over all.

The aborigines of the peninsula, the Sakais, are now getting very few in number. They are a quiet, simple folk, who often live in huts erected on high platforms, or else revert to their old tree-dwellings. A hunter will be cordially received by them, and should he kill a tiger and then allow them to use their charms upon it his fame is assured. They believe that each wild beast has an evil spirit, which, unless exorcised, will come to them when the animal is killed. To ward off this direful catastrophe they draw long tree-ferns up and down the dead body in the form of a cross, after which they rest satisfied. They have no religion, but have an instinctive worship of Nature and the Unknown Creator. For weapons of defence they carry blow-pipes, through which they discharge poisoned arrows.

Arabs are amongst the wealthiest inhabitants of these parts. Occasionally they are called "the sharks of the Orient"—this chiefly by Malay and Javanese pilgrims who are working for them for a certain number of years to repay money lent them for the purpose of making the pilgrimage to Mecca. Arab merchants, if we can believe their ancient records, were the first discoverers of these shores. Accounts by the early explorers are preserved inscribed in Sanskrit. There is a flourishing Arab Club at Singapore, and when numbers are seen together, as at a funeral, in their flowing white robes and their bronze-yellow turbans, or "keffiahs," twisted round with small shawls patterned like the old-fashioned

Paisley, they present a sight not easily forgotten.

Armenians, again, have amassed much wealth in the East. Amongst them women occupy quite an exalted position. After a husband's death the widow poses as a kind of queen, before whose authority children and their husbands and their grandchildren must perform bow down. In Singapore they have built a fine church. Their ritual approaches to

and drive a brisk trade amongst unwary shipping men in stale cigars and inferior articles of clothing.

Bagdad Jews are successful as opium dealers, and have to do with the handling of such cargo from the ships. They walk about in their white gowns with embroidered zouaves and red fez, and wear a brisk, preoccupied air. Their families, on the contrary, look bored and listless, the women clad in morning gowns and



A SIKH PRIEST.

that of the Greek Church. One of the oldest translations of the Bible is in the Armenian tongue, and there are also works of great antiquity dealing with the Christian doctrine in the same language. Like the Jews, they are scattered everywhere, yet retain a passionate regard for their native land, which comprises the mountains beyond the west of the Euphrates.

Of the Greek nation there are here a few traders, who speak a kind of English lingo,

Eastern slippers. Once a year, at the Passover time, they have a look of joyful anticipation, and can be seen hurrying from house to house partaking of the specially prepared meals. The Bagdad Jews have two synagogues in Singapore which they alone frequent, the German Jew keeping himself strictly apart from this offshoot, and being, as often as not, a Rationalist.

The laziest nationality represented in Malaya is, without doubt, the Siamese—those un-

wanted in their own country, where everything is progressing rapidly. Here they live somehow or other, and in the country districts some of the men indulge in their national games. The women wear a sarong, arranged as a divided skirt, and gay muslin blouses—an incongruous combination. Their language is softer and more sibillant than the Chinese, though to a European the number of tones is equalling confusing, giving one word a variety of meanings according to the way in which it is pronounced. Buddhist priests in yellow robes appear amongst these immigrants on festival occasions.

A few Annamese are to be found, quite out of their element, in domestic service. Their proclivities lean towards fighting, at which they are adepts. In the Boxer troubles in China the Annamite, though, like the Gurkha, small and wiry, was dreaded in the same degree as he for bulldog tenacity on the field of battle.

From Java, that most prolific of all tropical places, troop coolies in ever-increasing numbers, and kabuns or gardeners. These last insist on

New Guinea. The Kampong Bugis in Singapore is built on piles at the edge of the sea. All round their settlement are Chinese, engaged in constructing junks and other boats. To walk from one house to the other of the Bugis requires some temerity, for the stages are contrived of rough, uneven, and sometimes decayed planks of wood, with occasional gaps, revealing the water beneath. Inside a hut will often be found an aged man engaged in making silk sarongs. On his right arm he wears a band above the elbow to make it *kual* (strong for weaving), and on his wrist a seaweed bracelet, in appearance like ebony, as a charm against the Evil One. The women hasten away at the mere sight of a stranger. Even white women they will only peep at from beneath their closely drawn sarongs. This tribe are much tighter skinned than the Malays, with whom they do not fraternise.

Natives of Burma are found all over the Straits Settlements and the Federated States. The women are passionately fond of flowers and dancing. As a nation their religion is

their peculiarities of dress, and their diversity of speech. Both Singapore and Malacca were at one time ruled by Hindu kings, who were dispossessed by the Portuguese and



CHINESE BRIDE AND BRIDEGROOM.



NATIVE MUSICIANS.

being given Friday as their Sabbath, though they often employ the day working at other houses. They are more docile than the Malay, and give their wives more liberty, even allowing them to join in the country dances in their own island home.

Battas, who come over from Sumatra, are taller and darker than the Malay. Their women have several husbands, and the Married Woman's Property Act is amongst them an ancient custom.

The Boyanese, another island race, have formed a little settlement in Singapore. When fresh families come over it is curious to see the frightened rows of women, with faces wholly concealed in the useful upper sarong. They excel in making wooden clogs, but like better to become syces, and as such are preferred to Malays. Yet even they drive with one rein in each hand, thereby giving themselves little control over the horses.

Bugis, who are enterprising merchants and sailors, come to Singapore from the Celebes, sailing their own boats, which are from fifty to sixty tons burden. They can navigate these vessels from the farthest port of Sumatra to

nominally Buddhism, but, left to themselves, they worship the spirits, or *nats*, of the mountains, rivers, trees, clouds, wind, and, in short, all Nature. In common with several Eastern peoples they believe that it is dangerous to wake a man suddenly out of sleep; for, say they, his spirit, in the form of a butterfly, leaves his body when asleep, and may not return in time. In Singapore there is one tiny Burmese temple, presided over by an aged priest, who in years gone by was *jaga* at Government House. A clever physician, according to his lights, he doctors the natives, and gives his gains to provide food and light for the gods, and, at lucky times, jewels for the treasure-room.

Portuguese, once "the kings of the East," with a Royal Court at Malacca, have left descendants amongst the fishermen of that ancient town. These hardy folk boast of grand old Portuguese names, but now they live in diminutive huts and eke out a scanty living in the bay, where they row to and fro, wearing queer mushroom-shaped hats.

Singapore being in close proximity to India, black races are conspicuous for their numbers,

henceforth relegated to the position of traders only.

Klings is a name given to the lowest classes of native immigrants, who clear the jungles, do the rough part of road-making, and drive bullock-carts, while the most degraded become herdsmen to the natives and wander round with the water buffaloes, half starved, and barely clothed in strange fragments of rags. The designation Kling was originally by no means a derogatory term; it signified only the tribe of black traders from the ancient king-



A CHINESE ACTOR.

dom of Kalinga. This poor class of Tamil are patient and enduring. They have developed some amount of muscle with hard work, and walk with an upright carriage. Even the

women and children might have been drilled in the best gymnasiums. Once a year they rejoice in the Pongul Feast, when they first troop down to the sea to wash away all sin in the flowing waters and then feast for three days. Those who drive bullocks paint the horns alternately red and blue, adorning them with brilliant tassels and tinkling bells. A Tamil woman's marriage dowry consists of her gold ornaments, and they are inscribed in legal documents as such when she is handed over to her lord and master. Religion has no meaning for her, men teaching that they alone have another existence. But the wife may make solemn vows in time of sickness, and fulfil them by walking over red-hot coals at the god Siva's loathly yearly celebrations. And, strange to say, the women never flinch from this ordeal in our settlements, where human sacrifices and the Juggernaut are forbidden. Young mothers, even those with



A KLING (TAMIL) BOY.

babies in their arms, may be seen enduring the ordeal by fire. Some of the men rush through to the water beyond, but the women are distinguished for their hardihood. Gold is holy, and not to be defiled by contact with the ankles and toes, which are adorned with silver rings, most of the coolies wearing a silver toe-ring. Women wear nose-rings, in which sometimes a single ruby is inserted. The women's dress is remarkably picturesque, being composed of many gracefully disposed folds of soft-coloured cottons. Amongst the upper classes this beauty is enhanced by Indian silk of divers shades. Their castes are innumerable; in the Indian Empire they are computed to number about two hundred. When a man has performed his daily ablutions and accompanying devotions, he smears his body with a mixture of white ashes in patterns of one, two, or three diagonal or horizontal stripes. The *potlu*, or round spot placed on the forehead, is worn by men and women, in either red or yellow, saffron being a favourite decoration.

The Telegus are another variety of Indian from the Coromandel coast. They have not the same stamina as the Tamils. They are easily overcome by sickness and fever, and find difficulty in rearing their children. Amongst other work they are engaged in road-making in the native States, women earning slightly higher wages than the men for carrying on their heads light baskets of earth. Their one real pleasure is play-acting, and great is their felicity when the Tuan sends for them to perform before his friends, with the prospect of square-faced gin and not a few cents to follow. Their theatrical properties are simple—three large pots of vegetable dye, with which they obtain startling results. Striped tigers, accurately marked, and a bleeding captive, crowned with jungle fern and apparently pierced through the neck by a spear, are realistically presented. The King of the Tigers with his cubs, ornamented with blue and green, perform wild and uncouth dances round the unfortunate victim, to the sound of a drum violently beaten. At intervals the party retire behind the trees, where the women have lighted fires, to stretch the parchment, while they pour fresh red paint over the repulsive-looking captive's chest.

Tamils proper are exceedingly disdainful of the pariah classes, considering them even as of distinct nationality. They themselves are of poor stature, but their brain-power is considerable, and consequently they are valued as clerks, schoolmasters, and railway officials. They hail from Ceylon, and get homesick away from their flowery island, even saying that the water in their own country is so nutritious that they could exist on it for three days. Very many are Christians, and live up to their professions in a marked degree.

We next deal with the Chetties—the Shylocks of the East—by whom numbers of callow youths from the home countries have been ruined. The shaven-headed Chetty, fat and oily, piles up money, possibly buys property, or more frequently wins it in his comfortable way, and walks or drives up and down the land colonised by the white man. His dress, regardless of by-laws, consists of a few, a very few, yards of white muslin. His money is not spent in these lands, but is remitted to the Coromandel coast. Once a year gilt-edged invitations are sent to prominent Europeans in the different towns to attend the Siva Festival, when the silver car is taken out and drawn by sacred white oxen. Those who accept the invitations will probably be shocked by the sight of gruesome self-inflicted tortures, annoyed by the invariably filthy state of the temples, and sickened by the odour of well-oiled bodies, counteracted in part by cheap scent, which, with decaying flower garlands and buttonholes that have first been laid before the gods, are freely bestowed on all comers.

The Sikh is a splendid fighting man whose soldierly qualities are hereditary. As a tribe the Sikhs used to worship the God of All Steel, of which the steel quoits flashing in their turbans were an emblem.

Differing from the Sikh in every favourable characteristic we see the indolent Bengali, whose one ambition is to be spoken of as a Sikh. These people are frequently employed as *jagas*, or watchmen, and carry rattan or canvas couches to stores and lie all night on guard. In the compounds of hotels and private houses sleep is tabooed, but in country places, though they have a gong to sound the hours, sleep is indulged in surreptitiously. Their women's national dress is suited to the cooler climate of the Punjab. Tight cretonne leggings are the principal feature.

The Madrassee is an obsequious, servile being, who spends his time as a *dirzee*, or lady's tailor. He wears a round white linen embroidered cap, and is an inveterate gossip. Some of his kind hawk a sticky brown fluid, in cans with a long spout, in the streets.

Parsees emigrate from Bombay, but always speak regretfully of their original home in Persia, whence they were driven by violent Mahomedan persecutions, being themselves of the Zoroastrian, or fire-worshipping, sect. Their capabilities for amassing wealth are proverbial. In this they are second only to the Jews. Unlike the Chetties, however, they do benefit the place in which they live. One may recognise the Parsee, as he drives in a fashionable rubber-tired pair-horse carriage, by his peculiar head-gear.

A few Africans find their way to the East. Some have a rough-hewn log outside their small houses, and on sunny days, before the swift darkness falls, the men may be seen thoughtfully smoking, with their feet on these logs, dreaming, no doubt, of happy days in the home kraal.



A KLING (TAMIL) CHILD.

There are a few Japanese merchants and commercial men of acknowledged standing, but for the most part the Land of the Rising Sun is represented by an undesirable class.

Dyaks from Borneo, who have lost their old head-hunting propensities, are seen here, and their ancient customs and superstitions are fully exhibited in Raffles Museum, Singapore.

To gather an idea of how this huge heterogeneous population has come to cover Malaya, it is helpful to hark back for a moment to its early history. The aborigines of Malaya belonged to scattered, wandering tribes, who never built permanent villages. As early as 1160 A.D. the pioneers of the Malays came over from Sumatra and settled on Singapore island, where was founded the original ancient city of Singhapura. So prosperous was the settlement that the Kings of Java cast covetous eyes upon it, and, after many unsuccessful attempts, they contrived to obtain a footing about the year 1252. Thus the Javanese element was introduced, and the original settlers retreated to Malacca, where, in 1511, they were attacked

and dispossessed by the Portuguese, aided by a force of Malabar soldiers. In 1641 the Dutch took Malacca from the Portuguese, and retained possession of it (with the exception of a short interim, during which it was held by the

a settlement of the East India Company, soon became the chief centre of population and trade, and attracted many Malays from Malacca and some natives from India.

But when Singapore was established in 1819



A KLING (TAMIL) GIRL.

British) till 1824, when it finally passed into the hands of Great Britain. Hence the strong traces of Portuguese and Dutch descent in this part of the peninsula.

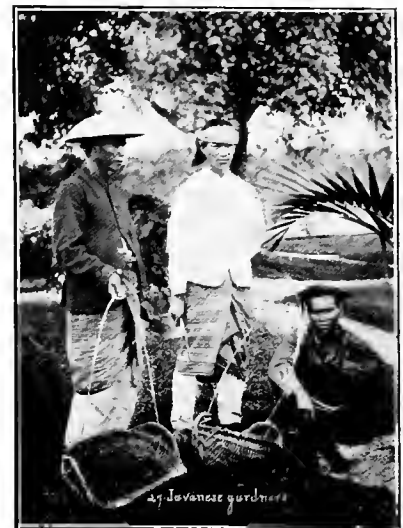
Pinang, which had been founded in 1786 as

it speedily attracted natives from the neighbouring settlements, as well as Chinese, Javanese, Bugis from the Celebes, Klings from India, and Boyans from Bawain. Only four months after it became a British settlement its population



A JAVANESE WOMAN.

had received an accession of five thousand, principally Chinese, and their numbers increased daily. By the end of 1822 the population had been doubled. In 1824, when the first census was taken, it showed that there were resident in the settlement 74 Europeans, 16 Armenians, 15 Arabs, 4,580 Malays, 3,317 Chinese, 756 natives of India, and 1,025 Bugis, &c. By the year 1829 the population had risen to nearly 16,000, exclusive of sailors, soldiers, and convicts (of whom a number had been sent from India on account of the unhealthiness of the convict settlement on the Andaman Islands). Five years later the number of inhabitants was 26,000, and at the beginning of 1850 the population had reached 60,000, of whom 198 were Europeans, 304 Eurasians, and 24,790 Chinese. By this time the immigration of Chinese coolies for the cultivation of gambier and pepper plantations on the island had assumed large proportions, no fewer than 11,000 arriving from China in the course of one year. The colony was taken over by the Colonial Office in 1867, and the last census taken before that event was in 1860, when the population was approximately 90,000, of whom



JAVANESE GARDENERS.

Europeans and Eurasians represented 2,445 and Chinese 50,000.

From the time of the transfer onwards to the present day the colony's population has continued to grow, and Singapore and Pinang have become distributing centres for the vast army of immigrants, Chinese and Indian, who annually come to the Straits Settlements *en route* to the plantations and tin mines of the Federated Malay States and the Dutch possessions of the archipelago. When the last census was taken in 1901 the total population of the colony was returned at over half a million. To this total Singapore contributed 228,555 (170,875 males and 57,680 females); Pinang and its dependencies, 248,207; Malacca, 95,487; Christmas Island, 704; and the Cocos Islands, 645. The increase since 1891 was 59,907, or 11.69 per cent. The resident population of Europeans and Americans increased by 669, or 20.5 per cent. The various nationalities were apportioned thus:

Europeans and Americans (including British military, 405)...	5,048
Eurasians ...	7,663
Chinese ...	281,933
Malays and other natives of the archipelago ...	215,058
Tamils and other natives of India ...	57,150
Other nationalities ...	5,378

The population of the Federated Malay States on March 1, 1901, was 678,595—an increase of 62 per cent. over the return for 1891—made up as follows:

Perak ...	329,665
Selangor ...	168,789
Negri Sembilan ...	96,028
Pahang ...	84,113

In 1906 the approximate number of immigrants was 274,798, apportioned thus:

Singapore ...	173,131
Pinang and Province Wellesley ...	109,491
Malacca ...	176

—whereas the number of emigrants from these three ports of embarkation was only about 32,000. It is therefore clear that in a majority of cases the immigrants from India and China elect, at the end of their contract service, to stay in Malaya, where work is plentiful and wages are correspondingly high as compared with those paid in their own countries.

The least advantageous terms for which a "Sinkheh," or unpaid Chinese passenger, now

contracts are a total of three hundred days' work in return for free food and lodging and a wage of five cents per day. In many cases much higher remuneration is offered. The wages for which contracts are signed by Indian immigrants are 7 annas (28 cents) for men and 5 annas (20 cents) for women, without rations.

Nearly all the Chinese immigrants into the colony and the Federated Malay States come from Southern China, while the Indian immigrants are mostly from the Coromandel coast. To this immigration is due the opening-up of the Malay Peninsula, with its incalculable tin-mining resources, which, even in their present comparative unexploited state, yield two-thirds of the world's supply of tin.

Mr. A. W. Bailey, the Chinese Protector at Singapore, was born in India in 1873, and received his education at Dulwich College and at St. Catherine's College, Cambridge, where he graduated B.A. with honours in mathematics in 1895. He entered the Straits Settlements' Government service a year later, and, after having studied Hok-kien Chinese at Amoy, he was, in 1899, appointed Acting Second Assistant Protector of Chinese at Pinang. In March, 1901, he became Acting Assistant Protector of Chinese at Singapore, and during the same year he passed his examination in Cantonese. From August, 1901, to February, 1902, he was in charge of the Chinese Protectorate at Singapore. He held the appointments of Acting Assistant Protector of Chinese at Pinang and at Singapore before assuming his present position. Since 1904 Mr. Bailey has been a member of the Singapore Municipality, nominated by the Governor, and he is a member of the Sports' Club, London, and the Cricket and Ladies' Lawn Tennis Clubs, Singapore.

Mr. L. H. Clayton, Acting Protector of Chinese at Pinang, is a nominated member of the Pinang Municipal Commission, and his biography is given under that heading.

Mr. Henry Charles Ridges, M.A., Protector of Chinese for Selangor and Negri Sembilan, was born in 1853. He was educated at Wolverhampton Grammar School and Trinity College, Cambridge, where he took his degree. In 1884 he began his official career as Assistant Collector and Magistrate at Klang, and held subsequently similar appointments in Ulu Selangor, Kuala Selangor, and Kuala Langat, until 1890, when he became Chinese Secretary for Selangor. He has also acted as Government Secretary, Inspector of Mines, and

State Treasurer. In 1903 he was appointed to his present post. He is now on leave, and Mr. A. M. Pountney, Assistant Protector of Chinese for the Straits Settlements, is acting for him.

Mr. A. M. Pountney, Acting Protector of Chinese, Kuala Lumpur, was educated at Reading School and at University College, Oxford. As a cadet he studied the Cantonese dialect in the Southern capital of China, and, after spending two years and a half at Canton, passed the examination, and became attached to the Chinese Protectorate at Singapore. His substantive appointment is that of Second Assistant Colonial Secretary. In 1905 he was Acting Official Assignee at Singapore.

Mr. William Cowan is the Protector of Chinese for the State of Perak. He has been in the Perak Civil Service since 1883, when he was appointed Assistant Protector of Chinese. During 1898 he was Registrar of Courts, Kinta, and he was made Protector of Chinese in the following year. From April, 1904, he was seconded from the service for twelve months to serve under the Transvaal Government in connection with the importation of Chinese labour into that colony.

Mr. H. G. R. Leonard, M.A., Assistant Superintendent of Immigration, Federated Malay States, is a son of the late Mr. C. M. Leonard, Professor of English Literature at the Central College, Bangalore, India, where he was born on September 3, 1880. He was educated at Bishop Cotton's School and at Edinburgh University, graduating M.A. in 1902. He afterwards continued his studies at Wren's, London, for the Indian and Colonial Civil Service, and securing a place in the list of successful candidates, was appointed to the Federated Malay States in November, 1903. He held a number of official posts before receiving his present appointment, in which his duties are those of Protector of Tamil Labour in Selangor and Negri Sembilan. Mr. Leonard is a member of many local clubs in Selangor and Negri Sembilan, and plays tennis, cricket, football, and golf.

Mr. A. S. Haynes.—The office of Assistant Superintendent of Indian Immigrants for the Federated Malay States is held by Mr. Alwyn Sidney Haynes, who is stationed in Pinang. Born in 1878, Mr. Haynes entered the Perak Government service as a cadet in 1901. After passing in Tamil and law he was made Acting Financial Assistant at Krian, and then for a time administered the estate of the Dato' Panglima, Kinta. He assumed his present duties on November 29, 1906.

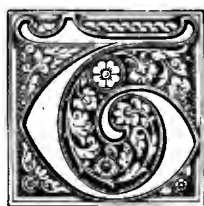




THE MALAYS OF BRITISH MALAYA

By B. O. STONEY,

HON. SEC. OF THE MALAY SETTLEMENT, KUALA LUMPUR.



THE exact position of the Malay race in the genealogical tree of the great family of the universe has never been satisfactorily determined. Some writers have urged that the Malay is descended from the same stock as

the Mongol of Central Asia. Others have asserted that he is of Indonesian origin. Others, again, have traced his descent from one of the tribes which inhabit Southern India. The matter is one which admits of no definite solution, and perhaps the safest course is to refrain from any attempt to go back beyond the one fairly established fact, namely, that the Malays who now claim the peninsula as their home are descended from a people who migrated thither from the coast of Sumatra about a thousand years ago. To what stock that people originally belonged cannot now be ascertained. Sir Frank Swettenham, in his "British Malaya," which is, perhaps, the most recent publication bearing on the subject, gives it as his opinion that the "Malays are the descendants of people who crossed from the South of India to Sumatra, mixed with a people already inhabiting that island, and gradually spread themselves over the most central and fertile States—Palembang, Jambi, Indragiri, Menangkabau, and Kampar." The Malays themselves are not much given to speculation on the subject of their national ancestry, and they are, for the most part, quite ready to accept without demur the account contained in the books of Malay Annals of the conquest and colonisation of the Malay Peninsula by a people who came from Palembang, in Sumatra. The fact that in Palembang there exists a stream called Sungei Malaya is, to the Malay mind, sufficient evidence in itself that this account is substantially correct. In any case it appears to admit of no doubt whatever that the Malay Peninsula was largely colonised in the distant past by immigrants from Sumatra. Long before the founding of Singapore and Malacca the people of Sumatra had reached a comparatively advanced state of civilisation, and their merchandise was being carried in ships all over the archipelago. To win new fields for their commercial enterprise they gradually established a line of trading-ports all along the coast of the peninsula, driving back the local aborigines into the interior and

wresting the land from them without meeting with any very determined opposition. The process of immigration was probably a gradual one, extending over a number of years, and



A MALAY MAN.

the Malay Peninsula was only one of the many lands which were colonised in this manner. Java, Borneo, Celebes, and the other islands of the archipelago all fell an easy prey to this enterprising people, some of whom went still further afield, even to the Philippines and the islands of the Pacific.

The Malay inhabitants of British Malaya may

conveniently be divided into two classes—native and foreign Malays. The division is an arbitrary one: it is geographical rather than ethnological. The term "foreign Malays" will then include those who have come across the border from Kedah, Petani, Kelantan, and the other southern Siamese States. These, indeed, differ very little, if at all, from the natives of the British portion of the peninsula. It will also include all those who have come from across the seas—Achinese and Javanese Korinchis, and Mendelings, Malays of Menangkabau, Palembang, and Rawa, of Borneo, Sarawak, and Labuan, and Bugis from the island of Celebes. In these the difference is greater, but it is for the most part a difference of speech and customs only, not of physiognomy or constitution; for they all belong to the same family as the Malays of the peninsula, and the differences which do exist are only such as can be attributed to the influence of other local conditions. The native Malays proper are the descendants of the old Sumatran colonists, who have to some extent intermarried with the local aborigines and with subsequent immigrants. They are the real natives of the soil, and it is with them only that this account of the Malays of British Malaya will deal, the term "Malay" being in most cases used in this restricted sense.

When a stranger first sets eyes upon a new race of people he is apt to think that they are all very much alike. It is only when he becomes more closely acquainted with them that their features become individualised. The first impression that a stranger would get of the Malay in this way would be that he was a man with a brown complexion, somewhat broad features, squat nose and large mouth, slightly prominent cheek-bones, straight black hair, and big dark eyes, which sparkle merrily from time to time. There is another type—less common, perhaps—in which the features are fine and clear-cut and the complexion much lighter. The fortunate possessor of such traits is accounted a "veritable beau" by his friends, a fair skin being in itself an attribute of beauty. As regards his figure, the average Malay is of rather less than medium height, "iron-jointed, supple-sinewed." He is quick and steady on his feet. His arms are long, and hang well back behind his shoulders as he walks. He is usually thick-set, but his limbs move easily and without any trace of stiffness. Nature has given him the body of an athlete to enable him to face the perils of the forest-life, in which one slip or one false step might well prove fatal.

In disposition the Malay is not unlike an

Irish country gentleman of birth. He is quietly, never effusively, courteous. His manners are easy and genuine, not forced or assumed. He is always good company, has a keen sense of humour, and is ready to laugh as heartily at a joke against himself as at any other. Being naturally ready of speech, he keeps a sharp curb upon his tongue, lest he should say something that were better left unsaid. He loves to speak in riddles, vaguely hinting at thoughts to which he is afraid to give direct expression. He chooses his words with the utmost care; for clumsiness of speech is not only a sign of bad breeding, but also a possible source of danger, in that it may offend the spirit world and bring its wrath upon him. He has a sense of dignity and self-respect which forbids him to cringe before Europeans as some other Orientals do. A thorough country squire at heart, he scorns the drudgery of manual labour and leaves it to be done by others, or not at all. Give him work which interests him, which has a spice of danger or excitement about it, and you will find him almost indefatigable. He is proud, and exacts due deference from those below him; at the same time he never fails in respect towards his superiors. He has a proper reverence for constituted authority, and he is most careful to treat his chieftains with all the homage which is due to them. His domestic life is almost idyllic. Towards his servants he is considerate and friendly. He knows quite well that unless they are treated almost as members of the family and not as slaves they will not give him loyal or willing service. He is indulgent to his wife, and perhaps even more so to his children, whom he generally spoils. He has no luxurious tastes; the simple home-life suffices to keep him amused and interested. On the whole, he is easy-going and tolerant. He hates to be worried himself, and he is not tempted to worry others. He supports his own relatives through thick and thin, but his sense of charity does not take him far beyond the family circle. He is content to live his own life in the bosom of his family, like a "frog beneath a coconut-shell," shutting his eyes to the world beyond.

The most important article of Malay attire is without doubt the sarong. It is a comfortable garment, with no buttons and no fastenings whatever. It has often been described as a shirt, perhaps because it is worn shirt-wise, but it is neither made to measure nor shaped. On the contrary, it is cut quite straight all the way down, with a uniform girth of, say, 70 inches, and a depth of about 4 feet, which just brings it down to the ankles. It is fastened round the waist by making two inward pleats, one on each side, and rolling down the top edge in front until it is taut. Made in silk or cotton, the colouring is generally bright, and the pattern most affected is very much like that of a Scotch tartan. Its use is almost universal; the men wear it either over their trousers or in place of trousers, and the women use it both as a skirt and as a head-covering. It serves as a cradle for the baby, as a basket to bring back vegetables from market, and as a shroud for the dead. It often ends its days doing duty as a scarecrow in the rice fields. The Malay coat is a loose, long-sleeved blouse, open at the neck and reaching well below the waist. It is made of silk or cotton, according to the means of the wearer. The women wear a longer coat, which is fastened down the front with brooches of gold or silver or other metal. No man is held to be correctly dressed unless he is wearing trousers. This custom is, however, not strictly observed by the present-day Malays, who appear to consider the sarong alone quite sufficient as a nether garment for any but ceremonial occasions. The correct head-dress for a Malay is a coloured handkerchief, in the tying of which there is much art. It is said that a different style is laid down for each Malay chief, accord-

ing to his rank. This form of head-dress is, however, now being gradually discarded in favour of a small round or oval velvet cap, resembling a smoking-cap. When wearing European dress, as many Malays now do, a short sarong is often worn round the hips, with a few inches of it showing below the coat. Strictly speaking it is immodest for a

shippers, believing that the whole of Nature was endowed with life. Although the Malay now professes Islam, he has never entirely shaken off the influence of his earlier beliefs. His Mahomedanism is tinged with Hindu beliefs and with primitive animistic superstitions, which he reconciles as best he can with his more orthodox professions. He professes



NOBLE MALAY LADIES.

Malay to appear in public without a sarong over his trousers.

The orthodox religion of the Malays is Mahomedanism. Their conversion to the creed of Islam dates probably from the fourteenth century, when their trade brought them into contact with the Sunnite Mahomedans of Southern India. Previous to this they had come under Hindu influence, and in their earliest days they were probably Nature-wor-

his belief in the one true God; in reality he acknowledges the existence of many others. He even goes so far at times as to play off one against the other. If the one true God of Mahomed fails him, he turns to the Hindu god Siva, and if Siva does not at once come to his rescue he proceeds to curry favour with the "Spectre Huntsman," a forest spirit of great potency. This tendency is most visible in the rites by which the ordinary domestic occur-

rences, such as birth, marriage, and death, are attended. In many of these ceremonies the Mahomedan element plays but a small part, greater attention being paid to charms, incantations, and taboos, which find no place in the pure faith. But for this tendency to revert to the beliefs of his primitive ancestors, the Malay is, on the whole, a good Mahomedan. He is extremely loyal to his creed; no attempt to convert him to another faith is ever successful, and loyalty is, after all, the great criterion of true faith: ritual observances are only a secondary consideration. Certainly in his performance of the ritual ordained by the Koran he is rather lax. It is not every Malay who

qua non of the faith, when in reality it is not obligatory at all.

The writer once asked a Malay whose wife had recently given birth to a child to describe to him the ceremonies connected with child-birth. For some time he protested that there were no such ceremonies, and it was only by questioning him with obdurate persistence that he was induced to give any information whatever. He was a young Selangor Malay, about twenty-two years of age, and it was his wife's first child. He lived in a small Malay village in the house of his mother-in-law, a lady of considerable means. The house was of the pattern usually affected by the more wealthy

solely for the use of the women. The third portion consisted of a large room, which served as general reception-hall and as a place in which the men and their guests could both eat and sleep. There was no furniture to speak of in any part of the house—a few mats, a tray containing "sireh" requisites, and here and there a spittoon—that was all. At night more mats were unrolled, mosquito curtains were hung up, and pillows were brought out, and with these few changes the dining-room was converted into a dormitory. The windows, which were placed almost on a level with the floor, were about 4 feet long and 2 feet deep. Each was closely barred, while outside



MALAY LADIES AT WEAVING AND FANCY WORK.

prays the requisite five times a day and attends mosque with proper regularity on Fridays. The fasting month is observed after a fashion, but not by all. The pilgrimage to Mecca, which has to be performed by all who can afford to do so, is perhaps the one form of devotional exercise for which the Malay displays any considerable zeal. He reads the Koran religiously, but as he reads it in a language of which he can scarcely understand a word, one need not be surprised if his interpretation of the text is somewhat illogical. He considers that to eat pork is an absolutely unpardonable sin, and yet he is quite ready to condone the drinking of spirits, which, according to the Koran, is just as sinful. He is, moreover, peculiarly strict about circumcision, making it a *sine*

Malays. The front portion was built of good hard timber, on brick pillars about 6 feet high, with a tiled roof, and a long flight of cement steps leading up to the main entrance. This part was practically never used except on ceremonial occasions and for the reception of guests of high standing. The family were content to live in the less pretentious back premises, which were built of cheaper materials and in a less solid architectural style. These consisted of three parts, each part practically a separate house with a separate gable and roof, but each connected with the front and with one another like the parts of a telescope. The extreme back end formed the kitchen, which was joined by an open platform, used as a scullery to the next, which was reserved

there was a solid wooden shutter for use during the night. The room had three entrances—one leading into the front part of the house, one to the back, and one opening on a side door with the usual ladder steps leading to it. The women entered their part of the house by a set of ladder steps leading to the scullery. The house was surrounded and almost hidden by coconut-palms, the fronds of which afforded the most perfect shade from the sun. The lady who owned the house was called Aminah. She was a middle-aged woman, rather stout and big, and, like most mothers-in-law, she was credited with a bad temper and a surly disposition. Certainly both her daughter and her son-in-law stood in great fear of her, and her word was law to them

and to most people who visited the house. Puteh, her daughter, was in many respects unlike her, though it was possible to trace a distant family resemblance. Her figure was slim, and she moved with that graceful swing of the hips which is peculiar to Malay women. She had an abundance of long black hair, large dark eyes, and a nose which was rather flat, but not noticeably so. Her mouth was prettily shaped, her chin round and smooth, and her eyebrows well arched, in the manner the Malays admire so much. Her teeth had once been beautiful; they were now discoloured with betel-nut and sadly mutilated by the ceremony of "filing," which takes place prior to marriage. Altogether she had the features of an ordinary good-looking Malay girl. She was pleasant-faced without being beautiful.

Some months before the child was expected the services of a "bidan," or Malay midwife, had been retained, a small fee being paid in advance. During the last period of his wife's pregnancy, Mat Tahir, the husband, had been compelled to exercise the greatest caution not to offend the birth spirits. Before child-birth a number of "taboos" have to be observed both by the husband and by the wife. It is forbidden to take the life of any animal, or to strike or threaten any living thing. The husband may not even cut his hair, nor may he or any other person "cut the house in half"—that is to say, enter by the front and go out by the back. He must also forego the pleasure of sitting, as he loves to do, in the doorway at the top of his ladder steps, for it is most unlucky to block the doorway, and dreadful consequences might ensue. Mat Tahir had observed all these taboos with the greatest care, and the constant fear lest he should unwittingly transgress any one of them, added to his anxiety for his wife, had proved a great strain upon his nerves. Late one night Aminah bade him go at once to fetch the bidan. He crept noiselessly out of the house, and made his way rapidly along a small path underneath the canopy of tall palms, which shook faintly in the night-breeze and made the moonlight shadows tremble under his feet. On every side he heard the monotonous chirping of innumerable cicadas, and now and again the hoot of an owl or the mellow note of a night-jar made him start with fright. He was in that state of nervous excitement which only prolonged suspense can induce. At last he reached the house he sought. It was a small attap-roofed shanty, built on wooden posts, in two parts, with ladder steps leading to the front door. The walls were of plaited bamboo. The back half served as kitchen and the front as dining-room, drawing-room, and bedroom. It was a miserable hovel; for Mak Sadiyah, the bidan, like many a Malay woman whose husband has died and left her solitary, was very poor. Mat Tahir tapped the door gently. He was afraid to rouse the bidan from her sleep with a start. The Malays believe that the soul is temporarily absent during sleep, so that if a sleeper is awakened suddenly it has not time to return to the body. Quickly and silently they made their way along the path by which Mat Tahir had come, back to the house where Aminah awaited them anxiously. The first thing to do was to select a lucky spot within the house for the birth. When the bidan was satisfied that she had found the best spot, the girl was laid there. About an hour afterwards the child was born. At the moment of birth the Bital, who lived some distance off, and had some days previously been invited to stay in the house until the birth took place, at once invoked a blessing on the child. Then the umbilical cord was cut with the sharp edge of a piece of split bamboo, a dollar being first laid below it to bring prosperity. During the cutting the Bital called upon the father to give the child's name, and, as it proved to be a boy, he christened it Mat Sahid. The child was

then bathed; after that it was danced in the air seven times by the bidan, and then it was laid to rest on a mat which had been carefully prepared for its reception. Next the mother was purified by being bathed in warm water in which certain herbs were mixed. After this the child was carefully swathed in bandages from head to foot, the idea being that this would prevent it from straining itself and becoming deformed. In the morning the mother had to undergo the ceremony of "roasting," which is one of the strangest customs connected with child-birth. She was suspended over a "roaring" fire, which was lighted by the bidan in the centre of the house. There she was left for about two hours until she was thoroughly "roasted." This ceremony was repeated in the afternoon, and continued twice a day during the whole of the forty-four days of her purification. It is a wonder that Malay mothers ever survive this terrible ordeal.

As the Malay child travels along the path of life he is attended on his way, from start to finish, by Dame Ceremony. She meets him as he sets foot upon the threshold of the world, and she remains at his side until he bids the world farewell. Her presence in some form or other is required for almost every event throughout his life—for the first shaving of his head, for his circumcision, for his betrothal and his marriage, for the sowing of rice and the harvest, for house-building and for hunting, for fishing and for mining, and, lastly, for the healing of every form of sickness that his flesh is heir to. In his youth he is a jovial little soul, boisterous and full of fun. Sir Frank Swettenham has described him as "often beautiful, a thing of wonderful eyes, eyelashes, and eyebrows, with a far-away expression of sadness and solemnity, as though he had left some better place for a compulsory exile on earth." On the whole he appears to enjoy his exile; he is spoilt by his parents, he runs wild and does as he likes, and nothing—not even the indigestible messes with which he is fondly encouraged to stuff himself—appears to upset his hedonistic philosophy of life. The Malay girl in early youth is seldom attractive. She has a round, almost doll-like face, which lacks both interest and expression. She is generally shy and uncommunicative. On the whole she receives, and perhaps deserves, less attention than her brother. For some years Malay children, boys and girls together, run about in a state of utter nakedness, except, perhaps, for a charm hung round the neck or girth. Soon after it becomes necessary for the girls to wear clothing they are kept in seclusion, no strangers of the other sex being allowed near them. And so the girl grows up, doing odd jobs about the house, such as sewing and cooking, feeding the poultry, and driving the cattle out to graze, or helping her mother in the padi fields at the annual harvest. The friendships of her childhood are forgotten, and she waits impatiently for the day when a deputation will arrive from the parents of some marriageable youth in the village to seek her betrothal to their son. To remain unmarried is shameful, and to get married may mean greater freedom, wider interests, and, perhaps—who knows?—mutual love. The deputation is received with due courtesy and with all the ceremony which the occasion requires. Sometimes the girl is called in for inspection, and, if the inspection proves satisfactory, the proceedings are terminated by the offering of betel-nut and the payment of the betrothal money. The prospective bridegroom takes no part in the proceedings. Often he is mated to a girl whom he has never seen. He may have exchanged furtive glances with the girl, meeting her first by chance as she went riverwards to bathe, or as she returned from the padi fields after the day's work was done. Subsequently the meetings may have been carefully premeditated, but no open recognition could be tolerated, and each time he went by

the girl would draw her head-covering forward to conceal her face, with an affectation of modesty which custom made compulsory. Even then the ultimate choice of a bride lay with the parents, but no doubt the youth could find arguments to bring home to them the great advantages which a marriage connection with that particular family would entail. After the betrothal it is customary to exchange presents—from a distance, of course, because the engaged couple are on no account allowed to meet.

A Malay wedding is a very big and very important affair. It involves the expenditure of large sums of money by the families of both parties, and it also entails a great deal of work in the preparation of the wedding trousseau, the decoration of the houses of both bride and bridegroom, and the cooking of the customary wedding-feast dishes. These preparations take some days. The wedding ceremony proper commences with the bergantong-gantong, or "hanging up." This usually takes place on a Friday. At each house friends and relatives



A MALAY DANCING GIRL.

arrive in crowds. Striped curtains and ornamental ceiling cloths are hung up, mats are spread, and the houses are made generally gay by a lavish display of decorative paper flowers and bright-coloured trappings. In the reception-hall of the bride's house a magnificent dais or throne is prepared for the sitting-in-state of the bridal pair. The bridal chamber is also carefully decorated, special attention being paid, of course, to the bridal couch. The dais is raised about 3 feet above the floor, with two steps leading up to it. On it a mattress is laid, and at the back large pillows, varying in number according to the rank of the bridegroom, are piled, with their richly embroidered ends exposed to view from the front. Over the dais a light framework of bamboo is built, and the whole structure is gaily decorated, until it presents a perfect blaze of colour, framed in a glittering mass of gold and silver tinsel.

Meanwhile certain preliminary ceremonies are being performed on the bride and bridegroom to prepare them for the wedding. Their teeth are filed, if this has not already been done. Locks of hair are cut from the head above the

temples and across the brow. The finger-nails and certain portions of the feet are stained with a scarlet dye obtained from a mash of compressed henna leaves. In the case of the bride this staining ceremony is conducted in the seclusion of an inner chamber, and is therefore called the "hidden henna-staining."

The second day is marked by the ceremony of the public henna-staining. The bridegroom-elect proceeds in state to the house of the bride and ascends the dais, where he sits cross-legged while the stain is applied first by seven men, then by seven women, each in turn. A short prayer concludes the proceedings, after which he is escorted back to his house by his friends. It is not until he has left the house that his *fiancée* makes her appearance and goes through the same ceremony. It is the custom in wealthy families, provided that the houses are fairly close together, for the bridegroom to be "stained" in his own house and the bride in hers, so that the bridegroom does not have to go to the bride's house until the third day of the ceremony, which is called the "hari langsong," or concluding day.

The "hari langsong" begins with the ceremonial "bathing," first of the bridegroom and then of the bride. Early in the morning the bridegroom is escorted to the bride's house. A chair is placed on the bathing platform near the kitchen, and over it a curtain is hung. The bridegroom takes his seat on this chair under the curtain. He is then bathed, or, speaking strictly, sprinkled with the ceremonial rice-paste, which consists of rice-flour mixed with water. This mixture is sprinkled upon him by seven persons of each sex in turn, each using for the purpose a brush composed of the leaves of certain carefully selected plants, which are supposed to have the power of neutralising the possible evil effects of the spirit world. The ceremony over, the bridegroom again returns to his house, and when he is well out of sight, the same ceremony is performed upon his *fiancée*.

At about half-past four in the afternoon the bride sends a present of cakes to her *fiancé*. These cakes are partaken of by the bridegroom and his friends, and care is taken that not a crumb is left upon the dishes when they are

These consist of a long flowing robe of bright colour, silk trousers, embroidered slippers, and a turban-like head-dress of gold-embroidered red cloth with a tassel of artificial flowers on the right-hand side. A bunch of artificial flowers is placed behind each ear, and the bridegroom is loaded with as much jewellery as he can carry. His first duty is to take leave of his parents, which he does by prostrating himself before them and making obeisance to them by raising his hands to his face with the palms placed together. Both the parents and their son are expected to shed tears during this solemn leave-taking. On descending from the house, sirc and betel-nut are administered to him to brace him up for the ordeal through which he has to pass. It is a noticeable characteristic of the Malay wedding ceremony that the attributes of royalty are, for the time being, bestowed upon the bride and bridegroom. Each is attended all through the ceremony by a *Tukang Andam*, a sort of master or—in the case of the bride—mistress of ceremonies. All through the ceremony they are treated as if they were quite powerless and incapable of making even the smallest movement without assistance. They take the whole performance very seriously, and hardly ever smile, even though their friends take a mischievous delight in attempting to make them do so. The procession starts from the bridegroom's house with much shouting and beating of drums. He himself is often carried on the shoulders of a friend, while an umbrella is held over him to keep off the sun. On his leaving his own house, and again on arrival at the bride's house, his friends invoke a blessing by shouting round him three times "Peace be with thee."

His entry into the bride's house is nearly always barred by a rope or string tied across the path, and a mimic conflict ensues to force a way in. The resistance is never very stubborn, and often the garrison are persuaded to capitulate by bribery—a ring or some other article of jewellery being thrown into the enemy's camp by the besiegers. On obtaining an entry, the bridegroom signifies his humility by divesting himself of all his jewellery and changing his silk attire for garments of a meaner fabric. He takes his seat on a mat on the verandah, and a charcoal incense-burner is placed beside him. The priest who is waiting to perform the ceremony, as required by Mahomedan law, is then taken by one of the bride's relatives into the bridal chamber, where he formally asks the bride-elect whether she consents to wed the man who has been selected for her. For a time she is overcome with modesty, and the question has to be repeated three times before she signifies her consent. The priest then comes out to proceed with the wedding ceremony, which he performs upon the bridegroom alone in the presence of the relatives and friends of both parties. Taking the bridegroom's hand in his, he repeats the words, "I wed you A to B, daughter of C, for a portion of two bahars," to which the bridegroom replies, "I accept this marriage with B for a portion of two bahars." The bridegroom is then taken into the bridal chamber to see his bride, and, being now her lawful husband, he is allowed to touch her with his hand—a very great concession according to Malay etiquette, for a Malay unmarried girl may not expose herself to the gaze, much less to the touch, of a person of the other sex. His next duty is to prostrate himself before the bride's relatives, after which he gets back into his gala attire. While he is dressing, the bride comes out and, with the assistance of her *Tukang Andam*, ascends the dais, where she squats with her feet tucked under her and her knees to the front. The bridegroom soon takes his place at her side, sitting cross-legged. The ceremony of feeding one another with ceremonial rice now begins. Each holds out a

hand, palm upwards. A pinch of rice is then placed in each of the outstretched hands of the bridegroom by one of his relatives, and in the bride's by one of hers. The hands are then



A MALAY CARRYING A STATE SPEAR.



MALAY BRIDE AND BRIDEGROOM.

sent back to the bride. The present of cakes is followed by a similar present of saffron-stained rice. By about half-past five the bridegroom begins to don his wedding-garments.

carried across by the two *Tukang Andam* until the bridegroom's hand is opposite the bride's mouth and the bride's hand is opposite the bridegroom's mouth. Properly speaking, the rice should then be placed in the mouth, but as the performance has to be repeated until first seven male and then seven female relatives on each side have offered rice in this manner, the bridal pair are spared the danger of being choked by the *Tukang Andam* surreptitiously removing the rice when it is opposite the lips. The ceremony is often made the occasion for a race, the result of which is awaited with great excitement. When this is over, the couple are assisted to their feet, and, hand-in-hand—or rather, with little fingers interlocked—they move slowly through the reception-hall, leaning all the while on their attendants' arms, to the bridal chamber. Here the bridegroom again divests himself of his ceremonial robes, and, clothed once more in his elaborate dress, bids his bride farewell for a time and rejoins his friends upon the verandah. At about 8 p.m. he re-enters the bridal chamber, attended by about a dozen of his chosen friends, to partake of a meal, at which his wife presides. She herself is too much scared to eat. She is supposed to eat off the same plate as her husband, but the most she can be induced to do is to sit with her hand on his plate in make-belief that she is sharing his meal. After the meal is over, the bride retires to sleep with her female relatives in the back portion of the house, while

the bridegroom sleeps in the bridal couch in solitary state.

On the fourth day the ceremony of bathing the bride and bridegroom together is performed. They are seated side by side on two chairs between two jugs of specially consecrated water. First of all they are sprinkled with rice-paste water, and then with water from the two jugs. After this the guests, who have carefully provided themselves with squirts made of bamboo, proceed to deluge first the bride and bridegroom and then one another, until a regular water-fight ensues, in which, amid shrieks and shouts of laughter, nearly everybody, women included, is drenched to the skin. Later on the wedded couple hold a reception. The guests, dressed once more in their smartest clothes, come in and squat round the reception-hall in front of the dais, where the bride and bridegroom sit solemnly enthroned. When the hall is full, first the bridegroom and then the bride is taken slowly round the room by the Takang Andam and made to salute each person in succession. On returning to their places on the dais the master of ceremonies reads out to them the list of presents and their donors. As each name is read out the recipients signify their thanks by raising their hands in salute. After this, the husband again sleeps alone in the bridal chamber.

On the evening of the following day the husband is requested to absent himself from the house, and not to return till about two o'clock in the morning. The bride is then taken into the bridal chamber, when she is sung to sleep by some aged drone. Shortly after two o'clock the husband returns, and enters his wife's room. Outside, the relations of both parties assemble. All are in a great state of excitement, the girl's parents most of all. For some time they are kept in suspense; at last the husband comes out, and if he announces that all is well the news is received with a great sigh of relief. Had the verdict been otherwise there would have been trouble, and the girl's family would have suffered everlasting disgrace.

The concluding ceremony is the attendance of the husband, in full bridal attire, at the mosque on Friday. After the service he invites those of his friends who have attended mosque on that day to partake of a meal at his wife's house.

When a Malay dies the relatives place the corpse on its back with its feet towards Mecca. The hands are folded over the breast, and a piece of metal is laid below them to prevent the recurrence of an accident which is believed to have occurred long ago. For it is related that once upon a time a cat stepped over a corpse and that the spirit of the cat entered the corpse and made it stand upon its feet. The relatives were naturally much scared, and the incident created a sensation throughout the country. Ever since it has been customary to take precautions against the repetition of such a terrible catastrophe. After the corpse has been arranged in the manner described above, the very best sarongs that the family possesses are brought out to serve as a covering. Sometimes they are laid on five or six deep, shrouding the body completely from head to foot. Meanwhile messengers have been despatched to carry the sad news from house to house, and to summon all the friends and relatives. There is plenty of work to be done. Some set to work to make a coffin; others are engaged on the shroud; others, again, are set to make the bier and superstructure on which the coffin is borne to the grave. The corpse, too, requires further attention. As soon as the persons competent to perform the task are found, the body is stripped and washed several times with different preparations, the greatest care being taken to clean the nails of the fingers and toes. The next step is to close the ears, nostrils, eyes, and mouth with cotton wool. When this is done the corpse is wrapped in

a large white shroud, which is tied round it with long strips of cloth torn from the selvedge edge of the shroud itself. When sufficient time has been allowed for the company to assemble, the priest summons them to prayer in the house. After this the corpse is carried in procession to the grave, the company chanting verses to a tune which, to European ears, sounds more joyous than sad. At the grave the coffin is taken off the bier and placed on the ground. Then generally ensues a lively altercation as to which end of the coffin contains the head and which the feet; but when this has been satisfactorily settled the coffin is lowered into the grave, where there are people ready to receive it. The body is then unshrouded, the bands being removed, and great care is taken to fix it in a position on its side so that the eyes look directly towards Mecca. Pieces of earth are often used to prop it up to make sure that the position is secure. The grave is then filled in, and rude wooden grave-posts are put in to mark the place. Then follows a short service, in which the priest reads the Talkin, which is a sort of sermon addressed to the deceased. The deceased, in fact, is reputed to come to life especially to hear it, and it is not until the hand comes in contact with the torn selvedge that the corpse realises that it really is not alive. The Talkin ended, the company repeat some responses after the priest, rocking from side to side as they do so. The ceremony at the grave generally concludes with the distribution of alms. But this is by no means the end of the death ceremonies. On the third, the seventh, the fourteenth, the fortieth, and the hundredth day after the death feasts have to be given and prayers said for the deceased. If the deceased was a married man, his widow is expected to remain under the roof of the house in which he died until all these observances have been performed. After that she may return to her parents or remain, as she thinks fit.

The chief Malay industry is the cultivation of rice. The Malay is satisfied with one crop per annum, and he relegates the larger portion of the work of cultivating it to his women-folk. He uses a buffalo harnessed first to an old-fashioned wooden plough, and then a wooden harrow to prepare the soil for the planting. He also cultivates coconuts, but seldom on a large scale. He plants them all about his house, and intermingles with them every description of fruit-tree, from the quickly growing pisang to the durian, which takes years to come into bearing. In addition he plants sirih and also betel-nut trees, the bloom of which spreads a fragrant odour, not unlike that of the English primrose, all around the kampong. With rice, coconuts, fruit, poultry which he rears himself, and fish which he catches in the river or the sea—which ever is most handy—his dietary requirements are fully satisfied.

The Malay is at his best on the river. There he has no equal. See him coming down stream, standing, with marvellous balance, in the bow of a narrow dug-out, while a small boy paddling in the stern keeps the boat's head straight. The boat is carried with a rush over fast eddying swirls down a boulder-studded rapid. Suddenly the fisher's well-trained eye sees the glint of a silver-bellied fish just beyond him. Swiftly but surely he takes aim, and the net—which just now was hanging in limp folds over his shoulder and forearm—extends its wings to the full, settling like a great vampire right over the spot where the fish lies hid. The boat may rock in the current, but the fisherman's aim is always true, and he never makes a faulty throw. Sometimes the net gets caught in a snag on the bed of the river. In an instant he is in the water, swimming and diving till he finds the spot. This does not take him long; for in the water he is almost a fish, and is able, by swimming under water, to make headway against the strongest current.

Modern civilisation has had one sad effect upon the Malay race, in that it is largely responsible for the almost total disappearance of the old Malay arts and industries. This is partly due, perhaps, to the natural disinclination of the Malay for work of any sort. But it is due, also, in a great measure, to the introduction into the peninsula of the highly-finished products of European manufacture, which have made the Malay ashamed of the rude articles of his own old-world handicrafts. The Malay cannot understand that real Malay hand-made articles are more valuable than their more flashy counterparts from Manchester. He is apt to argue that it is useless for him to spend ten whole days in the fashioning of a thing which the "white man" can turn out in ten minutes by using modern machinery. He himself would much prefer the machine-made article after all.

The future of the Malay race in British Malaya is a question about which opinions differ very considerably. It has often been asserted that the Malays are too indolent by nature to be able to hold their own against the more enterprising Asiatic races with whom circumstances make it necessary that they should compete. It is said that their doom is sealed, that as time progresses they must go to the wall, and that they will survive only as objects of scientific interest to the ethnologist and the historian. There is no doubt that at present they are somewhat handicapped by the lack of those qualities which help the Chinaman and the Tamil to play a useful part in the economic development of the peninsula.

As an economic factor at present the Malay need scarcely be taken into account. He tends to retard rather than to stimulate progress. But there is one point in his favour which must not be overlooked, and that is the fact that he is a "brown man," living in the "brown man's" zone, and, therefore, more suited to the climatic conditions in which he lives than the "yellow" Chinaman or the "black" Tamil. It may be found, as time goes



A DYAK WOMAN.

on, that the other races are unable to stand the peculiar climate of the Straits, and that their energy will be sapped, their health will break down, and their breed deteriorate. The Malay

has been here so long that the climate has by this time done its worst for him. It only remains to find some way to correct the faults which he has inherited. Government interference is the remedy which first suggests itself to the mind. There are, of course, many arguments against the preferential treatment of any one class or race of people by the Government, and these arguments hold good in this case. They are, however, to a great extent counterbalanced by the fact that in the case of the Malay, in the Protected States at any rate, the Government is in the position of trustee, bound by treaty to advise for the good of the people of the country. What is now a solemn duty, a matter of conscience, may in the long run prove the best policy economically. The Government can best keep the Malay active by inducing him to do Government work. This object can be attained either by offering higher rates of salary, or by reducing the hours of duty, or by a combination of both methods. At present the Malay candidate for Government employment is, on the whole, rather worse off than the Tamil or the Chinaman. He has, of course, a reputation for laziness, which, whether justified or not, always stands in his way. Moreover, the rates of salary offered to him are in some cases actually less than those offered to other Asiatics in the Federated Malay States. It was only quite recently that the Malay police were allowed the higher rate of salary which the Sikh police had enjoyed for years. The official schedule of wages for Chinese coolies is still higher than that for Malays. A Malay assistant teacher gets a lower salary than a Tamil peon. Jaffna Tamil clerks are allowed leave to return to their homes on half-pay, while a Malay clerk who wishes to visit his parents on leave is granted no pay at all. To get half-pay leave he must go abroad.

Generally speaking, it is only from those officers of the service who have that affectionate regard for Malays which is the natural outcome of intimate acquaintance with them that they really get any degree of preferential treatment. It is laid down by Government as a general maxim that the Malays should be encouraged. But the desire for departmental efficiency is generally so strong that the maxim is more honoured in the breach than in the observance. Still, much has been, and is being, done for the Malays. A residential college has been founded at Kuala Kangsa to train young Malay rajas and nobles for the Government service, in the hope that they will be able to perform the duties now undertaken by officers of the cadet service. Here and there Malays are being raised to responsible posts—especially in Perak,

where, during the last few years, Mr. G. W. Birch, C.M.G., the British Resident, has done much to advance the interests of the Malays. In Kuala Lumpur a special residential reserve has been created to enable Malays to live close to the town where they are employed, under conditions similar to those obtaining in a Malay kampong, or village. Work is being found for them in several Government Departments, particularly as surveyors, mechanics, draughtsmen, and motor-car drivers. Finally, the Government has recently decided to make officers who have newly joined study the Malay character more closely and make themselves familiar with their laws and customs, their arts and industries, their prejudices and superstitions, and their religious beliefs. This is a step in the right direction, which



A DYAK.

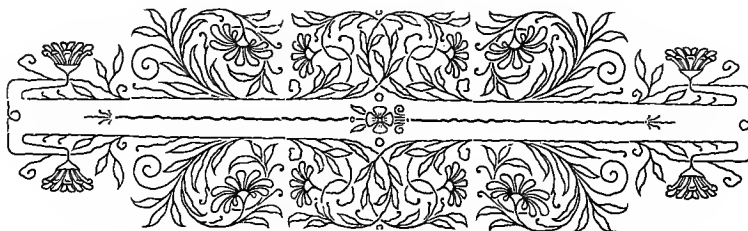
should do much to awaken a real interest in this attractive, but somewhat disappointing people.

On the whole, there seems to be sufficient ground for the hope which is shared by all

who have learnt to love the Malay, that he will in time be something more than an ornamental member of society. It must be remembered that he has only been in touch with European civilisation for some thirty years, that he has never had to work hard for his living, and that the climate in which he lives is more than ordinarily enervating. The Chinaman and the Tamil, who are now his chief rivals in the peninsula, come from countries where the struggle for existence, which is always very hard, is rendered still harder at times by floods, famine, and plague. They are born to a strenuous life, and it is no matter for surprise to find them more keen and more energetic than the Malay. When the shoe begins to pinch, as it will, perhaps, in time, the Malay will have to exert himself, and, if he is kept going till then, so that his capacity for work is not entirely lost, he will prove a dangerous rival to all other competitors. He has physical strength, courage, ability, deftness of hand; in fact, nearly all the requisites for success in life—a term which is frequently used now as a synonym for the acquisition of wealth. He only lacks application and industry.

The writer has pleasure in acknowledging the great assistance which he has derived from Sir Frank Swettenham's "The Real Malay," Major McNair's "The Malays of Perak," Mr. Skeat's "Malay Magic," and other books upon Malay subjects; and also from Raja Alang Iskandar, who very kindly read through this article and made many excellent suggestions.

Mr. Bowes Ormonde Stoney, Acting Assistant Protector of Chinese for Selangor and Negri Sembilan and Supervisor of Customs, was born in 1878, and was educated at Fettes College, Edinburgh, and Pembroke College, Cambridge. He came to the East in 1902, and has served as Acting District Treasurer, S. Batu Gajah; Acting Commissioner of Police, Taiping; and Acting Assistant Secretary to the Resident of Selangor. His appointment dates from April 3, 1907. Mr. Stoney is an all-round sportsman, taking his place in most of the principal Selangor teams—hockey and Rugby and Association football. As a member of its committee, he takes a great interest in the Malay Settlement at Kuala Lumpur, which has been established by the Government in order that the Malays may there live after their own manners and customs. He is editor of the *Warta Malayu*, a periodical printed in Romanised Malay, designed to furnish, in addition to the usual style of gazette information, a certain amount of magazine matter and general intelligence.





MALAY LITERATURE

[ABRIDGED FROM THE GOVERNMENT PUBLICATIONS ON THE SUBJECT.]

By R. J. WILKINSON.



THE Malays possess a national literature which, though open to much adverse criticism if judged from a European standpoint, nevertheless contains not a little that is of real literary promise. Evidence is not wanting that the Malays have been travelling along much the same literary road as Western nations, even if they have not yet advanced so far. They may, indeed, be likened to the European child who prefers the story of "Jack the Giant-Killer" to the masterpieces of Milton and Shakespeare, but is, in his way, a good judge of a fairy-tale. The chief value of their literature lies, of course, in the insight which it gives into the history and character of a people who are apt to be very much misunderstood by the casual observer.

Every Malay author is an amateur philologist—a "lover of words" in the most literal sense—and some of the attempts at tracing the derivation of words are more ingenious than accurate. One native writer assures us that Malacca was so named from the Arabic word *malakat*, an emporium, because the town afterwards became a great trading centre. Another asks us to believe that the Bugis Princes of Celebes must be descended from King Solomon, because Bugis is plainly the same as Balkis, the legendary name of the Queen of Sheba. How comes it that the Malay, who is by heredity a mere trapper or fisherman—perhaps even a pirate—displays such a deep interest in the study of words? The explanation is simple. According to Malay theory, a proper command of language is essential to success even in hunting and fishing. Loose language on the sea may bring on a storm; a careless word in the jungle may expose the speaker to the attack of a tiger; the use of a wrong expression may drive out the tin from a mine or the camphor from a forest. An Englishman objects to slang in the presence of ladies; a Malay avoids expressions of undue familiarity in the presence of all superior powers, human or superhuman. The Malay has his "Court diction," his "everyday speech," his "business language," his special vocabulary for camphor-collecting, and his list of tabooed words in mining, hunting, and fishing. As a

result of this regard for words, a Malay's idea of literary composition is to string together (*karang*) beautiful words and sayings; he describes a story as a necklace of pearls, or a crown of diamonds, or a garland of flowers. He does not consider the parts of a story to be mere accessories to the story as a whole; they are the pearls, while the narrative is the thread necessary for stringing them together.

The ancient unwritten literature of the Malays was the work of villagers. It appears to have consisted of proverbs, of conventional descriptions, of old sayings on all kinds of topics, of short proverbial verses, of fables in which the mouse-deer played the part of Brer Rabbit, and of short stories, about comic personages, like the typical Irishman of English anecdote. The earliest Malay books must date back to the sixteenth century, but the Augustan period of Malay literature was the first half of the seventeenth century, and was associated with the period of the kingdom of Achin's greatest prosperity. Among the most noted Malay works of this period are the "Taju's-Salatin" ("Crown of Kings"), dated 1603; the "Sejarah Melayu" ("Malay Annals"), written at Achin in 1612; the "Bustanu's-Salatin" ("Garden of Kings"), and a version of the "Iskandar Dzu'l-Karnain" ("Romance of Alexander").

Generally speaking, Malay literature may be classed under the four headings: Romance, History, Poetry, and Fable or Anecdote.

ROMANCE.

The first point that strikes any one who examines the old Malay romances is the likeness they bear to the tales that interested medieval Europe. Solomon's proverb that there is nothing new under the sun finds many counterparts in the Indian Archipelago. The tale of the founding of Carthage (by the simple device of asking for as much land as an ox's hide would encompass) has an exact parallel in a Malay account of the taking of Malacca. The myth of Hercules and Antæus is identical with the myth of the earth god, the Maharaja Boma, in the Malay romance of "Sang Samba"; while, as an episode in the same Indonesian legend, we have the myth of the war between the Titans and the gods. The whole panorama of Eastern romance is filled with the cannibal ogres, the lovely princesses, the winged horses, the monstrous birds, the men in animal shape, and most of the other details that make up the folk-lore of the European child. The most common form of composition in the classical

literature of the Malays is the *hikayat*, or romantic biography. The *hikayat* never plunges into the middle of a tale; it generally begins by relating the history of the hero's parents, and in some cases (when the story is of Indo-Javanese origin) it tells us who the hero and heroine were in their earlier incarnations. The hero is invariably a prince, "extremely handsome, with a glowing countenance and a complexion like polished gold, and without a peer among the princes of his time." He generally begins his adventures at the age of fourteen or fifteen. The heroine is always a princess, "very beautiful, with a face like a fourteen-day-old moon, a brow like a moon of three days, hair like the opening blossom of the palm, eyes like the star of the morning, eyebrows curving like the spurs of a fighting-cock, ears like the flowers of the *Repayang*, cheeks like shelled eggs, a nose that is straight and sharply cut, a mouth like a bursting pomegranate, a tapering neck and sloping shoulders, a slender waist and a broad chest, fingers like the quills of the porcupine, and a figure that sways like the stalk of a flower." Of these stereotyped descriptions the Malay never seems to tire. The trouble which separates the lovers is due sometimes to a monster who lays waste the lady's land and scatters its inhabitants, sometimes to a rival suitor who is refused her hand in marriage, and sometimes to a wandering god (generally the Hindu divinity Kala), who carries off the princess or turns her into a man, or causes her to vanish from the ken of her betrothed.

Such, then, is the framework of Malay romance. Its material is drawn from several distinct sources—from Arabian and Persian legends, from Indian epics, and from the Javanese heroic cycle of Sira Panji—but it has to work this material into the framework of the conventional plot. As any departure from Malay convention is, in Malay eyes, a serious blunder, it often comes about that much foreign literature is spoilt when converted into Malay. For instance, in the Javanese romance of "Ken Tambuhan," a young prince loves and secretly marries a captive maiden attached to his mother's court. On finding that the lovers are not to be otherwise separated, the mother determines to do away with the girl so as to enable the prince to marry a lady of his own rank. She accordingly sends the girl a message inviting her to join the prince in the forest where he is hunting. The girl suspects a snare, but she is helpless; she writes a tender letter of farewell and goes forth to meet the doom prepared for her. On learning her fate,

the prince slays himself over her body. The whole tale is narrated with great simplicity and pathos, but the canons of Malay convention demand a happier ending; the lovers are brought to life again by Siva (Betara Guru) and the whole pathos of the tragedy is lost. It must be borne in mind, however, that native writers do not claim to reproduce the legends that they study; they simply use certain incidents in those legends as a background for their own tales of love and war. Thus, when a native operatic company stages "Hamlet" in Singapore, it stages a comedy. It does not want to ridicule or parody the original; it simply takes the outline of the Hamlet story as a peg on which to hang the work of its own professional humourists.

HISTORY.

Every Malay romance is believed to relate true history, but certain books are looked upon as more authentic than others, and have consequently received special attention at the hands of students. The best known of these chronicles are the "Malay Annals," the "Kedah Annals," the "History of Pasai," and the second book of "Bustanu's-Salatin." Of these four, the "Malay Annals" is the most important. It is an anecdotal history; its kernel is the pedigree of the royal house of Malacca, its flesh the legends and gossip associated with that royal house. It has been proved that the various Malay histories are unreliable in their chronology, and that their legends are only echoes from Indian and Persian literature. For many years, for instance, native history has been allowed to supply us with an incorrect chronology of early events, such as the foundation and fall of the ancient city of Singapore, the establishment and growth of the Malay kingdom of Malacca, and the names and biographies of various Malay kings. The Colonial Office List for 1907 still perpetuates this chronology in the statement, "There is some evidence of Singapore having been an important trading centre in the twelfth and thirteenth centuries, and the tradition is that the place was attacked and devastated in A.D. 1252 by the Javanese." An examination of Javanese and Chinese records has made it clear that the old city of Singapore flourished and was destroyed in the fourteenth century.

But it would be unwise because of these weaknesses to discard Malay chronicles as altogether worthless. The "Malay Annals" have the merits and failings of all anecdotal history; they may often sacrifice truth to the point of a story or to the interests of a pedigree; they adorn many anecdotes with unreliable details as to private interviews and secret conversations that could never have taken place, but they must be true to the ideas and to the spirit of the age. They furnish a very lifelike picture of the times. They tell us tales of the tyranny and profligacy of the old Malay kings, of the corruption of the court, of the bribery of officials, of murders and judicial trials, of feuds, vendettas, intrigues, and elopements, and of the attitude of the people to all these episodes. Such matters are of very real importance to the scientific historian, who cares more about the condition of the people than about the biographies of individual monarchs.

POETRY.

The Malays are emphatically a songful race. "For hours and hours," says Major McNair, in his account of a trip to Mount Ophir, "these people kept up quite a little social entertainment by improvising amusing stories which they set to their own native music and sang aloud to harmonious airs, the whole joining in a chorus after every line." Every year sees a new crop of topical songs. Every native

operatic troupe has its own versifier to write words to well-known tunes. Verses, jokes, songs of praise or amusement, all are composed to meet the needs of the moment, and (unless they possess very exceptional merit) are forgotten when the play or festival is over. The horror of literary piracy which characterises European work has no place among primitive peoples. A Malay song-writer who objected to other people using his songs would be regarded by his fellow-countrymen much as we should regard a man who went to Stationers' Hall and applied for permission to copyright his own conversation. It thus comes about that the cleverer verses are stored up in the memories of a Malay audience, just as an English audience remembers a good story and repeats it. It must not, however, be supposed that the Malay looks upon verse merely as a means of expressing contempt, or compliment, or jest; he loves the rhythm of poetry for its own sake, and he finds in it a relief for his feelings, especially for his sense of melancholy longing:

"For a heart oppressed with sorrow some solace lingers yet
In the long low notes of the viol that sweeten a song of regret."

(Apa lah ubat hati yang dendam?
Gesek biola tarekkan nyanyi.)

This love of poetry cannot be altogether a new thing, since it enters into the very life of the people, and is shared by the other races of the archipelago; and yet, curiously enough, it seems to be new in form if ancient in spirit. Malay poetry is expressed mainly as topical and operatic songs, *shaers*, or metrical romances, and *panluns*, or quatrains. The last-named is the true racial verse of Indonesian peoples. It is usually described as a quatrain in which the first line rhymes with the third and the second with the fourth—a description which is insufficient rather than incorrect. The peculiarity of the *panlun* lies in the fact that its first pair of lines and its last pair seem to have little or no connection in meaning with each other. To explain the real character of the *panlun* it must be pointed out that in the oldest peninsular literature the word is used to signify a proverbial metaphor or simile. Now, Malay proverbial expressions are of two kinds—metaphorical proverbs of the European type, such as "*Pagar makan padi*"—"The fence eats up the rice"; and proverbs by sound-suggestion, such as "*Sudah gaharu chendana pula*"—"It was eagle-wood, and now it is sandalwood again," an apparently meaningless expression, suggesting by its sound the words "*Sudah tahu bertanya pula*"—"You have been told, yet you come asking the same question again." This method of sound-suggestion gives the key to the otherwise incomprehensible *panlun*. The following English rendering of a Malay quatrain will give a fair idea of the nature of sound-suggestion:

"The fate of a dove is to fly—
It flies to its nest on the knoll;
The gate of true love is the eye,
The prize of its quest is the soul."

The theory of this form of composition is that the first pair of lines should represent a poetic thought with its beauty veiled, while the second pair should give the same thought in all its unveiled beauty. The gradual self-revelation of the poet's idea, as its true significance grows upon the mind, is one of the great charms that the *panlun* possesses in the eyes of its votaries.

FABLES.

The type which of all types of Malay story, pure and simple, is probably the earliest and has the widest geographical range is the fable.

The fables of the peninsula fall into two classes: there are those of avowedly foreign origin, and there are those that are apparently Indonesian. Of the latter, the pre-eminently important are the Malay beast fables. The best of these centre in the cycle of mouse-deer stories. Mouse-deer is not unfit to stand beside Brer Rabbit. He is "a small chevrotain, to be found in almost every part of the jungles of Malaya. He is commonly called the mouse-deer, but, in spite of the name, belongs rather to the antelope tribe, the heel-bone of the hinder leg projecting in a fashion never seen in the true deer. The eye-teeth, too, are curiously long and projecting, and the hoofs are cloven to an extent which in so small a creature is really remarkable. At the same time he is a most beautiful little animal, with big, dark, pleading eyes and all the grace and elegance of a gazelle." In the cycle of mouse-deer stories there may be detected several stages of evolution. First, there is the simple "guile" story, like the tales of "How Snail outran Mouse-deer," "How Mouse-deer escaped Crocodile." In this stage Mouse-deer is a delightfully pagan knave, pitting guile against strength in the struggle for existence.

The following story of "How Mouse-deer cheated Tiger" is a good example:

Mouse-deer took counsel with himself: "What shift is there for me to save myself alive?" And he came to a wild wasps' nest. "Good," said he, "I will bide by this nest." Presently Tiger found him and asked him his business. "I guard *Nabi Sleyman's* gong," said Mouse-deer, pointing to the nest. "May I strike it?" asked Tiger; "of all things, I should like to strike it; and, if you let me do so, I will not eat you." "You may," answered Mouse-deer, "but, with your leave, I will go a long way off first, or *Nabi Sleyman* will be angry." "All right," replied Tiger. Mouse-deer went a long way off till he came to a clump of bamboos, and there he waited. Then Tiger smote *Nabi Sleyman's* gong and all the wasps came swarming out and stung him till his face was swollen. So he bounded away in a rage and went to where Mouse-deer stood. "Knave, villain!" said he, "see my face all swollen. Now I will kill you. But what is this bamboo you are watching?" "It is *Nabi Sleyman's* viol," said Mouse-deer, pointing to a slit stem, in which the wind sounded. "How do you play it?" asked Tiger. "Lick it here with your tongue," said Mouse-deer, pointing to the slit. "May I?" asked Tiger. "Yes," said Mouse-deer, "but, with your leave, I will go a long way off first, or *Nabi Sleyman* will be angry." "All right," said Tiger. Mouse-deer went a long way off and stood by some filth. Then Tiger licked the bamboo; and a gust blew and closed the fissure, so that the end of Tiger's tongue was pinched off: and that is why tigers are short-tongued to this day. So he bounded away in a rage and went to where Mouse-deer watched over the filth. "See the hurt you have done me, accursed one," said Tiger, showing his tongue; "now, of a truth, I will slay and eat you. But, first, what is this filth, that you guard it?" "It is *Nabi Sleyman's nasi Kunyet*," said Mouse-deer. "May I eat it?" said Tiger; "of all things I should like to eat it; and if you let me do so, I will not kill you." "You may," said Mouse-deer, "and perhaps it will cure your tongue; but, first, let me go a long way off, or *Nabi Sleyman* may be angry with me." "All right," said Tiger. And Mouse-deer went a long way off and stood by a coiled snake. Then Tiger tasted the filth. "Why is it so bitter?" said he; "beast, this is not rice, but filth only." And he rushed in a rage to where Mouse-deer waited. "Now, indeed, your hour has come," said Tiger; "make ready to die. But, first, what is this you are guarding?" and he looked at the coiled snake. "This is *Nabi Sleyman's* turban," said Mouse-deer. "May I wear it?"

asked Tiger; "of all things I should like to put it on; and if you let me do so, perhaps I may spare your life." "You may put it on," said Mouse-deer, "but first let me go a long way off, or *Nabi Sleyman* may be angry with me." "All right," said Tiger. Then Mouse-deer went a long way off and looked on gleefully. So Tiger began to unwind the coils, but the snake awoke, his tongue darting like flame, and fought with Tiger and overcame him and killed him. "Ha! ha!" laughed Mouse-deer, and went on his way, up hill and down dale, by jungle and plain.

In the next stage, Mouse-deer has become possessed of an ideal of justice, and exercises his wit for unselfish purposes. Here, Islam has entirely corrected the unorthodox animistic outlook by ousting him from his pride of place and admitting him only as a servant or assessor to Solomon the Prophet, under whose charge is the jungle world. In one of these fables a rich man claims a hundred gold pieces from orphans on the ground that they had grown fat upon the smell of his larder. He is brought before the stock Oriental just potentate, and the claim is disposed of by Mouse-deer, who directs the orphans to count over one hundred pieces behind a curtain, and says the sound of the money is as valuable as the smell of the larder.

MALAY PROVERBS.

Malay proverbs afford a pretty reliable index to the national character, and they reveal much admirable philosophy. The native of the peninsula regards courage, patience, and industry as mere subsidiary qualities; intelligence is paramount. He sees that he cannot snare game or catch fish or rob the forest of its precious products merely by trusting to hard work. He is not an idler, or he would not be a fisherman, working, according to the state of the tide, in all weathers and at all hours of the day or night. But he avoids useless risks, and has proverbs that ridicule waste of strength or energy:

"If you pole down stream, the very crocodiles laugh at you."

"Who goes out of his way to dye the sea green?"

The true Malay admires the intelligence that can secure great results at little cost:

"When you kill a snake, do not break your stick."

"When you spear a fish, take care not to injure the spear."

His detestation of worry is expressed in the query:

"If there are worms in the earth, need one dig them up?"

The old aristocratic government of the country has made him amazingly tolerant of the vices of others. He thinks it natural enough that a prince should gratify his passions whenever he has the chance. After all, says he:

"The python likes his chicken."

The peasant looks upon the chiefs as a race apart:

"They are hornbills, we are sparrows. How can we possibly fly in the same flock?"

The idea of seeking vengeance against the tyrant excites his bitterest ridicule:

"The flea wants to fight the eagle."

"The cock thinks that, by refusing to crow, he will prevent the sun from rising."

The Malay does not rejoice over the suffering of his neighbours. He says:

"When the lower frond falls, let not the upper frond be amused."

But he knows that it is as much as a man can do to protect his own interests. He would laugh to scorn the idea of an English statesman troubling himself about the affairs of Finland or Armenia:

"Why put aside your own child so as to suckle some monkey from the jungle?"

This cynical indifference to the wrongs of others is typified by the reply of a powerful chief to a subject who considered himself injured:

"Men must stores of grain possess
If they hope to earn success;
Men, when caught without a gun,
From their enemies must run;
When insulted, men who lack
Cannon never answer back."

This reply has become proverbial.

"One may as well be hanged for a sheep as for a lamb" has many equivalents in Malay:

"If you must die, it is nobler to be taken by a big crocodile than to be nibbled to pieces by little fish."

The essence of good breeding, according to the Malays, lies in the word "*bahasa*"—true courtesy, sympathetic tact, gentleness of speech and manner—not in the—

"Soft tongue that breaks bones," or

"The mouth of man that is sharper than swords or spears."

Much of this, however, only represents an ideal. Malay deceit (*Sennu Melayu*) is also proverbial, and other proverbs dismiss the men of the various States as follows:

"Wheedlers are the men of Malacca.

Exaggerators are the men of Menangkabau

Cheats are the men of Rembau.

Liars are the men of Trengganu.

Arrogant are the men of Pahang."

The natural wealth of the peninsula and the sparsity of its population have always made it easy for a peasant to earn the bare necessities of life; the short-sighted greed of his chiefs made it useless for him to earn more. Religion, though it combated the native princes on many points, agreed with them in considering that money was bad for the people:

"Wealth is a harlot, wisdom is faithful—just not after the treasures of this world that cannot follow you to the world to come."

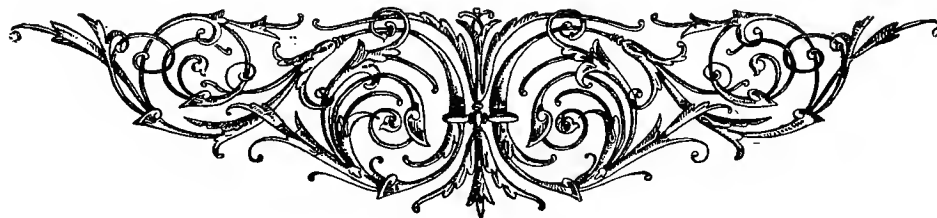
For our proverb "An Englishman's home is his castle" the corresponding Malay saying is:

"A man is a prince on his own sleeping-platform."

The Malay's attachment to his home and his native village is illustrated by the following:

"Though it rain silver and gold abroad, though it rain daggers and spears at home—still, home is better."

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NATIVE ARTS AND HANDICRAFTS

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ABORIGINAL.



THE various wild tribes which for convenience may be called the aborigines of the Malay Peninsula are in such a low state of civilisation that their knowledge of handicrafts is very rudimentary. But primitive though they are, any account of the arts of the Malay Peninsula would be incomplete without a passing reference to them and their works.

In basket-work they are fairly proficient, but both the shapes of the articles and the methods of plaiting in vogue are very limited. The baskets are mostly those for slinging on the back, in which to carry their belongings. They are made usually of split rattan, and the method of plaiting is very similar to that of the familiar cane bottoms to chairs. That is, with two sets of rattans crossing one another nearly at right angles a network is formed, leaving holes either square or diamond-shaped, while another set of rattans crosses these at an angle of 45 degrees, at or near the intersections of the first series, thus producing more or less hexagonal holes. They are cylindrical or slightly conical in shape, and are not strengthened with thicker pieces of cane. In the photograph (Fig. 1) two of these baskets are shown—one, at the lower left corner, of coarse plaiting, and the other, at the top, of fine.

The caps or covers of the quivers for blow-pipe darts are sometimes made of basket-work. In this case a thin round strip of rattan is coiled into the desired shape, and is held in place by an interlacing of fine, flat strips of rattan, which bind the individual coils together. These appear to be the only two methods of cane-work known to the aborigines, and no attempt at variation of the manner of plaiting, so as to produce a pattern, is to be seen in any of their basket-work.

Mat-work, made of the split leaves of some of the various species of *Pandanus*, is also used for making carrying-baskets and for lining those of rattan. Bags of various sizes, some of the most beautifully fine workmanship, are in use. Sleeping mats and the greater part of the covers to the blow-pipe quivers are also made of mat-work. The plaiting is of

the straightforward right-angled form, and patterns are rarely attempted, except when Malay work has been copied. A mat carrying-

basket is shown at the lower right-hand corner of the photograph. The small mat bag above it is for betel-nut, and a rice bag will be seen



Fig. 1.—SAKAI AND SEMANG MAT AND BASKET WORK.



Fig. 2.—BARK CLOTH AND PLAITED GARMENTS, WITH WOODEN MALLET FOR BEATING OUT THE CLOTH.

on the left. The sleeping-mat on that side has a zigzag pattern, painted in yellow, on it, and the other mat has a few dark-coloured strips of leaf plaited into it, dividing it up into diamond-shaped spaces, and it also has some irregular yellow spots.

String used for fishing lines and for making fishing nets is manufactured by the aborigines. Some of it is very fine and strong; consequently, it is valued by the Malays, and is in certain places a recognised article of barter.

The next step in advance—that is, weaving—has never been taken, but very fair cloth is made out of the bark of several trees. The way in which this is done is by beating the bark with a wooden club carefully all over, until it can be separated from the stem of the tree. It is then soaked in water and beaten again with a sort of bat, somewhat like that used by French washerwomen, but with the surface

deeply scored, until it is thin and flexible enough to wear. The best cloth is prepared from the bark of the Ipoh or Upas tree (*Antiaris toxicaria*). This is the same tree which yields the most deadly poison with which they coat their blow-pipe darts and arrows. The bark cloth is used for loin-cloths and head-dresses, and the large pieces for blankets; for many of these people live high up on the hills, where the nights are quite cold and covering of some sort is a necessity. Plaited rattan, the black fungus called *akar batu*, and other materials are used for women's dresses, bracelets, leglets, and head-dresses.

In the accompanying illustration (Fig. 2) a loin-cloth of Ipoh bark (marked A) is shown, painted with a pattern in yellow and black. Another piece of bark cloth (B), painted with white and black, and the blue string and bark (C), are head-dresses. Figure F is a Semang

woman's dress of plaited *akar batu*, and E is a man's head-dress of plaited leaves. The mallets (D) are those used by the Semangs to beat out the bark cloth. The Sakais use much cruder ones for the same purpose.

The material out of which they fashion the greater portion of the articles in everyday use is bamboo. From it they make their weapons—blow-pipes and quivers, spears, and the shafts of the arrows used in the north of the Federated Malay States. From it also they make their musical instruments, cooking vessels, and innumerable other things. The surface of bamboo lends itself very readily to decoration by scratching, by removing parts of the outer covering, and by burning. It will be found that all these methods are employed. These people undoubtedly have much artistic feeling, and take great pains in the ornamentation of their simple belongings. Not only do they put ornament where it can be seen, but very often it is also put on places which are ordinarily hidden from view, such as on the inner tubes of their blow-pipes. Objects which have only a transient use, such as the hamboos in which rice is cooked, are also often decorated with incised lines. The patterns employed are very various, but are traceable in many instances to some natural object, often, however, much conventionalised. Sometimes the ornament consists of really good representations of plants, leaves, or flowers, while the figures of animals and men are also occasionally introduced.

The bamboo combs and pin (A, Fig. 3) are decorated by incised lines, and also by removal of the outer skin. The earring (B) to the right has the pattern burned in, and in the other it is cut. The blow-pipe quiver (D), the tobacco pouch at the top left-hand corner, and the box at the bottom of the same side have cut patterns. The box is very noticeable on account of the excellent representations of plants and leaves

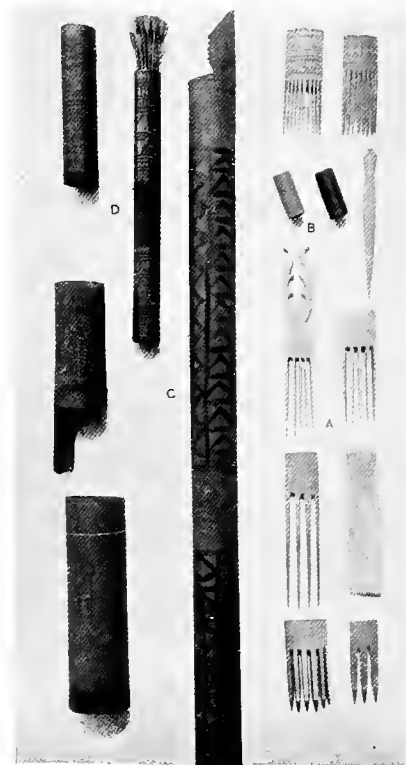


Fig. 3.—BAMBOO ARTICLES ORNAMENTED WITH INCISED, BURNED, AND PAINTED PATTERNS.

with which it is adorned. The long water-bamboo (C) is painted in red and black, while the pouch to the left of C was painted in red, black, and white, but the red has faded a great deal.

To a very limited extent these people are acquainted with the use of dyes and paints. They use a yellow dye for ornamenting mats and bark cloth, also a red dye for the same purpose; and white China clay and lampblack are used, with oil, as paints. These substances are employed for colouring mats, bark cloth, and bamboo articles, and they are also used to paint the faces and sometimes the breasts of the women. In this latter case the method is



Fig. 4.—SAKAI WOMAN OF BATU PIPIS, PERAK.

(The face is painted in red, black, and white.)

fairly constant. Broad lines of red are drawn, and these are enriched by working on them with narrow lines and dots of black and white. Elaborate patterns are thus produced, which, they consider, add greatly to the charm and beauty of their women. It is, however, only applied on occasions when people in a higher level of life would put on their "Sunday best." In the photograph (Fig. 4) of a young Sakai woman of Batu Papis, Perak, it will be noticed that there is a broad line from the hair down the forehead, nose, and upper lip to the chin, with two lines forming a V on the forehead, two others from the outer corners of the eyes to the ears, two horizontal ones from the nose, across the cheeks, and two others from the corners of the mouth obliquely downwards. The bamboo water-jar in her right hand is also elaborately painted with the same colours as her face.

MALAYAN.

Basket-work is in quite an advanced state. For the most part the material used is rattan, but split bamboo, the rind of the leafstalks of several palms, and the inner portion of the stems of some species of climbing ferns are also employed.

Carrying baskets are of two sorts: large conical-shaped ones, which are slung over the shoulders, like those used by the wild tribes, only larger and supported and strengthened by thick pieces of round rattan; the other variety made in pairs and carried on a yoke over the shoulder. They are shallow and cylindrical in form. Of

other shapes, mention may be made of the round, flat baskets called *Kudai*, and also others of the same name made in the form of the water-jar called *Buyong*. These baskets are often ornamented with silver plates, and have silver wire handles. They are used to carry provisions, and are, in fact, luncheon-baskets, while the smaller ones of the same shapes serve as work-baskets. Two of these *Kudai* are shown on the right-hand side of the top row in Fig. 5.

It would be quite impossible to specify within the limits of this article the very various forms and uses of the baskets to be found in the peninsula. It may be said that the Malay lives in a basket-work house; that the fittings to his boats, the fences of his gardens, the trappings of his elephants and buffaloes, his fishing and bird traps, and even the hat he often wears, are all made of basket-work. These hats are fez-shaped, and made of the inner portion of the stem of one of the climbing ferns called *Resam*. They are very finely plaited, are transparent, and have the appearance of rather coarse black net. One is shown on the left of the middle row. The methods of plaiting are as various as the shapes and uses of the articles, the most primitive of all being formed by taking a piece of bamboo, splitting it up into thin strips, opening these out and then putting interlacings of rattan at intervals so as to hold the strips in place. Such a basket is shown in the plate, the second from the right of the bottom row. The one to the extreme right answers the same purpose as the string-bag. The centre basket of the same row is a Pahang shape, and that to the left is a padi basket. The one to the right of the centre row is a stand for a round-bottomed cooking-pot or water-jar.

Closely related to actual basket-work is the

Chinese sawyers and carpenters, planks were very costly, as they were all made by the primitive method of splitting up a tree trunk, by the aid of wedges, into two or more pieces, and then laboriously working these slabs into planks by cutting them down with the native axe, called a *Beliyong*, and finishing them off with an adze, known as a *Patil*. It may, therefore, be easily understood that only a few rich people could afford to build wooden houses.

Tupas is of two kinds, one being made of split bamboo and the other of the outer covering of the leafstalks of the *Bertam* palm. The latter form is the more durable and makes the better walls. Long strips of the outer covering of the leafstalks are laid side by side on the ground, and then others are inserted at right-angles to them so as to form a large sheet of basket-work. The technique is much the same as weaving, only in place of threads there are long thin strips of hard, though flexible, material.

Tupas is a fabric which naturally lends itself to the production of patterns. If one set of strips are turned so as to expose the outside, and the others at right angles to them are turned so as to expose the inside, a bicoloured chequer pattern results, and it is easy to see how, by varying the plaiting, the patterns can be increased almost indefinitely. In addition to taking advantage of the natural colours of the material, the Malays enhance the effect by the use of pigments. It is usual to plait the *Tupas* in pieces of the sizes and shapes suited to the requirements of a building. When finished they are bound round the edges with rattan, lifted into position, and tied in place. The natural colours are two shades of brown. Four varieties of plaiting are shown in the photograph (Fig. 6), made of the natural-coloured



Fig. 5.—MALAY BASKETS.

material called *Tupas*. It is employed for the walls of houses and boats and (a very coarse variety) for the fencing of fields and gardens. The walls of native houses are only occasionally made of planks. Before the influx of

Bertam. This is the size that is used for the finer species of wall-work, the *Bertam* being in strips of about one and a half inches in width. The 6-inch scale in the centre serves to show the relative proportions of the patterns.

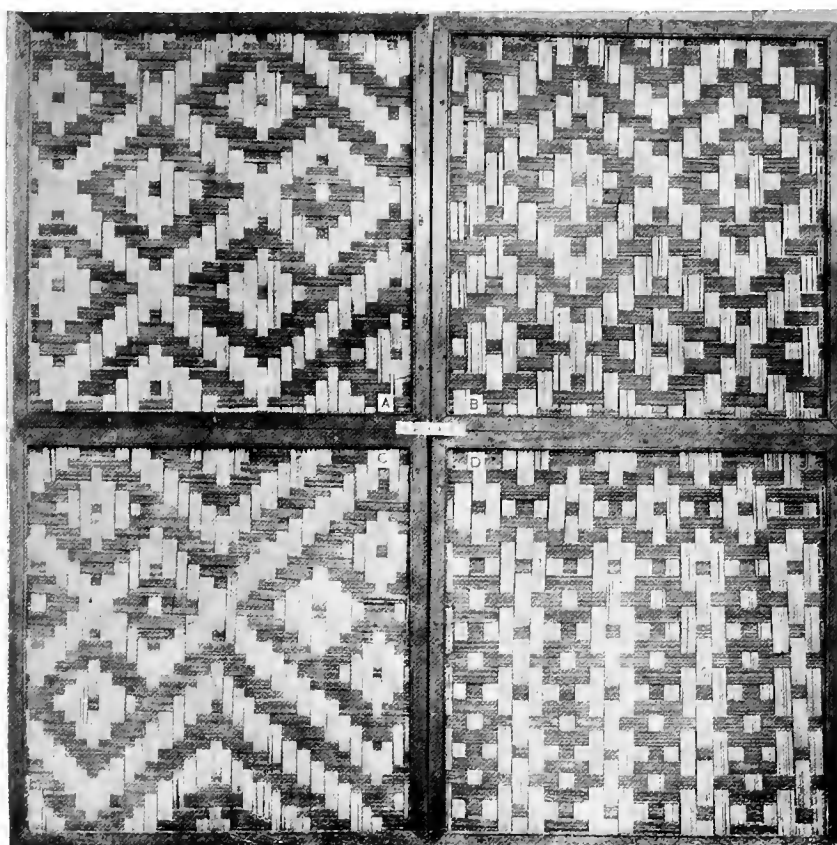


Fig. 6.—FOUR VARIETIES OF PLAITED TUPAS.

mented with openwork, through which the red cloth shows. C is a very ornate praying-mat in many colours. D is also coloured; it is a square sitting-mat.

Besides those already mentioned, there are many other ways in which mat-work is used. Mat bags for rice, and finer ones for holding *Sirih* requisites, are to be seen in every house. These bags are flexible, and can be rolled or folded up, but what are known as Malacca baskets are stiff in texture. As usually made, they consist of nests of differently shaped covered boxes, and have raised patterns on them. This variety of plaiting is known as *Anyam gila*, or "mad weaving," from its great complexity. This "mad weaving" is not confined to Malacca, but is practised there to a greater extent than elsewhere, and quite a considerable trade is done in Malacca in these mat baskets.

Of late years a fairly large industry has sprung up in Negri Sembilan in the manufacture of mat hats. They are of fine texture and resemble the coarser sorts of Panama hats. They are much worn locally by Europeans of both sexes, and many are sent to Europe for sale. The finer are of *Pandan* leaves, and the coarser of *Mengkauang* leaves. Some are plaited single, and others double, while several shapes and sizes are made.

In the centre of Fig. 9 is a pile of five Malacca baskets, each of which fits into the next size larger. This is the way they are usually made for sale. There are two other examples, on either side of the central pile, of different shapes. The two birds and the curious mat bags under them are made for the purpose of holding new rice. It is customary at harvest time to give these fanciful baskets of rice as complimentary presents to friends, after the manner of Easter eggs. They are made in a great many shapes, and some of the bags are ornamented with cut paper and in other ways. At the bottom to the left is a Port Dick-

It is in the State of Perak that this particular art has been carried to the greatest perfection. Each of the many patterns has a name, such as the Rhinoceros' footprint, the Ginger flower, the Sand-piper's footprint, and the Chess-board.

The painting is done when the material is in place on the house. The colours used are black, white, yellow, and red. The effect is decidedly pretty, and is reminiscent of the fancy brick and flint gables of some of the old houses in the Isle of Thanet. Fig. 7 gives specimens of nine varieties of painted *Tupas*. The colours used on these examples are black, white, and pale yellow. They are from Bukit Gantang, in Perak. H is the Sand-piper's footprint, G the Chessboard, and M the Rhinoceros' footprint.

Mat-work is again closely connected with *Tupas*, but owing to the greater flexibility of the materials of which it is composed, the texture is much closer and finer. The floors of most Malay houses are made of an open grid of narrow strips of bamboo or palm stems. This flooring is called *Lantai*. It is generally more or less covered with coarse matting, on which smaller mats of finer quality for sitting, sleeping, and praying are laid. No chairs, tables, or bedsteads are to be found in a proper Malay house; consequently, mats play a very important part in the furnishing of a house. The smaller mats are ornamented by patterns, formed by varying the method of plaiting. Others have openwork which has the effect of coarse lace, while others again are plaited with previously dyed strips of leaf, the plainest being of black and white and the more ornate of red, blue, green, and yellow. Some of the designs are quite beautiful, and are carried out with much taste. The long mat (A, Fig. 8) is from Upper Perak. The centre one (B) is white-edged and backed with red cloth. It is orna-

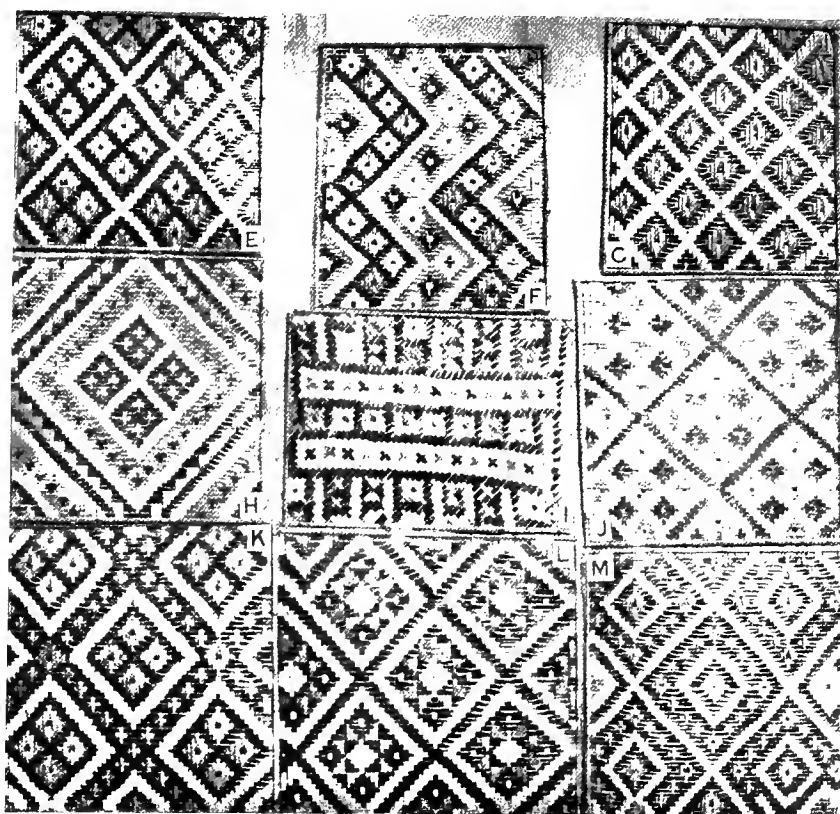


Fig. 7.—NINE VARIETIES OF PAINTED TUPAS.

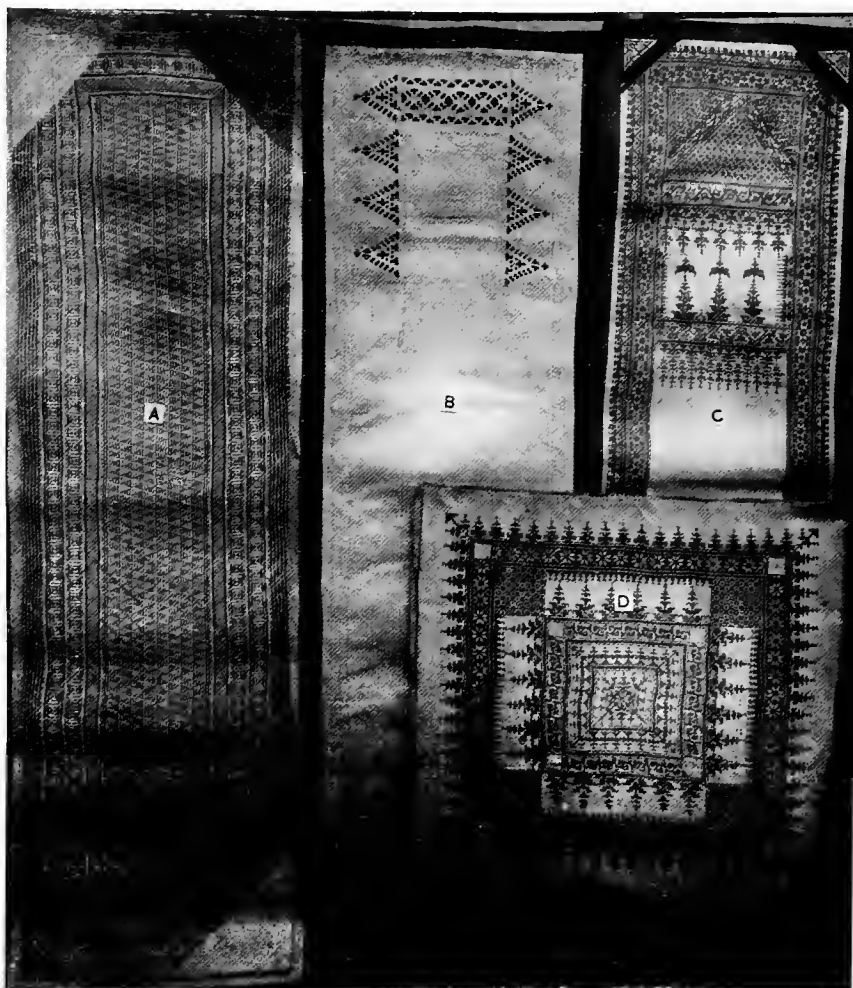


Fig. 8.—THREE LONG MATS AND ONE SQUARE ONE.

son hat of *Mengkuang* leaves and to the right one of *Pandan* leaves, while between them is one partly made to show the method of plaiting.

Spinning by means of the whorl and spindle has practically become extinct, but these primitive implements are still employed for making fishing-lines and string for fishing-nets. The implement is of two sorts: in the one a slender stick is fastened into a pear-shaped piece of hard wood, and in the other a piece of tin is cast on the end of it. The stick is the spindle, and the wood or tin is the whorl. These implements are whirled by placing them on the thigh, which is held in a slanting position, and rapidly pushing the open hand downwards along the thigh, a rotary motion thus being given to the spindle. There are now very few places in the world where this original method of making thread is still in vogue. Formerly cotton was grown and prepared for spinning in the Malay States. It was passed through a pair of wooden rollers and then bowed and finally twisted up on to a stick, which served as a distaff.

String and cordage are still prepared from many fibrous substances, with the aid of an implement called a *Peleting*. It is difficult to understand how, with such a rude appliance, it is possible to make really good string and cord. A much more complicated apparatus is used in Pahang for the same purpose. It is a very ingenious contrivance for twisting three strands at one time by pulling a cord backwards and forwards.

Following the art of making yarn, naturally

comes that of weaving. The loom employed (Fig. 10) is a very simple one, almost exactly like

the common hand-loom which is still worked in England. The cloth is nearly invariably coloured, sometimes in stripes, but more generally in checks or plaids. Both silk and cotton are used, and gold thread is extensively introduced in the finer qualities of silk cloths. For the most part this is only applied to the woof, though occasionally a few strands of gold thread are laid in amongst the warp, so as to produce longitudinal lines of gold in the cloth. When simple, straight, transverse lines or bands are desired, the gold thread is used in the ordinary way in the shuttle, but where detached floral or other patterns are required, separate bobbins of gold thread are used, and the thread is inserted where required, as the weaving progresses, one bobbin being used for each line of flowers or other adornments. These bobbins are generally made of horn, in the shape of a netting-needle. As many as thirty or forty may be used for the weaving of one width of highly ornate cloth.

The cloth at the top left-hand corner of Fig. 11 was made at Sitiawan, in Lower Perak. It is red, with a pattern in gold thread woven into it. The two showing below it are scarves. The patterns are produced by the *Kain Limau* method and by weaving, and the whole is enriched by the addition of gold thread. The cloth at the right is a sarong, a sort of petticoat that is worn by Malays of both sexes. In this also the patterns are produced by the same combination of methods.

Another way in which patterns are produced is a species of tie and dye work. In this the warp threads are dyed before being woven. They are tied up with waxed thread and strips of banana stem in such a way as to expose only the portion of the warp that is intended to form the ground colour. (A small portion of silk warp thread tied preparatory to dyeing is shown in Fig. 12. The thick dark-coloured ties are banana stem and the thin are waxed thread.) This portion having been dyed, the parts which are to be, say, blue are unwrapped. These are next dyed, and so on until finally the white parts are untied. By this method the whole of the threads for the warp have a pattern produced on them. They are then put in the loom and woven in the ordinary manner with a woof of the colour of the ground. The effect of these *Kain Limau* cloths is very charming and harmonious. A great deal of their beauty is



Fig. 9.—MAT BASKETS AND HATS.

undoubtedly due to the woof being of the ground colour, so that each portion of the pattern is mixed with this colour, whereby all crudity of colouring is avoided.

pattern. It is then burnished with a cowry shell. These cloths, though very beautiful when new, do not stand wear well and cannot be washed. The whole process is very

Patani, in the Perak Museum, numbers fifty-five pieces. There is another set of twenty-six pieces from Pahang.

After the production of cloth comes the idea of ornamenting it by working over its surface. It has been mentioned that even the aborigines have endeavoured to enrich their bark cloth by painting designs on it. This desire to superimpose ornamental figures on various fabrics appears to be universal. In Malaya many methods of embroidery are practised, and probably the greatest efforts have been lavished on the adornment of their mats.

The method of embroidery called *Suji Timba* is that which is employed for the finest of all this class of work. The design is drawn on paper and the paper cut out. From this is prepared a pattern of thin card, which is laid on the ground of the intended work and neatly covered over with gold thread. Floral designs are thus produced, in gold, on a ground usually of some rich shade of velvet. The beautiful embroidery shown in Fig. 15 was designed and worked by H.H. the Raja Permaisuri, the second wife of the Sultan of Perak. At the bottom is a long mat and at the top a square mat. These are covered with *Suji Timba*. On the right is a round pillow and on the left an oblong one, both with *Suji Timba* ends. In the centre is a gold repoussé box, and behind it is a gold-mounted kris lying on its cushion, the top of which is embroidered. These were the presents which the Sultan of Perak gave to T.R.H. the Prince and Princess of Wales when they visited Singapore in 1901. The Raja Permaisuri is acknowledged to be one of the most artistic designers and workers in the country, and these mats may be taken to represent the best work of their class to be found in Malaya.

There are many other forms of embroidery in use, some of which are also employed in Europe. One form which occurs in certain districts is the application of gilt paper patterns to a ground of cloth. They are stitched very neatly all round the edges, and the gilt paper

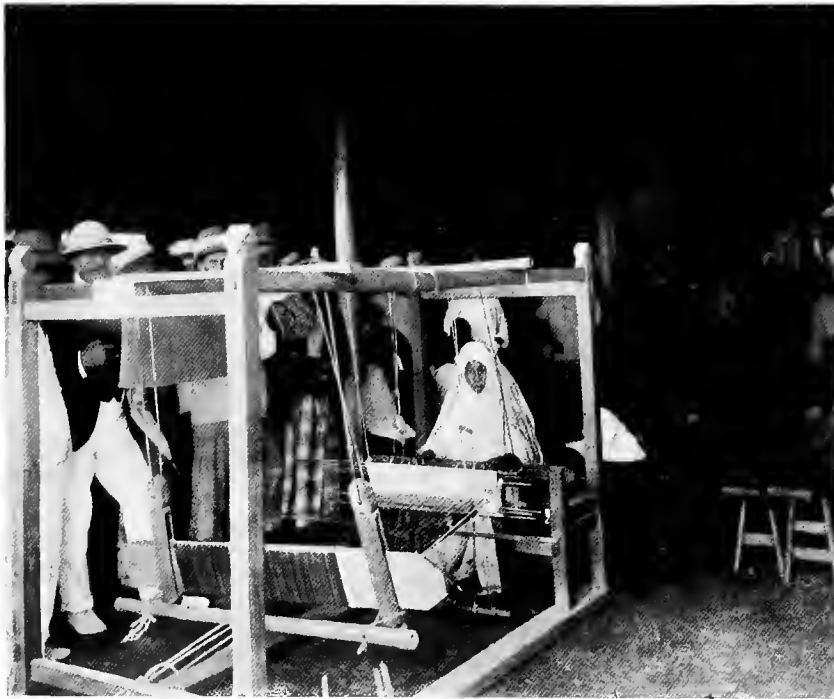


Fig. 10.—A MALAY WOMAN OF PERAK WEAVING A CHECK SILK SARONG.

Another method of tie and dye work is practised. White cloth is stamped with an outline pattern in some light pigment with wooden stamps, and is then tied up so that the pattern will remain white when the cloth is immersed in the dye for the ground. It is next untied, and other colours are added locally to the portions remaining white. These cloths are called *Kain Pelangi*, or rainbow cloth, and are, as their name indicates, of very brilliant colouring.

There is represented in Fig. 13 a silk cloth, one portion (A) of which is *Kain Limau* and the other (B) is *Kain Pelangi*. The ground colour of the latter is bright yellow, while that of the former is a rather dull red. It was made by tying and dyeing the warp threads for the *Limau* portion, leaving the rest white, then tying and dyeing the white part by the *Pelangi* method.

Cloth, both cotton and silk, is ornamented by gilding. This cloth is known as *Kain Teleph*. The cloth, which is usually of some dark-coloured, indistinct plaid, is starched and then polished by laying it upon a piece of hard, smooth wood and pushing a cowry shell, attached to a strong wooden spring, over it. In the photograph (Fig. 14), which was taken in Pekan, Pahang, a man is seen calendering a cloth. He has hold of the wooden spring just above the cowry shell, and is pushing it from him. The upper end of the spring is attached to the eave of the roof of the house. Only a narrow strip of the cloth is polished at each stroke of the shell. The kerchiefs worn as head-dresses are often got up in this manner, as well as those which are to be gilt. A number of wooden stamps with portions of patterns carved on them are used by covering their surface with a gummy substance and impressing them on the cloth. Gold leaf is then laid on to the sticky impressions, and when the gum is dry it is dusted off, except where it adheres to the

similar to the gilding of book-binding. The *Teleph* sarong shown (C, Fig. 13) is of indigo-

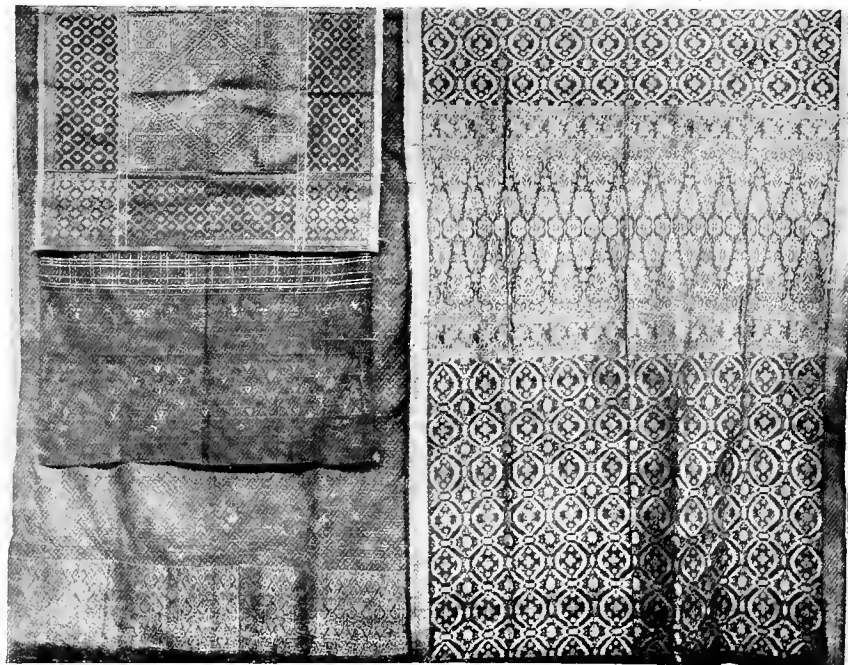


Fig. 11.—FOUR COLOURED SILK AND GOLD THREAD CLOTHS.

blue check, with a gilt pattern. In the corner (D) are some of the wooden stamps used in gilding these cloths. A full set of these stamps, from

takes the place of the gold embroidery in the *Suji Timba* work.

Closely related to this is cut-paper work, for

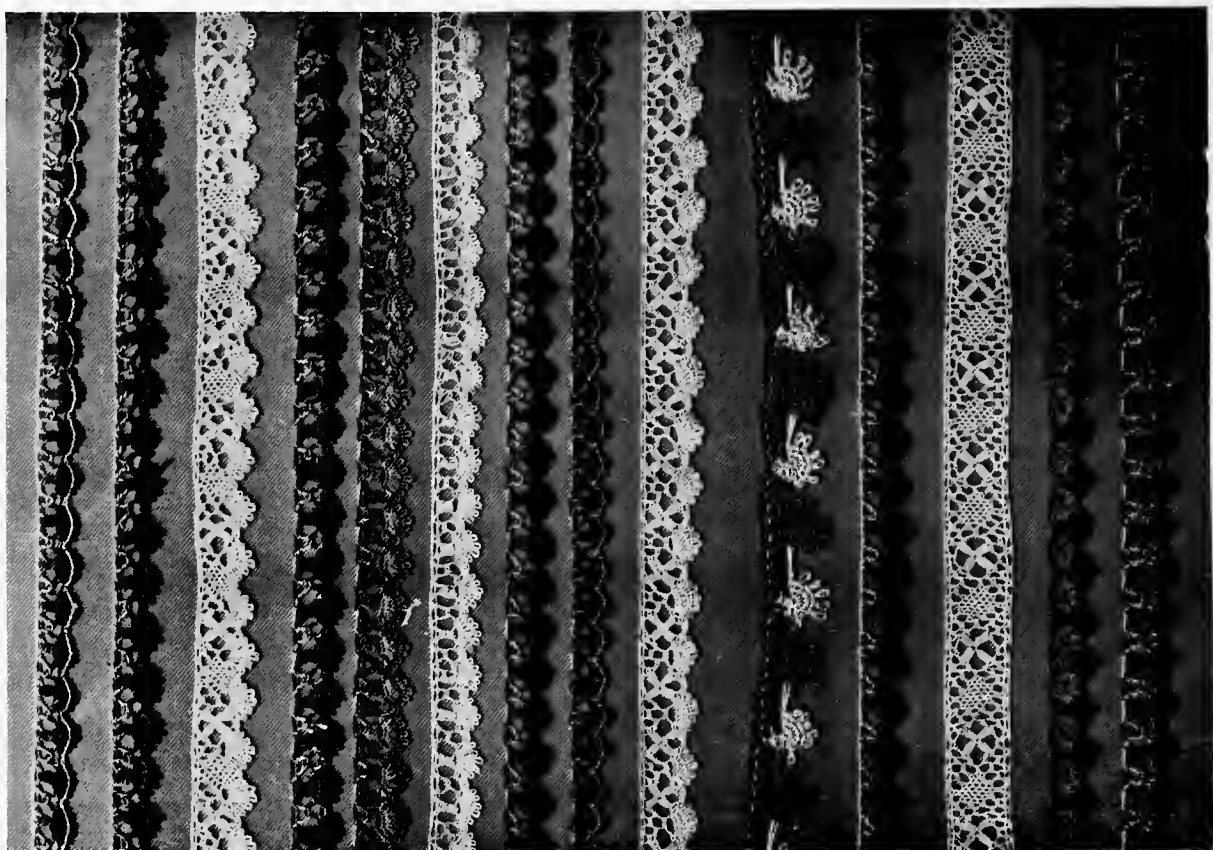


FIG. 16.—SAMPLES OF THE PILLOW LACE CALLED BIKU.

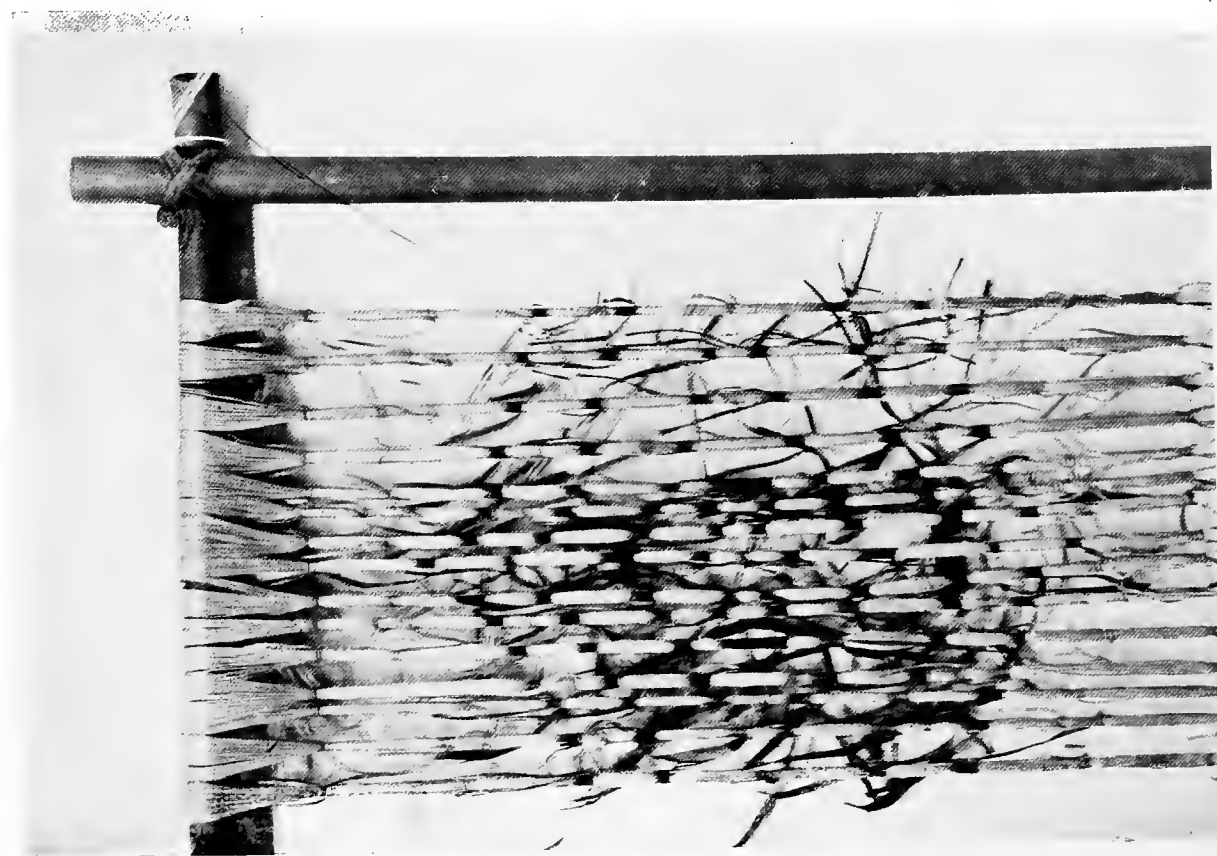


FIG. 12.—SILK WARP THREAD TIED READY FOR DYEING.

the adornment of baskets, dish-covers, and other similar stiff objects. Gilt, silvered, and coloured papers are cut and stuck or stitched,

wood lashed together with rattan, and with a thatched, gable-ended roof, the floor being raised on high posts. The better class houses

back the kitchen and offices. The walls are either of *Tupas*, or of bark, or of coarse palm-leaf matting.

On all the rivers there are many boats, from the smallest dug-out, capable of holding one person, to large house-boats. The former are made out of a log of wood. The selected log is gradually dug into, and by the aid of fire is extended laterally so as to form a boat. Boats of 70 feet in length and over 7 feet in width are thus constructed. It is also usual in building a large boat to take as the foundation a dug-out and build upon it. Some of the largest house-boats are thus constructed. These large boats are used to a great extent by traders, and are, in fact, travelling shops, the owner and his family living in them. As a general thing it may be said that they are poled up-stream and paddled down. The Malays are also quite celebrated for building sea-going craft, some of which are large and rigged as schooners. The most graceful of all the boats is the Pahang *Koleh* (Fig. 17). It has a keel of a semicircular outline, with high stem and stern posts following the same outline. It is usually gaily painted, and has a curious curved arm at the stem, in the shape of a swan's neck, to hold the mast and sail when lowered.

In Negri Sambilan the art of wood-carving has in the past reached a high standard of perfection. There still remain some superbly carved houses, but unfortunately the modern work is not up to the level of the old. In all the States the smaller articles of household use are often embellished with carving. Coconut scrapers, work-frames, rice-stirrers, and the handles and sheaths of weapons and implements are often loaded with ornament. Boats, particularly in Pahang, have carved figure-heads, besides being otherwise decorated with carving. Some of the river boats belonging to the chiefs are much ornamented in this manner.

Coconut shells are carved and made to serve many purposes, such as spoons, drinking-cups, and censers, while carved horn and ivory is much used for the handles of weapons.

The carving of stone is practically unknown. A few old tombstones are to be found, but they

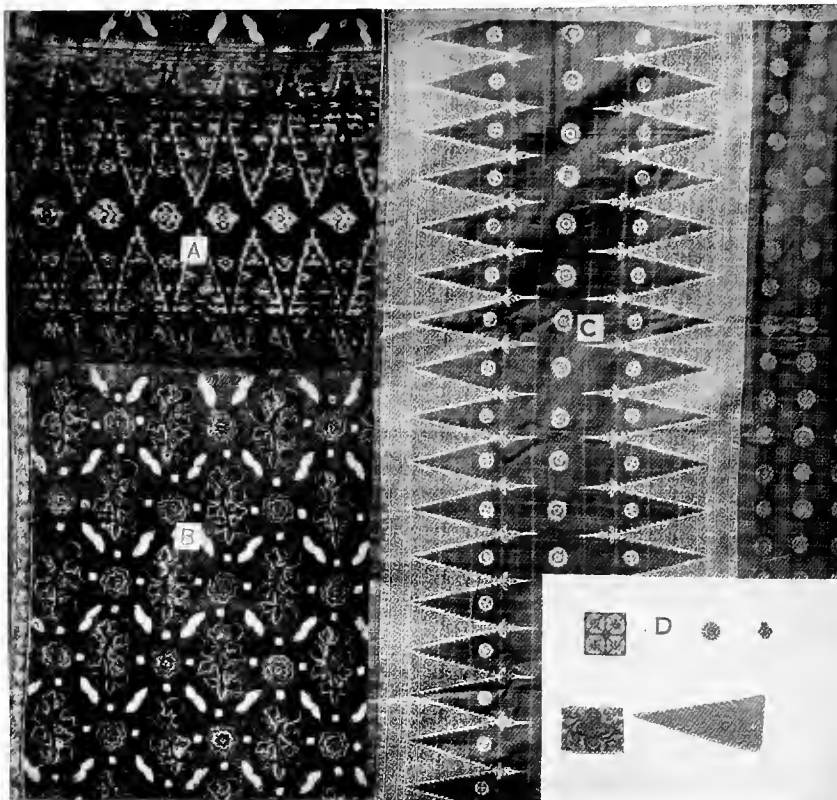


Fig. 13.—KAIN LIMAU, PELANGI, AND TELEPOH CLOTH.

(A cloth of Kain Limau and Kain Pelangi is on the left and another of Kain Telepoth is on the right. In the corner are stamps for gliding the latter.)

one on the top of the other, to produce the desired effect. In another variety coloured bamboo is employed in place of paper. This material is prepared from the inner portion of the cane of the bamboo called *Buloh Plang* (*Bambusa Wrayi*).

Crochet is employed to ornament the short white trousers worn by those Malays who have made the pilgrimage. It is done in the same way as in Europe, but the cotton used is very fine and the resulting work is consequently lace-like in appearance (Fig. 16).

The only other form of lace which is made locally is the so-called *Biku*. It is a pillow lace, and the manufacture of it was introduced into Malacca by the Portuguese some two centuries ago. *Biku* is generally formed of coloured silks, though white lace is also made. It is, as a rule, quite narrow, and many beautiful patterns are to be had. The lace which is most distinctive is that made with the brilliantly coloured silks which appeal to the Malays. The art is, unfortunately, confined to Malacca. Fourteen different patterns of *Biku* are shown in the illustration. Counting from the top, the third, sixth, ninth, and twelfth are of white silk and the remainder of bright coloured silks.

Netting for fishing nets is, both inland and on the sea coast, quite an extensive industry, but as it does not differ in any material respect from netting in other parts of the world, it only requires a passing notice here.

A little has already been said about house-building, but further details are required to make it intelligible. Broadly speaking, the true Malayan house is a structure of round

are in three blocks, connected with covered ways. The front block is the audience-hall, the middle contains the living rooms, and the

have been imported from Achin. There is one species of pottery, however, which should, perhaps, be mentioned here. It has evidently

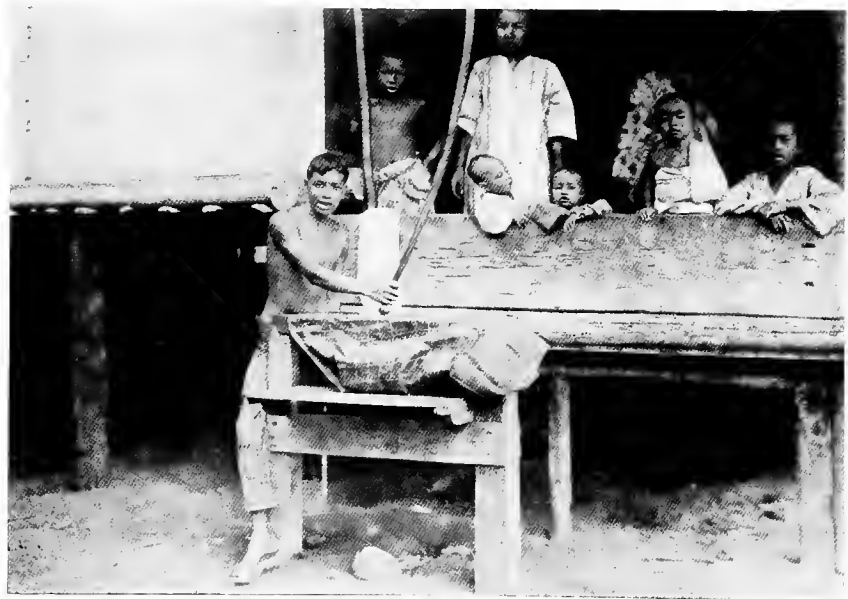


Fig. 14.—A MALAY CALENDERING CLOTH WITH A COWRY SHELL.



Fig. 15.—EMBROIDERED MATS, PILLOWS, ETC.

(Presented to T.R.H. the Prince and Princess of Wales in 1901 by the Sultan of Perak.)

been formed of clay, allowed to dry, and then been elaborately carved, after the manner of wood-carving and with the same patterns as are found on that material. Subsequently it was baked. Its place of origin is uncertain, but it appears to be of local production.

The ordinary Malayan pottery is of special interest, as it is all built up by hand, in the manner prevailing in the British Islands in the far-away Bronze Age. The potter's wheel, which has been known in almost all countries from the earliest historic times, is still unknown to the Malays. The vessels are built up by adding successive rings of clay and working one ring into the one below it, and then beating the whole together with a bat-shaped piece of wood. Globular-shaped water-bottles are formed with a flat bottom in the first instance, and when the upper portion is fairly hard the lower is wetted, patted with the bat, and, by blowing into the neck of the bottle, expanded till of the desired shape. The photograph of the old potter (Fig. 18) was taken at Saiong, in Perak. She is in the act of forming a water-bottle, such as is seen on the left-hand side of the picture. Others in various stages are near her, and so are the simple implements used in the art.

Patterns are produced by pressing into the still damp clay small wooden stamps, which have dots, lines, flowers, &c., carved on them. When dry, the ware is burned, either on the

surface of the ground or in a shallow pit. It is then often coloured black, by different means

in various localities. In Krian and Negri Sembilan coloured patterns are produced by painting with a pigment composed of a ferruginous clay before the ware is burned. The shapes of the water-bottles are derived from the bottle-gourd. Large water-jars and cooking-pots are also made. The ware is unglazed, except for the application of resin to the lower portions of some of the water-bottles. These latter are often mounted with silver and sometimes with gold, having stoppers of the same metals.

The pottery illustrated (Fig. 19) comprises water-bottles and jars. Beginning from the top and taking them from left to right, the first is a gourd-shaped water-bottle from Pahang. It should be noticed that there is a small hole near the mouth. In use this is covered by a finger, and the admission of air through it controls the flow of water. Although used to drink from direct, it is not allowed to touch the lips of the drinker. The next is a gourd-shaped bottle, so like the natural vessel that it could not be differentiated from it, except by the closest inspection. The central one is a modified form, with a foot, and is mounted with silver. The remaining bottles on the top row are also modifications of the gourd. These four are all from Perak. On the second row is a water-jar with a spout designed for drinking from; it is from Pahang. The next is a Perak form of water-jar called *Buyong*, then a covered water-jar with a tall foot and another of the spouted type from Negri Sembilan. On the bottom row is a water-jar called *Glok*, from Perak, a Pahang form of *Buyong*, and then two from Krian, in Perak. These are coloured, the one with red and the other with red and white. They stand in dishes and have covers and drinking-cups. It is to be noted that only in Pahang and part of Negri Sembilan are any spouted vessels to be met with. Each district also has its distinctive shapes and patterns of pottery.

Probably the first metal to be worked in the peninsula was tin, and it is still applied to many purposes for which, in other countries, different and more suitable metals are used. For instance, the old coinage was of tin, and bullets, sinkers for fishing lines and nets, weights, and many other articles are, or were, made of tin. There is no record of when it was first discovered and became an article of commerce, but it was certainly in very remote ages. Up till comparatively recent times the industry remained in the possession of the Malays, but since the advent of the Chinese



Fig. 17.—A PAHANG KOLEH.

nearly all the mining has passed into their hands.

It is impossible to omit in any account of Malayan crafts mention of tin mining, which in the past was the most important of all. The Malay mines are worked by two methods. The first, which is called *Liris*, is only suited to hilly land. A stream of water is led to the place to be worked, and the earth is dug down

accumulate in them that it would be impossible to lift it without a pump.

The cleaned tin ore is, or rather was, smelted in a small furnace, built of clay, the blast being

up so as only to allow enough air to get in to keep the fire slowly burning. As the fire progressed, successive portions of the trunk were covered up with earth, till the whole



Fig. 18.—A MALAY WOMAN MAKING POTTERY.

so that it falls into the water. The stream carries away all the light portions of the soil, and the tin ore, being very heavy, remains in the bottom of the ditch, from which it is lifted, rewashed, and finally cleaned in a large round shallow wooden tray, called a *Dulang*. The second method, which obtains on flat land and is called *Lumbong*, is by digging pits of some 15 feet or so square, and lifting out the wash-dirt with baskets. The tin-bearing earth known as *Karang* is subsequently washed in long wooden or bark troughs, to separate out

furnished by a piston bellows, made out of a hollowed tree-trunk. The fuel was charcoal. The tin, having been smelted, was cast into ingots and was ready for sale.

The charcoal was burned in a very primitive

tree was converted into charcoal. Should the fire from any cause go out, it was never relighted. For this reason, and because only the best timber-trees in the country will burn in this way, the method was prohibited many years ago. Charcoal-burning is now entirely done by the Chinese.

Alluvial gold occurs with the tin in several localities, and is mined in the above-described ways. Taking advantage of the different relative weights of the two substances, the gold dust is afterwards washed out of the tin sand by the skilful use of a *Dulang*.

In all the States tin money and ingots of tin, which in former times passed as money, have been found, and up to the last decade of the nineteenth century the so-called "hat-money" was current in Pahang. In Trengganu and the Siamese States round perforated tin money is still in use. The Pahang coins were cast in brass moulds, as were also those in circulation in Negri Sembilan.

The Malays used to make very curious tin toys. These were cast in the shape of animals (Fig. 20). This was doubtless wrong, according to Mahomedan ideas, and possibly they are survivals from pre-Mahomedan times. These toys are of two classes—one cast in sand from wooden patterns, like the ordinary ingots of tin, the other cast in piece moulds made out of soft stone. The first are the commonest, and the animal most usually represented is the crocodile; but elephants, birds, tortoises, turtles, fish, grasshoppers, snails, and mountains are also depicted. They are very quaint and grotesque, and at the present time are difficult to obtain.

The chains for sinking cast-nets are cast in wooden, stone, iron, and brass moulds. The common way is to cast simple rings, which are afterwards cut and made into a chain. But in one variety of mould a set of rings is first cast, then they are taken out and put into the mould again, in recesses made on purpose, and other rings are cast through them, so that a chain is made up of solid links, and no cutting and soldering is necessary.

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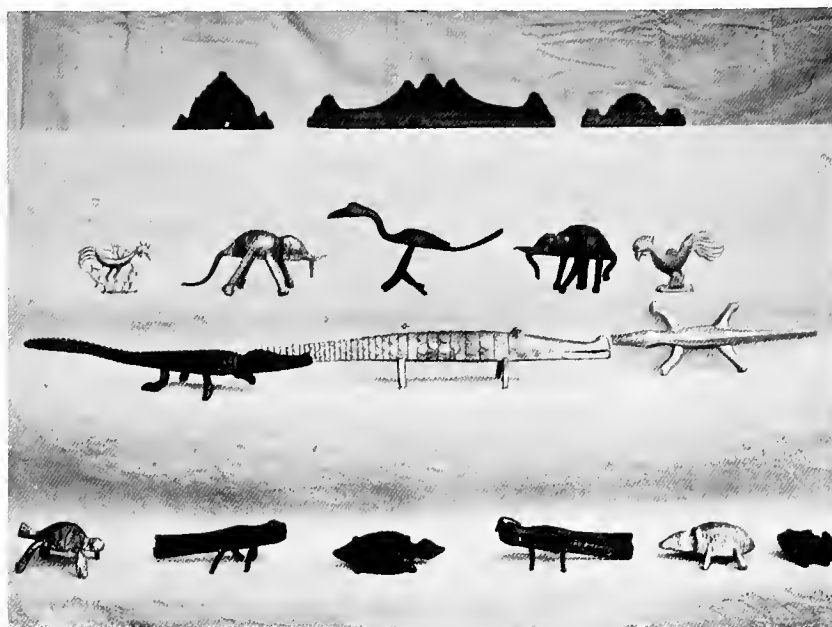


Fig. 20.—MALAYAN TIN TOYS.



Fig. 19.—HAND-MADE POTTERY.

the ore. The water is baled out of the pits in buckets during work. It is, therefore, only possible to work shallow land, and the pits cannot be made large, or so much water would

way. A tree was felled and allowed to lie in the jungle till it was dry. Earth was then built up round the lower part of it and it was set on fire, being kept carefully covered

There are very clever smiths amongst the Malays, and the most perfect development of ironwork is to be found in the kris blades, the damascening on some of these weapons being

to five, seven, nine, and so on up to as many as forty-seven waves. The waves, according to the Malay method of counting, always come to odd numbers, and there are no four, six, or

above the collar-bone. If properly inserted, the weapon went straight through the heart and produced almost instantaneous death. A small pad of cotton was then placed on either side of the blade and held in position by the finger and thumb of the executioner, so that the blood was wiped off as the blade was withdrawn. It was considered unworkmanlike to spill a drop of blood.

The variety of weapons is very great. There are swords both of the European pattern with Crusader hilts and of the true broad-ended Malayan pattern (called *Lading*), many species of daggers and ripping knives, besides spears with variously shaped blades.

In Fig. 21, A is a curved sword with a Malayan type of handle made of carved ivory and silver; B is a straight sword with a brass Crusader hilt; C is the broad-ended Malay sword called *Lading* (this last has a horn handle with a coloured tassel; the backward curve of the blade enables a draw cut to be given with great ease); D is the kris-shaped sword known as *Sundong*; E is a weapon resembling the old European bill (the long handle is to permit of both hands being used to wield it); F is a straight kris with its sheath. This particular one is of the Patani pattern. Unlike all others, it is worn at the back, stuck into the belt, with the handle towards the left side. The other forms of kris are worn in the belt, or sarong, over the left hip. The handle is of ivory, and is in the semblance of a grotesque human head with a very long, tip-tilted nose. G is a gold-mounted forty-seven-waved kris, and its sheath; H is a five-waved inlaid kris, which is particularly mentioned hereafter; I is a long or execution kris, with silver-mounted sheath; and J is a ripping knife called *Sabil*. This is held in the right hand, the forefinger going through the hole in the handle and the blade projecting outwards from the little-finger side of the hand. The stroke is made in an upward direction when it is desired to use the weapon, and the lower part of the body is the point of attack. K is a dagger known as *Tumbok lada*, or pepper-crusher; it has many varieties, like all the above-mentioned weapons.

The blades of all the weapons are made of Damascus steel, and are treated with a preparation of arsenic, which colours them in much the same way as better class gun-barrels are coloured. The process is a complicated one and cannot be described here. If it is carried out properly the results are very good, some portions of the blade assuming a dead black colour, while others are left silvery white, with numerous intermediate shades of grey between them.

Iron cannons were formerly made by coiling a piece of bar-iron round a mandrel and then forging it into a solid tube. Small arms do not seem to have been attempted in the peninsula; at any rate none are in existence. Although such clever blacksmiths, the Malays do not appear ever to have acquired the art of casting iron.

Copper, bronze, and brass have been much worked in the past, and there are still Malay artificers who make various articles from these metals. Most of the copper appears to be old, and was fashioned by hammering.

Bronze was used for casting cannon of considerable size. These are often elaborately ornamented. The beautiful-toned Malay gongs are also of bronze. They are cast roughly to shape and finished by the use of the hammer. Weapons such as spears, daggers, and krites are sometimes made of bronze. This is an interesting survival, as cutting implements of bronze have long since been superseded by those of steel in almost all other parts of the world.

The older brass, called red brass, and the modern yellow metal are cast, and then either filed or turned up to shape on a rude form of

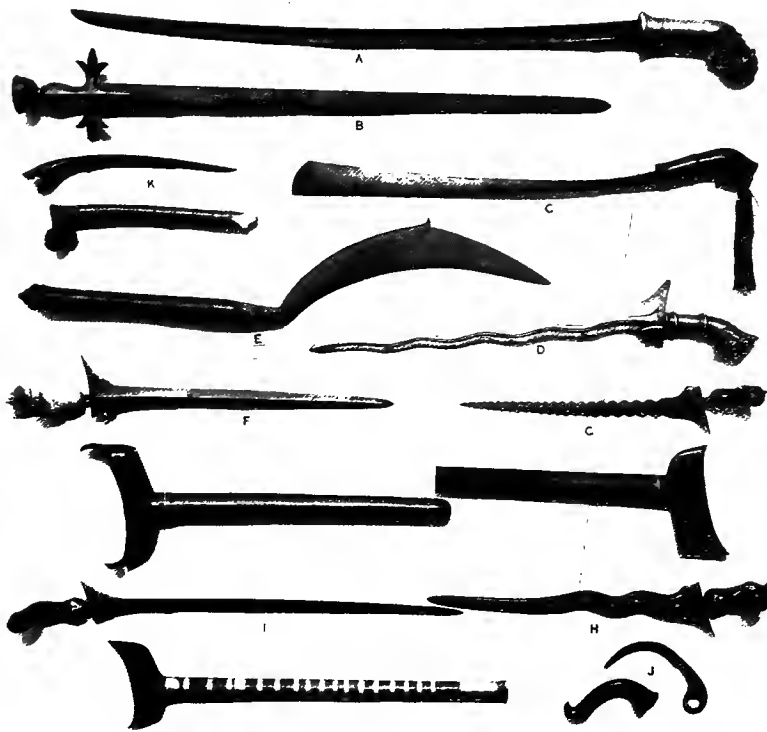


Fig. 21.—REPRESENTATIVE MALAYAN WEAPONS.

as fine as anything produced elsewhere. The kris, which is the distinctive Malayan weapon, is a dagger of many shapes, and varies in

eight-waved krites. The long kris, which is the one with which criminals used formerly to be executed, has a blade which sometimes



Fig. 23.—SPECIMENS OF MALAYAN SILVER WORK.

length from a few inches up to 2 feet. Some are straight, while others are waved. Those with a single bend in them are counted as three-waved, and the numbers go from this

reaches 24 inches in length. The criminal was made to kneel down, and the executioner, who stood behind him, pushed the long thin blade downwards into his left shoulder just

lathe. The casting is all done by the wax process. A model of the intended article is made in beeswax; it is then coated with fine clay, and successively with coarser qualities, till the mould is judged to be thick and strong enough. Having been dried, this is heated and the wax is poured out. Molten metal is then poured in, and takes the place previously occupied by the wax. The clay is chipped off, and the article can then be finished up. Cooking-pots, water-jars, lamps, and the boxes and cups for holding *Sirih* and the various things which are chewed with it are the principal utensils which are made of brass.

In Fig. 22, beginning at the top and taking them from left to right, the articles are: a brass cup for water, called *Batil*, a water-jar with cover and drinking-cup, a brass kettle for hot water, a hammered copper dish, an oblong brass tray with perforated edge, a cooking-pot and stand, a water-jar stand with pierced edging, a large brass sweetmeat-tray with perforated edge, and a large covered brass box with handles.

In Trengganu a white metal is worked by the same methods, and some well-made things are manufactured from it. The metal appears to be a sort of German silver. The wax process is employed in casting it.

The Malayan silver-work is universally admired. The place of origin of the art is uncertain, but apparently, judging by the patterns, its source was India. It is evident that there were several centres from which it started, for distinctive patterns and shapes are found in different States. So much is this the case that in many instances it is easy to determine with certainty where a particular example was made. Briefly stated, the method of working is this: Sufficient silver is taken to make the intended article. It is melted in a small clay crucible on a sort of forge, the blast being obtained by a piston bellows, and charcoal being used as fuel. An ingot is then cast. This is beaten out by hammering into the intended form, and is frequently softened by heating and quenching in water during the process. The form having been obtained, the patterns are then proceeded with. The piece is put on to a lump of softened gum-resin, and with the aid of punches the work is begun from the back. When as much as it is possible to do has been effected, it is removed from the "pitch" and turned over and worked at from the front. This is continued until the pattern is complete. During this process it has to be softened several times if the relief is high. No gravers are used for any portion of the work, everything being done with punches of different forms. The relief in some pieces is extremely high, and the metal is reduced very greatly in thickness in these portions. Very considerable skill must be necessary to produce these results. The above-described method is that which is known in England as repoussé; and one other method of ornamentation is practised corresponding to chasing. It is, however, by the aid of small chisels and a hammer that the pattern is cut into the silver.

On the top row of Fig. 23 are a silver kettle, water-jar, and water-bottle, then a covered dish for food and a *Sangkū*, which is used for washing the fingers and mouth after eating. Hanging up under these are two tobacco-boxes, the round one being of the Perak form and the octagonal one of the Negri Sembilan and Selangor form. The other articles between these are variously shaped pillow-ends, two being of pierced work. The four objects on the second row and the seven on the third are called *Chimbals*, and are used to hold the various things which are chewed with *Sirih* leaves and betel-nut. The two covered bowls and the large uncovered one are for water, while the two small ones at the end of the third row are drinking-



Fig. 22.—BRASS AND COPPER WORK.

cups. The plate on the left of the lower row has an enamelled edge; next to it is the bottom of a workbag in silver-gilt. In the centre is a

are in existence some kris blades which are very finely inlaid with inscriptions in gold and silver. One of these is in the Perak Museum,

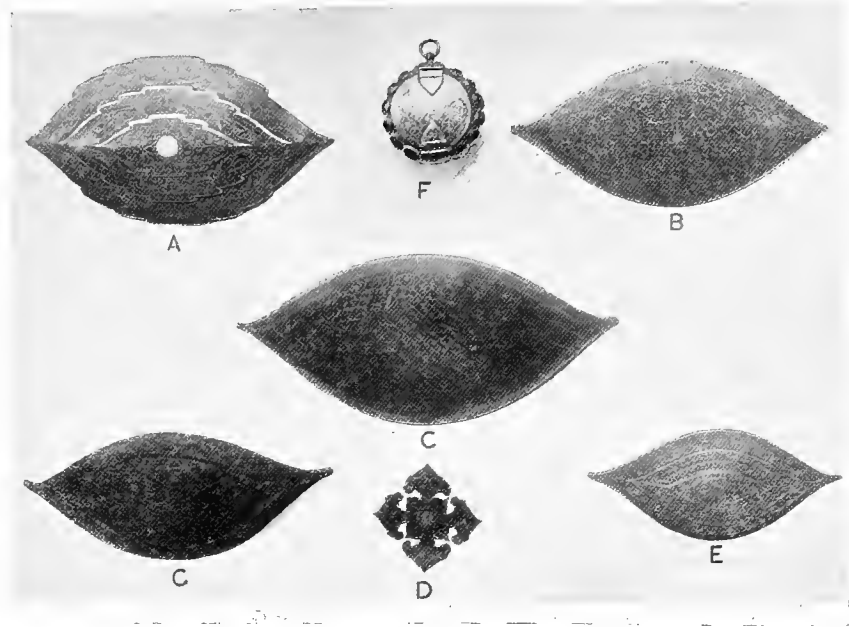


Fig. 24.—JADAN AND NIELLO WORK.

large pillow-end for use at weddings, and then come two silver plates.

Inlaying the precious metals into the baser is of comparatively rare occurrence, but there

and is reproduced above. According to native tradition, the artisan who made it also made nine others. The Sultan for whom he worked, not wishing him to go on with the manufacture



MALAYAN JUNGLE PRODUCTS.

of them and so depreciate the value of those already made, had him put to death. True or otherwise, there is a very distinctly Oriental flavour about this narrative; and it will doubtless be remembered that a similar case actually occurred to an unfortunate Russian architect.

The iron or steel cutters used for cutting up betel-nuts are occasionally inlaid in the most elaborate manner with silver, while some of the bronze cannon have inscriptions on them also inlaid in silver.

A quite distinctive art is the inlaying of wooden articles, like walking-sticks, handles of weapons, &c., with tin. The design is cut into the wood, care being taken that it is slightly undercut. It is then covered with clay and dried. Molten tin is next poured in through a gate which has been left for the purpose. When cold the clay is removed, and the surface of the tin filed up and polished.

The art of enamelling is also known to the Malays. The ware is called *fadam*, which is equivalent to niello in England. The piece is prepared by chiselling out the pattern rather deeply, or, more correctly, by cutting out that portion which is to be the ground of the pattern. The depressions are then filled in with the enamel and the piece is fired so that the enamel melts. It is next ground down and polished. The result is a silver design with a blue-black ground. An inferior variety is filled in with a material resembling hard pitch. This, however, is generally used on brass articles only. Another form of this work resembles cloisonné. The base is copper, and the pattern is chiselled out in it. Then gold is carefully fitted into the recesses and the copper hammered so as to fix the gold firmly in place. It projects from the copper, and this space between the gold lines is filled with black enamel, which is melted and subsequently polished. In this ware the design is of gold and the ground of polished black enamel.

There are shown in Fig. 24, at A, B, and C, three *Pendings*, or waist buckles of *fadam* ware. The central one, C, has inscribed on it an Arabic charm. D is a silk-winder of the same ware, while E is a silver *Pending* which

is cut out ready for enamelling. The buckle (G) is of brass and black enamel, and the tobacco-box (F) is of the gold and enamel Malayan form of cloisonné.



MALAY HANDIWORK.

Gold is worked by the same methods as silver. Several qualities are used, the fineness being reckoned by parts in ten; so that *Mas*

lapan, that is "eight gold," is an alloy in which there are eight parts of gold to two parts of copper; this is the quality used on good work, and is equal to 19-carat gold. A copper-coloured alloy of lower standard than 9-carat gold is known as *Swasa*. Besides the repousse work, golden articles are often embellished with wire-work, spangles, and faceted beads of gold.

Malayan gold is coloured a deep red by chemical means, as the natural-coloured gold is not admired. This colouring, however, soon rubs off, and requires frequent renewal on those articles which are subjected to much wear.

The uses to which gold and silver are applied are more numerous than would be supposed by those who have seen little of the home-life of the natives. *Chimbals*—the small covered metal boxes in which the betel-nut, lime, gambier, and other things chewed with the *Sirih*-leaves are kept—are very often made of silver, or silver and gold, or wholly of the latter metal. Water-jars, drinking-cups, plates, and spoons, as well as pillow-ends, the mountings of weapons, and objects of personal adornment, are frequently made of one or other of the precious metals.

In recent years the coarser and cheaper work of Chinese silversmiths has, to a great extent, replaced that of the Malay smiths. At my suggestion an attempt has been made by the Government to counteract this regrettable tendency by instituting an Art School at Kuala Kangsa. In it various Malayan arts and crafts are taught by native teachers. It is too early to say what will be the results of this endeavour, but a fair number of pupils have been and are being trained in the school.

Painting, by which is meant the production of pictures in colours, or even in monochrome, is quite unknown to the Malays. Religious feeling is probably responsible for this to a great extent, for they obey to the letter the

prohibition contained in the second commandment, and carefully avoid representing both men and animals.

As an adornment to a flat surface pigment is very seldom employed, but carved surfaces are often elaborately coloured with oil paints. The use of paint on the *Tupas* walling to houses has been previously mentioned. The colours employed on wood-carving are generally reds, blues, greens, and yellows, and gilding is often introduced as well.

Water-colours are employed for painting texts from the Koran and for illuminating manuscript books. It is considered, as it used to be in the Middle Ages in Europe, a meritorious action to make a written copy of a sacred book. The writing in some of these manuscripts is of exquisite execution, and years are sometimes spent in completing one volume.

Printing, as understood by us, is not done by Malays, but, to a very limited extent, printing with wooden type is known. The type consists of long pieces of wood with a letter carved on either end. They are inked, and each letter is separately impressed on the paper.

Mr. Leonard Wray, I.S.O., M.I.E.E., F.Z.S., M.R.P.S., &c., son of the late Mr. Leonard Wray, and a brother of Mr. Cecil Wray, British Resident of Pahang, was appointed Director of Museums of the Federated Malay States in 1904, after having been for upwards of twenty years Curator of the Perak Museum at Taiping, and for over ten years State Geologist. Born in 1852, Mr. Wray was educated privately, and entered the Perak Civil Service in 1881. The following year he was appointed Superintendent of the Government Hill Gardens, Larut. He has published a work on "Alluvial Tin Mining," and has contributed various scientific papers to the *Kew Bulletin*, the *Journal* of the Royal Asiatic Society, the *Journal* of the Anthropological Institute, the *Pharmaceutical Journal*, and the *Journal* of the Society of Arts, besides the *Perak Museum Notes* and the *Journal* of the Federated Malay States Museums. He is a corresponding member of the Pharmaceutical Society and local correspondent of the Anthropological Institute. It is interesting to recall

that Mr. Wray collected and prepared the Perak exhibits for the Colonial and Indian Exhibition of 1886 and for the Imperial Institute. He has done much exploring and collecting, thereby adding largely to the known flora and fauna of the Malay Peninsula. He was instrumental in getting the export duty on tin ore raised in 1898 and again in 1904, by which means the revenue of the Federated Malay States has been augmented by several millions. The plans for the first roasting furnace erected in the Federated Malay States were prepared by him. The use of this furnace spread rapidly amongst the Chinese, and large quantities of tin ores, previously unworkable, became of value. The erection and working of the first cyanide plant in Perak, at Bukit Mas Mine, was superintended by Mr. Wray, who since 1896 has been an examiner under the Inventions Enactments. The establishment of the Malayan Art School at Kuala Kangsa was due to his suggestion. He resides at Taiping, and is a member of the New Club there.



LEONARD WRAY, I.S.O.
(Director of Museums.)



HEALTH AND HOSPITALS

THE STRAITS SETTLEMENTS.



THE Government Medical Department of the Straits Settlements is under the direction of the principal Civil Medical Officer, who is generally resident in Singapore. His medical staff consists of :

- (1) Two Colonial Surgeons, the Principal of the Straits Settlements and Federated Malay States Medical School, the Port Health Officer, and ten Assistant Surgeons at Singapore ;
- (2) Two Colonial Surgeons, a Resident House Surgeon, and a Deputy Health Officer at Pinang ;
- (3) Two Colonial Surgeons and three Assistant Surgeons in Province Wellesley ;
- (4) A Colonial Surgeon and three Assistant Surgeons at Malacca.

A large proportion of the Assistant Surgeons are Indians, or other natives of the East, most of whom have qualified at Madras.

Practically all the hospitals are maintained and controlled by the Government. They comprise :

- (1) The General, Tang Tock Seng, Prison, Leper, and Lock Hospitals at Singapore, and the Quarantine Camp at St. John's Island ;
- (2) General, Pauper, Prison, Lock, Balik Pulau, Lamut, European Small-pox, Pulau Jerejak Leper, and Jelutong Hospitals at Pinang ; a Quarantine Camp ; and the Dindings Hospital ;
- (3) The Butterworth, Sungei Bakap, and Bukit Mertajam Hospitals in Province Wellesley ;
- (4) The General, Pauper, Prison, Alor Gajah, and Jasin Hospitals at Malacca.

The Government Analysts' and Government Veterinary Surgeons' Departments also come within the purview of the Medical Department. The Principal Civil Medical Officer is the Registrar-General of Births and Deaths in the Straits Settlements and the Director of Meteorological Returns.

Infantile mortality accounts for about 20 per cent. of the total number of deaths in the colony. This very high percentage is in all probability attributable to a want of knowledge on the part of parents or guardians, and to the scarcity of qualified midwives practising among the poor. The spread of venereal disease is also a contributory cause.

The native disease of beri-beri is very prevalent, as will be seen from the following return of the cases treated in the hospitals :

Year.	Cases Treated.	Deaths.
1903	1,919	647
1904	2,631	879
1905	1,958	575
1906	1,712	296

The total number of deaths from beri-beri registered during 1906 was 1,507, as compared with 1,888 in 1905 and 2,287 in 1904. From November, 1904, all the prisoners in Singapore, and from the middle of 1905 all the patients in hospitals in the several settlements, and the prisoners in Pinang and Malacca, were fed on parboiled rice, and reports from all quarters speak well of this change as reducing the death-rate. There are, however, no reliable data on which to form a decided opinion as to whether parboiled rice is really a prophylactic against the disease. Its curative properties appear to be demonstrated by the reduction in the percentage of deaths in each of the pauper hospitals, but it must be borne in mind that a large number of the cases admitted were of a very mild type, and that the deaths due to beri-beri outside the hospitals were also fewer. During 1907 there was an outbreak of cholera in Singapore which accounted for many deaths. Enteric fever attacked 186 persons in Singapore alone in 1906, and was responsible for 79 deaths, the figures for the rest of the colony being 17 and 6 respectively. The great scourge of the settlements, however, is phthisis in its many forms. This fell disease claimed no fewer than 2,709 victims during the year under review. It is principally due to overcrowding and bad sanitation, and is consequently more prevalent in the large centres than in the rural districts. In Singapore alone it was responsible for 1,664 deaths. To diarrhoea 662 persons succumbed, and to dysentery 932.

From the table on the next page, showing the estimated population and the birth and death rates for the years 1905 and 1906 in each of the settlements, it will be seen that the death-rate is double the birth-rate in Singapore and Pinang, whereas in the Dindings, Province Wellesley, and Malacca—which are agricultural districts with a settled population—the births keep pace with the deaths.

The total number of admissions into the hospitals of the colony, excluding the Lunatic Asylum, was 24,606 in 1906 and 23,762 in 1905. The percentage of deaths to the total number of patients treated fell from 15.6 in 1903 to 14.79 in 1904, to 14.03 in 1905, and to 14.01 in 1906. Tables I. to III. show the diseases

responsible for the greatest number of admissions and deaths in 1905 and 1906.

Vaccination is performed either by the Government Vaccinator or by other licensed vaccinators. The total number of vaccinations performed throughout the colony in 1906 was 15,054.

The Straits Settlements and Federated Malay States Government Medical School was opened in July, 1905, and has made encouraging progress. It is located in the old Female Lunatic Asylum buildings, which were altered and equipped for the purpose. The Hon. Mr. Tan Jiak Kim and Mr. W. D. Barnes, Secretary for Chinese Affairs, took a prominent part in the establishment of the school. In the first term 23 students were enrolled, of whom nine were Chinese, six Eurasians, five Tamils, one Ceylonese, one Malay, and one European.

During 1905 the Legislative Council passed an Ordinance requiring the registration of qualified medical practitioners and prohibiting unqualified men from practising.

The total expenditure on the Government Medical Department during 1906 was 515,713 dollars. In addition to this there was an expenditure of 12,842 dollars on the Government Analysts' Department, and of 18,867 dollars on the Veterinary Surgeons' Department.

SINGAPORE.

THE GENERAL HOSPITAL.

The premier medical institution of Singapore is the Government General Hospital, which is advantageously situated near the Sepoy Lines. The buildings stand on the summit of a slight eminence, and are surrounded by beautiful grounds.

For a long time after the occupation of Singapore there was no Government hospital for the sick seamen of vessels lying in the harbour, and the only available accommodation was at a private hospital conducted by Dr. Martin. Eventually, in about 1840, the Government opened a small European Seamen's Hospital, but there is some doubt as to its first locality. Subsequently, however, it was transferred to Pearl's Hill, at the same time as the Tan Tock Seng Hospital (1844), and it remained there until the Indian Mutiny occurred and the construction of Fort Canning was decided on. Temporary accommodation was then found for it in a small house in Armenian Street, and natives were housed at the foot of Government Hill. Finally, in 1861, the new buildings in Bukit Timah Road were occupied, and the name of the institution was quietly changed to "The General Hospital."

ESTIMATED POPULATION AND BIRTH AND DEATH RATES, 1905 AND 1906.

Settlement.	Estimated Mean Population.		Births.		Deaths.		Birth Ratio per Mille.		Death Ratio per Mille.	
	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.
Singapore ...	252,373	258,423	5,755	5,726	11,122	10,247	22.68	22.27	44.07	32.65
Pinang ...	131,307	131,917	2,215	2,613	5,437	5,516	19.90	16.79	41.41	41.81
Dindings ...	4,352	119,652	149	162	148	152	37.22	33.78	34.01	34.46
Prov. Wellesley	118,779	4,411	3,707	4,129	3,851	3,610	34.76	30.98	32.42	30.17
Malacca ...	97,013	97,387	3,608	4,624	3,905	3,615	47.66	37.05	40.25	37.12
Total ...	603,824	611,790	15,434	17,254	24,463	23,140	28.57	25.23	40.51	37.82

I.—GENERAL DISEASES.

	1905.		1906.	
	Admissions.	Deaths.	Admissions.	Deaths.
Dysentery ...	1,088	405	1,668	426
Malarial fever ...	2,778	300	2,859	254
Beri-beri ...	1,958	575	1,712	296
Phagedæna ...	280	50	157	65
Tubercle of lungs ...	882	533	984	571
Venereal diseases ...	2,105	88	2,371	50
Rheumatism ...	608	6	635	9
Anæmia ...	423	112	330	86
Debility ...	470	125	388	95

II.—LOCAL DISEASES.

	1905.		1906.	
	Admissions.	Deaths.	Admissions.	Deaths.
Diseases of the nervous system (including admissions to the Lunatic Asylum less cases transferred there from other hospitals) ...	605	155	756	247
Diseases of the respiratory system (not including phthisis) ...	661	144	841	150
Diseases of the digestive system (including diarrhœa) ...	1,989	462	1,976	391
Diseases of the skin ...	2,744	9	2,685	27

III.—INJURIES.

	1905.		1906.	
	Admissions.	Deaths.	Admissions.	Deaths.
General and local ...	1,670	77	1,878	69

The accommodation was severely taxed by patients from H.M. ships and the mercantile marine, and Sir H. Ord was considering the advisability of building a third block when a long-expected event brought relief. This was the opening of the Suez Canal, which revolutionised the trade of the port, and, instead of there being a large number of English vessels in harbour for weeks, waiting for cargo, the trade was carried by canal steamers, which remained but a few hours. The floating population was thereby decreased, and consequently there were fewer patients seeking admission to the hospital. But in June, 1873, cholera, in an epidemic form, broke out at Kampong Kapor and the Lunatic Asylum. The patients of the General Hospital were

hastily removed to the Sepoy Lines buildings, left vacant by the removal of the Indian native regiment, but temporarily occupied by the police. The General Hospital buildings in Bukit Timah Road were reserved for cholera cases, and were supplemented by a temporary structure on the Racecourse Plain. When the epidemic abated, a strong protest was made against the General Hospital having to revert to its old and less healthy quarters in Bukit Timah Road, and it has remained near Sepoy Lines ever since. The premises were rebuilt in 1882 and enlarged in 1906, at a total cost of 102,310 dollars. The institution is now replete with modern appliances, and has a splendid staff of medical men and nurses.

The main building contains ten officers'

wards—six with two beds each, and four with one bed each; two seamen's wards, containing 16 beds; seven female wards—five of them containing three beds each, one with four beds, and one with six beds; two large native wards containing 64 beds each, besides two special rooms and an observation cell. In addition, there are two separate wards or buildings, the first containing three rooms accommodating one, six, and ten beds respectively, and the other containing five rooms, accommodating two beds each in two rooms, one bed each in two rooms, and six beds in one room. There is also a lock-up with 12 beds, and four other observation cells. The greatest number of patients in the hospital at any one time during 1905 was 208. The daily average number of inmates is 145.4.

The hospital is entirely supported by Government, but patients are charged for their maintenance at various rates, according to their position in life. The fees are as follows:

	Per day.
For separate ward (officers) ...	\$8.00
„ Officers' ward, single bed ...	5.00
„ Seamen's ward ...	1.75
„ Female ward, separate room ...	8.00
„ Female ward, 1st class ...	5.00
„ Female ward, 2nd class ...	1.75
„ Natives ...	0.20
„ Police-constables (Sikhs) ...	0.15
„ Police-constables (native) ...	0.06

Europeans certified to be paupers are treated free of charge, and there are special fees for Government officers.

During 1906 there were admitted to the hospital 3,368 patients, as against 3,042 in 1905, and 3,161 in 1904. Of the 3,368, 606 were Europeans, 2,405 natives, and 357 native police. There were 285 deaths.

The total expenditure of the General Hospital during 1906 (exclusive of personal emoluments included in the general expenditure on the Medical Department of the Straits Settlements) was 32,811 dollars.

The nursing staff consists of a head nurse, nine fully qualified nurses, and seven probationers.

THE TAN TOCK SENG HOSPITAL.

The Tan Tock Seng Hospital for the sick poor of Singapore is one of the most important charitable institutions in Singapore. It is named after the founder, Mr. Tan Tock Seng, a Chinese merchant, who had a remarkable career in the settlement. He was born in Malacca, but came to Singapore soon after the foundation of the settlement with no capital but industry and thrift. He started as a vegetable, fruit, and fowl seller, going to the country to buy and returning to the town to sell. Having saved a little money, he opened a shop on the river-side. Afterwards he joined in some speculations, and by this means made most of his wealth. He was made a Justice of the Peace by Colonel Butterworth, and was the first native to receive such an appointment. His benefactions were numerous, and he was accustomed to bear the expense of burying poor Chinese.

In 1844 Tan Tock Seng intimated his willingness to defray the cost of building a hospital for the poor, and the foundation-stone was laid at Pearl's Hill on July 25th. The building originally cost 7,000 dollars, which was entirely borne by Mr. Tan Tock Seng, and it was his intention to endow the building; but in the early part of 1850 he passed away at the age of fifty-two years, and the intention was thwarted. The hospital was originally managed by a committee of Chinese. By 1852 the building had become overcrowded, and there was urgent need of enlargement. Unfortunately, the committee was faced with a lack of funds, but the difficulty

was eventually solved by Mr. Tan Kim Cheng, son of the founder, generously defraying the cost—3,000 dollars. The following inscription on stone was fixed at the hospital gate :

"This Hospital
for the
Diseased of all Countries
was built A.D. 1844,
at the cost of
Seven Thousand Dollars,
wholly defrayed by
TAN TOCK SENG.
—
The wings were added
and large improvements effected
at the cost of
Three Thousand Dollars,
wholly defrayed by
TAN KIM CHENG,
Son of the Founder."

After the Indian Mutiny the Indian Government required the hospital buildings for military purposes, and a larger structure was erected on low-lying ground on Balestier Plain, bordering on Serangoon Road. Frequent protests were made by those in charge, but no steps to secure any improvement were taken for a long time. Eventually, however, the revenues increased, ward after ward was added, and Mr. Tan Beng Swee, father of the Hon. Mr. Tan Jiak Kim, built a tile-roofed ward at his own expense. Eventually, after the colony had been transferred to the control of Downing Street, attention was drawn to the unsatisfactory state of the hospital by the medical men of the place, and the result was a despatch from the Secretary of State to the effect that Government was to be responsible for all hospitals, whether built as charitable institutions or not. The Government grants were increased, and the Tan Tock Seng Hospital became a model poorhouse and infirmary combined.

In 1880 an Ordinance was passed incorporating the institution, which has ever since been directed by a committee of management consisting of the Colonial Secretary, the Principal Civil Medical Officer, the Inspector-General of Police, the Assistant Colonial Secretary, the Protector of Chinese (all *ex-officio*), Mr. C. B. Buckley, and five representatives of the Chinese subscribers, including, as stipulated by the Ordinance, one of the male heirs of the founder. The present descendant of Tan Tock Seng on the board is Mr. Tan Boo Liat, his great-grandson. Vacancies are filled by the votes of donors of at least 1,000 dollars or subscribers of at least 12 dollars a year.

The hospital has been very generously supported by the Chinese and other members of the native community. In 1857 a wealthy Arab merchant named Syed Allie bin Mahomed al Junied presented it with a piece of land in Victoria and Arab Streets, and considerable revenue has been derived from this source. Other lands have been given to the hospital from time to time, including a site which belonged to one of the great Chinese secret societies, and, vesting in Mr. Gan Eng Seng on its dissolution, was by him generously made over to the hospital in 1892. A sum of 4,000 dollars was bequeathed by Mr. Wee Boon Teck, and there have been many other generous donors, as will be seen from the Chinese biographical section of this book. But the bulk of the expense of the institution is borne by the Government, who last year contributed 49,050 dollars out of a total revenue of 58,541 dollars. The expenditure amounted to 58,656 dollars. This is independent of medicines and medical assistance, which are supplied by the Government.

As time has gone on and the population of Singapore has increased, the accommodation of the hospital in Serangoon Road has been

taxed to its uttermost extent. Moreover, statistics have again and again proved that the removal from the high airy site on Pearl's Hill to the waterlogged ground on Serangoon Road has been the cause of serious, and sometimes fatal, illness among the patients. The matter came to a head about 1898, when the disease of beri-beri became very prevalent and caused many deaths. A determined effort was made to induce the Government to sell the Serangoon site and rebuild the hospital; and at the time of writing a new hospital, on a site given by the Government in Mandalay Road, is nearing completion. The estimated cost is 250,000 dollars.

In the early days, private medical men in the settlement gratuitously attended the hospital, but during the greater part of its existence the institution has been medically supervised by the Government Medical Department. It was not, however, until the beginning of 1906 that a Government Resident Medical Officer was appointed. The present staff consists of the Resident Medical Officer, three assistant surgeons, ten dressers, eight apprentice dressers, five hospital assistants, and a clerk. In addition to the main hospital there is a leper ward, a quarantine camp, and a pauper ward for females in Bukit Timah Road, and a beri-beri hospital at Passir Panjang.

The present committee of management consists of Mr. C. N. Buckley, the Hon. Mr. Tan Jiak Kim, and Messrs. Wee Kim Yam, Tan Boo Liat, Lee Cheng Yan, and Yau Ngan Pan, in addition to the five *ex-officio* members. Mr. Arthur Knight has been the secretary since 1883.

The balance-sheet shows a surplus of 54,181 dollars. The average number of patients, who are mostly Chinese, in the hospital exceeds 500.

OTHER HOSPITALS IN SINGAPORE.

The other hospitals in Singapore, all of which are maintained by Government, are the Lock Hospital, the Prison Hospital, the Quarantine Camp, and the Maternity Hospital.

The Lock Hospital, at Kandang Kerbau, contains seven native wards (including a new ward for Japanese patients) and a European ward, and there are, in all, 68 beds. The rates charged are one, two, or three dollars a day, according to the financial position of the patients. Poor Asiatics and the poorer class of Europeans and Eurasians may be admitted free of charge, if inquiry shows that they are not able to pay anything.

The Prison Hospital contains two large wards with 20 beds in each, and fourteen smaller wards containing altogether 38 beds.

The Maternity Hospital is centrally situated in Victoria Street, but the premises are quite inadequate for carrying on the work of such an institution in a satisfactory manner, and a new hospital on a better site will shortly be erected. The admissions during 1906 numbered 98—the largest number recorded in the history of the institution.

There is a quarantine station in St. John's Island for the segregation of contacts from India and China. It was rebuilt on the most approved lines in 1905 at a cost of 322,160 dollars. The station provides accommodation for about 2,000 persons, and contains twenty association wards and three isolation wards. The extent of the Government quarantine operations is shown by the fact that during 1906 363,788 passengers and 129,233 members of ships' crews were examined on arrival in the colony. New premises for the accommodation of the quarantine camp in Singapore are shortly to be erected near the new Tan Tock Seng Hospital. When these are completed they will be taken over by the municipality, and a special staff will be appointed. A leper asylum adjoins the quarantine station.

There is also a large lunatic asylum near the

General Hospital, built in the years 1884-88 at a cost of 250,000 dollars. During 1906 the average daily number of inmates was 290. The recovery rate was 41.56 per cent. About 20 per cent. of the patients cannot be induced to do anything and another 16 per cent. make believe at work; but the balance are very industrious, and are carefully employed in the loom sheds, spinning cotton, in kitchen and household duties, &c., and they are encouraged by being provided with extras. The European patients amuse themselves with draughts, chess, cards, tennis, and football, and they spend the warmer portion of the day in the verandahs reading magazines and papers. The expenditure on the asylum, exclusive of personal emoluments, amounted in 1906 to 24,622 dollars.

GENERAL HOSPITAL, PINANG.

The General Hospital, which was built in 1882 at a cost of 90,997 dollars, is pleasantly situated at Sepoy Lines, near the racecourse. It contains eight officers' wards, which have accommodation for fifteen patients; three European female wards, containing four beds; six native male wards with 74 beds; and one native female ward containing 10 beds. Native and European lunatic cells also adjoin the building, and an outdoor dispensary is run in connection with the institution. Patients are charged at the same rates as at the Singapore General Hospital. In the outdoor dispensary, medicines supplied are charged at various rates, according to the financial position of the patients. During 1906 1,553 patients were admitted, of whom 194 were Europeans, 910 natives, and 458 native police. Eighty-seven deaths took place in the hospital (5 Europeans and 82 Asiatics), giving a percentage of 5.38 to the total number of cases treated. Pinang Hospital during 1906 cost the colony 10,517 dollars, exclusive of personal emoluments.

OTHER HOSPITALS IN PINANG.

In the Pauper Hospital, now known as the District Hospital, there are twelve large wards, giving accommodation for 431 patients. The cost of maintenance (exclusive of salaries) during 1906 was 25,844 dollars. Three thousand nine hundred and sixty-six patients were admitted, and the percentage of deaths to the total number of cases treated was 17.49.

The Prison Hospital has two general wards, two contagious diseases wards, and one European ward. In the Lock Hospital, which adjoins the Prison Hospital, there are four wards and 82 beds. Three hundred and seventy-four persons were admitted to these two institutions during 1906, and 5.10 per cent. of the total number of cases treated proved fatal.

Balik Pulau Hospital has two general wards, one contagious diseases ward, one police ward, and two European wards. It contains altogether 64 beds. The admissions in 1906 numbered 316.

The European Small-pox Hospital has two wards with two beds in each. It was built in 1894 at a cost of 1,970 dollars, but, happily, was not required in 1906.

In the Leper Hospital at Pulau Jerejak there are fourteen wards, one of which contains 48 beds, while three contain 40, three 34, and seven 16. During 1906 496 lepers were treated. Of these 138 died, 21 absconded, and 1 was discharged, while 336 were still in the institution in January, 1907. The percentage of deaths to the cases treated was 27.82. There is also a small leper ward for females at Jelutong, where, also, the quarantine camp is situated.

Lumut Hospital in the Dindings has a general ward and a contagious diseases ward, and 180 cases were treated within their walls in 1906.

PROVINCE WELLESLEY HOSPITALS.

The largest hospital in Province Wellesley is at Butterworth. The institution contains a European ward, a contagious diseases ward, a police ward, and five general wards. Altogether 114 patients can be accommodated at one time. In 1906 700 cases were admitted, and of these 84, or 11·44 per cent., proved fatal.

Bukit Mertajam Hospital has four wards (including a female ward and a contagious diseases ward), containing 70 beds. During 1906 703 cases were treated, and the percentage of deaths was 16·21.

Sungei Bakap Hospital has five wards containing 72 beds. Six hundred and seventy-three patients were admitted in 1906, and 12·21 per cent. of the cases treated died.

There are also in Province Wellesley five estate hospitals maintained by the plantation owners and under Government supervision.

MALACCA HOSPITALS.

In the General Hospital there are five wards, and they contain 19 beds. The number of patients admitted in 1906 was 228, and the percentage of deaths was 3·4.

There are ten wards in the Pauper Hospital, and they contain 261 beds. During 1906 the cases treated numbered 2,819 and the deaths 172, or 8·51 per cent. The Prison and Leper Hospitals and the Quarantine Station have but one ward each, and the number of patients treated is very small.

Durian Daun Hospital was built in 1882-84 for 28,657 dollars. With enlargements and alterations made from time to time the total cost of the building as it now stands has been 85,220 dollars. During 1906 367 cases were under treatment, and the number of deaths was 27, or 7·35 per cent.

At Alor Gajah there is a small hospital, which was built in 1889 at a cost of 3,882 dollars. There are only two beds—kept for emergency cases—the institution being chiefly used as an out-door dispensary.

The District Hospital at Jasin has four wards and 82 beds. In 1906 791 patients were admitted, and 53, or 6·42 per cent., of them died.

The total cost of maintaining the hospitals in Malacca territory in 1906 (excluding personal emoluments) was 14,617 dollars.

THE INSTITUTE FOR MEDICAL RESEARCH.

The Institute for Medical Research, situated on the Batu Road, Kuala Lumpur, is designed

insure that the investigations carried out shall be as thorough as modern equipment and appliances can render them.

Foremost amongst these investigations comes the inquiry which is being pursued into the cause of beri-beri, a disease which is responsible for so much mortality here and elsewhere amongst the Chinese. Attention is being specially directed to an examination of the rice theory so strongly advocated by Dr. Braddon. This theory holds that rice prepared in the Bengal manner, or a modification of it, will not cause the disease; this method of preparation, it is thought, removes or renders innocuous an injurious agent believed to be contained in ordinary rice. Many factors operate against the investigators, however, and much patient research has yet to be carried out before the seal of scientific approval may be affixed to the theory.

The experience of other countries—India, China, Sumatra, Nhatrang, Indo-Chine, the Philippines, and elsewhere—has been so unfortunate in connection with outbreaks of surra that when cases were notified in the Federated Malay States there was considerable apprehension amongst the local authorities lest the disease should here develop into a scourge. The investigation of trypanosomiasis has, therefore, been carried on for some time past, and among the more interesting series of experiments conducted have been those with biting flies. For the purposes of these experiments an insect-proof stable of special design has been constructed. The results obtained from these experiments, and from numerous tests for trypanosomes by animal inoculation, show that trypanosomiasis is endemic, and is being imported in Siamese and Indian cattle. The measures to which the research points as those which should be taken lie not in remedial treatment, in which direction no very encouraging results have been obtained by the numerous investigators of the subject, but in the early recognition and destruction of infected animals.

The Government chemist is mainly occupied with the duties pertaining to a public analyst. There is, however, a considerable amount of medico-legal work to be performed. From time to time his attention is directed to the investigation of various problems. Thus the so-called anti-opium plant was made the subject of analysis, as a result of which no specific active principle was isolated, and it would be impossible to state on what grounds the action of this remedy is based. The plant is known to botanists as *Combretum sundaicum*.

The entomologist has been engaged in a study of the life-histories and habits of ticks and biting flies, and in the investigation of

man or qualified investigator is allowed access to the institution for the purposes of study. The Institute is, in short, a handsome contribution by the Government to the advancement of scientific knowledge.

FEDERATED MALAY STATES.

The Medical Department of the Federated Malay States has not yet been federated, each State being under a State Surgeon, but the Principal Civil Medical Officer of the Straits Settlements is also Inspector-General of Medical Institutions in the Federated Malay States, and as such makes two tours of inspection a year and presents reports to the Resident-General. The Government Medical Staff consists of :

A State Surgeon, three Senior District Surgeons, seven District Surgeons, and two Veterinary Surgeons in Perak ;

A State Surgeon, two Senior District Surgeons, three District Surgeons, and a Veterinary Surgeon in Selangor ;

A State Surgeon and a District Surgeon in Negri Sembilan, and

A State Surgeon and three District Surgeons in Pahang.

Fifty-two hospitals are maintained by the Government, and they are distributed as follows : 19 in Perak, 18 in Selangor, 8 in Negri Sembilan, and 7 in Pahang. In view of the large number of Tamil labourers imported into the States and the consequent increase in the demand for hospitals, it has been made compulsory for estate proprietors to provide hospital accommodation for their coolies. Four beds have to be maintained for every 100 coolies on an estate, a qualified dresser has to be employed, and an adequate supply of certain drugs has to be kept in stock. The estate hospitals are under the supervision of the Government medical officers.

The chief scourges with which the medical staff has to contend are malaria—mostly prevalent in Selangor and Negri Sembilan—beri-beri, dysentery, diarrhoea, and pulmonary diseases. Infantile mortality is very high in all the States. Owing to the lack of completeness in the organisation of the medical departments, it is impossible to give proper vital statistics for the Federated Malay States or to show the full extent of the ravages of the diseases enumerated above. Some idea of the prevalence of the chief diseases may be gathered from the following table of the numbers of cases and deaths among the patients treated in the State hospitals during 1906 :

	BERI BERI.			DYSENTERY.			DIARRHOEA.			MALARIA.			PULMONARY DISEASES.		
	No. of Cases Treated.	Deaths.	Percent. of Deaths.	No. of Cases Treated.	Deaths.	Percent. of Deaths.	No. of Cases Treated.	Deaths.	Percent. of Deaths.	No. of Cases Treated.	Deaths.	Percent. of Deaths.	No. of Cases Treated.	Deaths.	Percent. of Deaths.
Perak	2,785	886	31·0	2,599	775	29·0	1,208	331	27·0	4,991	220	4·4	1,731	598	34·0
Selangor	1,896	365	19·2	1,224	437	35·7	910	344	37·8	3,397	348	10·2	948	262	27·6
Negri Sembilan	1,010	75	7·4	1,232	342	28·0	383	126	33·0	2,545	94	3·6	379	113	30·0
Pahang	449	76	16·2	506	125	24·7	127	32	25·2	1,221	35	2·8	216	51	23·6

to be a centre for the investigation of tropical diseases as affecting man and animals. In connection with the Institute is the District Hospital, containing some five hundred beds, and from the hospital is obtained a large amount of clinical material.

At the disposal of the staff is one of the finest series of laboratories that can be found out of Europe, and no expense has been spared to

plant pests, one of the most dangerous being the white ant, which attacks rubber-trees, eating out the heart-wood.

In conclusion it only remains to be said that the Government is desirous in every way of facilitating the study of diseases in men, animals, and plants, and has placed at the disposal of the staff almost every appliance that can conceivably be required. Any medical

It must be remembered that in a considerable proportion of the cases sent to the hospitals the diseases are in such an advanced stage that they are incurable. Malaria is a much more terrible scourge than appears from the table, because it often induces other diseases, especially dysentery and diarrhoea, which prove fatal.

In Selangor the efforts of Dr. Watson, District

Medical Officer at Klang, in combating malaria among the coolies have been attended with considerable success. The chief preventive measure adopted was the administration of daily doses of quinine to every coolie employed in the district.

The number of births and deaths registered in the four States of the Federation during 1905 and 1906 was :

	PERAK.		SELANGOR.		NEGRI SAMBILAN.		PAHANG.	
	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.
Births	8,293	7,675	2,857	2,820	3,197	2,489	1,997	1,752
Deaths	12,500	12,952	6,756	8,303	3,065	3,935	2,337	1,997
Estimated population ...	400,000	413,000	252,520	283,619	119,454	121,763	100,000	100,000

It will be seen that there has been a decrease in the number of births in all the States, and an increase in the number of deaths in Perak, Selangor, and Negri Sambilan. The heavy toll of life which the virgin jungle takes as the price for opening it up for rubber cultivation explains in large measure the heavy death-rate in the Western States. In Selangor in 1905 the number of deaths was two and a quarter times as great as the number of births, and in 1906 almost three times as great.

PERAK.

The Government General Hospitals of Perak are situated at Taiping, Kuala Kangsa, Batu Gajah, Gopeng, Ipoh, Kampar, Teluk Anson, Tapah, Parit Buntar, Bagan Serai, Selama, Lenggong, Tanjong Malim, and Grit. In addition to these there are prison and lunatic asylum hospitals at Taiping and Batu Gajah, and leper asylums at Pulau Jerejak and Pulau Pangkor Laut. In 1906 the total number of cases treated in all the State hospitals was 27,178, and in addition 50,345 out-patients were attended by the Government medical staff. The deaths which occurred in the hospitals numbered 3,824, giving an average percentage to cases treated of 14.07. The percentage of deaths to cases treated was highest in the lunatic asylum hospitals, and amounted to 26.56 ; at Pulau Jerejak and Pulau Pangkor Laut it was 23.8 and 21.73 respectively. Next in order came the hospitals at Ipoh (18.43 per cent.), Taiping (18.08 per cent.), Gopeng (17.59 per cent.), Batu Gajah (16.24 per cent.), and Kampar (16.13 per cent.). At the Taiping prison hospital the percentage was only 3.20, the lowest in the State, and of the general hospitals the lowest percentage of deaths was 4.31 at Selama. The total expenditure on the Medical Department of the State was 318,000 dollars.

SELANGOR.

There are eight hospitals at Kuala Lumpur—the European, general, district, infectious diseases, Tai Wah, prison, leper, and lunatic asylum hospitals. The other hospitals of the State of Selangor are the district hospitals at Sungei Besi, Klang, Kuala Langat, Kuala Selangor, Kajang, Kuala Kubu, Serendah, and Rawang, and the beri-beri hospital at Jeram, and the infectious diseases hospital at Port Swettenham. The total number of cases treated in these institutions in 1906 was 18,963, and 42,536 out-patients were also attended. The deaths among the inmates numbered 2,428, or 19.25 per cent. of the cases treated. The percentage of deaths to cases treated was 37.7 at Kuala Kubu, 28.0 at Sungei Besi, 27.7 at Kuala Langat, and 23.5 at Serendah. At the Kuala Lumpur European hospital the percentage of deaths was only 1.6.

NEGRI SAMBILAN.

The hospitals in Negri Sambilan are the general, European, and prison hospitals at Seremban, and the district hospitals at Port Dickson, Kuala Pilah, Jelebu, Tampin, and Mantin. Eight thousand nine hundred and forty-eight in-patients and 14,755 out-patients were treated by the medical staffs of these institutions

in 1906. Of the 8,948 cases treated in the hospitals, 957, or 7.4 per cent., died. The percentage of deaths to cases treated was highest at Kuala Pilah, namely, 13.4 per cent.; at Mantin it was 10.8, and at Tampin 10.5. The lowest percentage was 1.9 in the European hospital at Seremban.

PAHANG.

The hospitals of the Eastern State of the Federation are the general and prison hospitals at Kuala Lipis and Pekan and the district hospitals at Raub, Bentong, and Kuantan. Four thousand two hundred and twenty-six in-patients and 12,684 out-patients were treated by the hospital staffs during 1906. Of the in-patients 439, or 16.92 per cent., died. At Pekan hospital 21.42 per cent. of the cases terminated fatally, at Kuantan 16.06 per cent., and at Bentong 9.99 per cent. The lowest percentage of mortality was 4.32 at Kuala Lipis general hospital.

Dr. Donald Keith McDowell, C.M.G., who has been Principal Civil Medical Officer of the Straits Settlements since 1903, has had varied experience in different parts of the Empire. He was born in September, 1867, and educated at Edinburgh University, where he took the diplomas of L.R.C.P. and L.R.C.S. He also obtained the Glasgow degree of L.F.P. & S. In January, 1894, he was appointed Government Medical Officer in the Leeward Islands, and he remained there until in November, 1895, he became Assistant Colonial Surgeon, Gold Coast. During the same year he saw active service as Medical Officer in charge of the Hausas and Denkera levies in the Ashanti Expedition, and received the Ashanti star. From September, 1896, until January, 1897, he was attached to the Lagos expeditionary force, and received the medal and clasp. He was on Lord Roberts's staff as Medical Officer in charge of colonial troops at her Majesty's Jubilee celebration, and the Jubilee medal was awarded to him. In 1898 he was for six months Acting Principal Medical Officer of the West African Frontier Force, Northern Nigeria, and he was confirmed in that appointment in 1900. From May to December of the same year he was the Principal Medical Officer of the Ashanti Field Force. During the operations he was twice mentioned in despatches, and for his services he received the medal and clasp, and in the following year was decorated C.M.G. In 1902 he served on a committee at the Colonial Office, London, to formulate a scheme for improving the West African Medical Service.

Dr. F. Dent, the Government Analyst and Science Lecturer to the Straits and Federated Malay States Medical School, is the eldest son of the late Rev. Richard Frankland Dent, M.A., Vicar of Coverham, Yorks. He was born at Carlton-in-Coverdale, Yorks, on July 9, 1869, and was educated at Leeds Grammar School,

Yorkshire College, and the University of Munich. He passed the examination of the Institute of Chemistry of Great Britain and Ireland, and was elected an associate (A.I.C.) in 1892, and F.I.C. four years later. He graduated B.Sc. with first-class honours in chemistry at the Victoria University in 1893, and M.Sc. in 1897. He was elected to an 1851-Exhibition Science Research Scholarship

in 1894, and proceeding to Munich University, took the degree of Ph.D. *magna cum laude* in 1897 with a thesis entitled "Ueber Urethane und Derivate Derselben," which was reprinted in Liebig's "Annalen," vol. 302. In 1905 he was made M.Sc. *ad eundem* of the University of Leeds. Dr. Dent held the following appointments before coming to Singapore: private assistant to Professor A. Smithells, F.R.S., F.I.C., one year; demonstrator in chemistry, Yorkshire College, one year; assistant in the laboratory of Mr. Thomas Fairley, F.R.S.E., F.I.C., Public Analyst for the City of Leeds and the North Riding of Yorkshire, four years; and chief chemist to the Sierra Company, Ltd., Burgos, Spain, four years. He was appointed Assistant Government Analyst and Opium Inspector, Straits Settlements, in July, 1905, and has held his present appointment since March, 1906. Dr. Dent married in Burgos, Senorita Carmen de Colsa y Miraperceval, daughter of the late Ilmo. Señor Don Enrique de Colsa y Nash (barrister and sometime Lieutenant-Mayor of Madrid) and great-granddaughter of General Sir William Nash, who accompanied the Duke of Wellington's army to Spain in the Peninsular War, and afterwards married and settled down in that country.

Dr. R. L. Thornley.—The Health Officer and Bacteriologist for the Federated Malay States is Dr. Robert Lewis Thornley, M.D. Lond., M.R.C.S., L.R.C.P., D.P.H., who was born in 1874. He assumed his duties in September, 1905.

Dr. D. Bridges.—At Kuala Kangsa an effort is being made by Government to introduce the use of European medicines amongst the native population. Dr. Bridges, District Surgeon, who has the work in hand, has already persuaded many Malays to adopt Western methods in this respect, and has assurances of native patients when the Malay hospital is founded shortly. The institution will be devoted to Malays, whose customs respecting food and so forth will be adhered to rigidly. One Malay boy from the local Malay school has been sent to the Straits Medical School at Singapore to be trained as an apothecary, and in time the doctor will probably be the only person connected with the hospital who is not Malay. Dr. Bridges, M.R.C.S., received his training at Charing Cross Hospital. For two years he was in charge of the European Hospital, and for six months in charge of the District Hospital, Selangor. He takes a keen interest in the Malays and their habits, and seems well suited to the work he has undertaken.

Dr. Malcolm Watson, M.D., M.B., C.M. Glasg., and D.P.H. Camb., was born in 1873, and was appointed District Surgeon under the Selangor Government in 1900. Since January, 1906, he has been Senior Surgeon in charge of the Klang District, and his efforts to check the scourge of malaria there have been remarkably successful.

HILL-STATIONS AND SANITARIA.

BY A. HALE, DISTRICT OFFICER, LARUT AND KRIAN.

The rules of the Civil Service allow Government officers six weeks' full-pay leave every year, or three months every two years, as well as twelve months' half-pay leave at the end of every six years' resident service. Very few natives of a cold climate can live in the tropics for an extended period without frequent changes, and the exigencies of the service and want of ready-money at the proper time more often than not make it impossible for officers to take the yearly six weeks' leave. This fact, and the necessity for a few weeks' change after

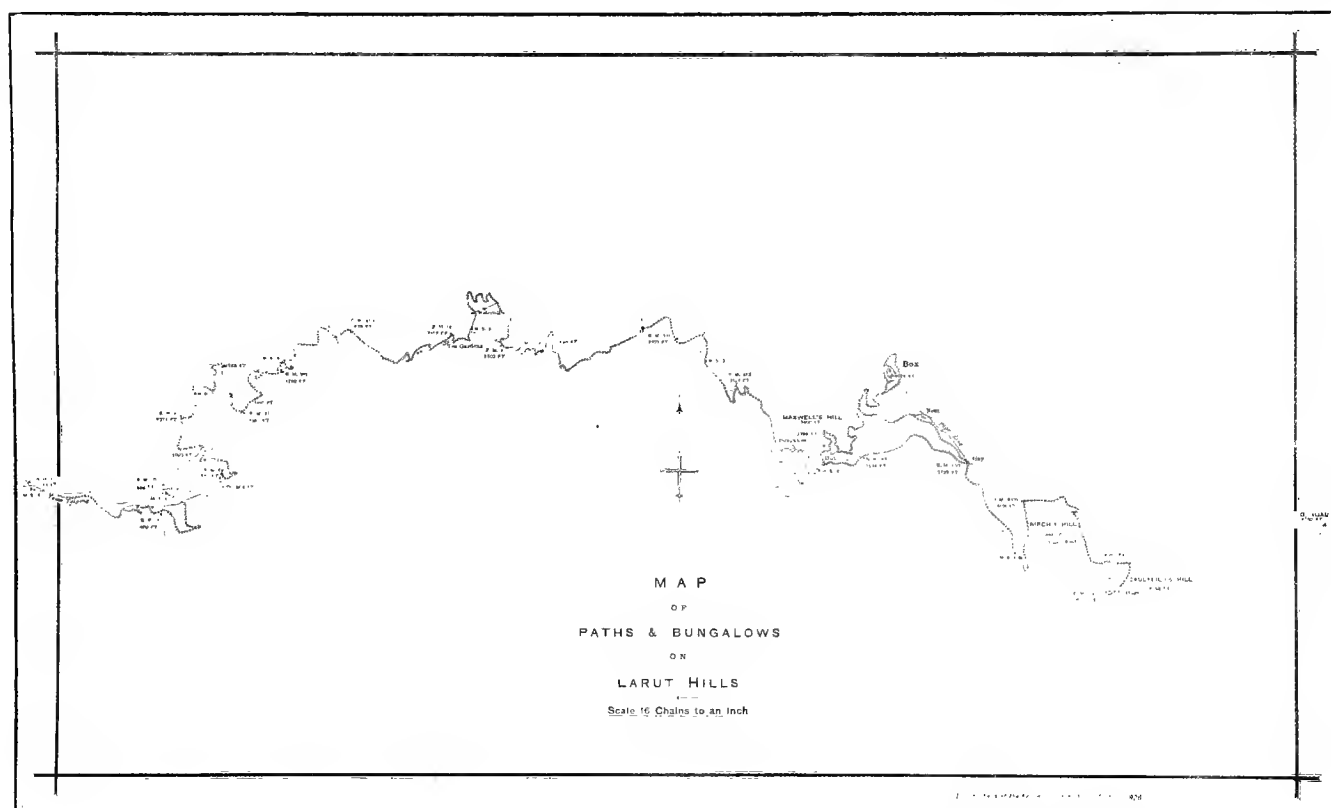
built. There are also quarters for the Perak Superintendent of Government Plantations and a private bungalow. Communication with the outside world is maintained by means of a post and telegraph office, and all the bungalows are connected with Taiping by telephone. A short description of each establishment will perhaps be of interest.

"The Cottage"—the Resident-General's private residence—is situated on Caulfield's Hill at an elevation of 4,513 feet above sea-level, and at a distance, by path, of nine miles from the foot of the hill, which is 142 feet above sea-level and half a mile from Taiping. Like that of all the other houses on the hill, the roof is of corrugated iron, but unlike all the others, which have wooden walls, "The Cottage" is built of stone and rubble quarried on the spot. It was commenced in 1884, and

from the foot of the hill, and stands at an elevation of nearly 3,700 feet. It has this year been further improved by the addition of a small annexe, suitable for one or two bachelors.

"The Federal Bungalow" is to be built this year for the use of officers of the Federal Establishment on a site just below "The Hut" at an estimated cost of 10,672 dollars. This bungalow, unlike the others, will be roofed with asbestos tiles. It will consist of two distinct sets of quarters, connected by a covered way.

"Maxwell's Hill"—the first small house for the use of Perak Government officers—was built in 1887 at a cost of 600 dollars. Subsequent additions and improvements have brought the cost up to 2,350 dollars. The house stands on a terrace at an elevation of 3,396 feet above sea-level, and about six and a half miles



fever attacks and other illnesses incident to the tropics, led the Government to provide suitable retreats, to which members of the Civil Service and their families could resort for a rest from the heat of the low country.

PERAK.

Perak, as the earliest developed and most important State of the Federation, naturally took the lead in this necessary provision for the well-being of its servants. As early as 1884 the first sanitarium was started on the Taiping hills. The good work thus inaugurated has continued up to the present, and now there is an important hill-station on the Gunong Hijau range, just above Taiping, which promises in the near future to develop into a resort for the whole of the peninsula, as it is the most conveniently situated and best adapted site yet obtained for such a purpose.

At the time of writing there are five Government bungalows on the hill, and a sixth is being

8,000 dollars was spent on it during 1884, 1885, and 1886. Further additions and improvements were made to it during 1887, 1889, and 1890, bringing the total cost up to 12,000 dollars.

"The Box" is the private residence of the British Resident of Perak. It is on a hill-top 4,076 feet above sea-level and nearly eight miles from the foot of the hill. There is a very beautiful garden of roses round this bungalow, which was built in 1897 for 5,000 dollars. A water supply and subsequent additions cost another 6,400 dollars.

"The Nest"—a private bungalow, originally built for a Singapore family, but now belonging to the American Mission—is situated on a ridge just below "The Box" and is always fully occupied by the numerous members of the Mission.

"The Hut," for the use of Perak Government officers, was built in 1889 at a cost of 2,000 dollars, to which must be added 500 dollars for later additions. "The Hut" is seven miles

from the foot of the hill. The quarters for the Superintendent of Government Plantations and the post-office are close to this bungalow, which, as well as "The Hut," is situated in a large clearing used as a vegetable garden and as a grazing ground for the Government herd of cattle.

"The Tea Gardens," for the use of Perak Government officers, is built on a ridge four and three-quarter miles above the foot of the hill, at an elevation of 2,152 feet above sea-level. It was erected in 1887 for 3,600 dollars, and subsequent additions have cost another 5,100 dollars. As the name implies, there was originally a tea plantation here, and in the "Perak Annual Handbook" for 1892 it is recorded that about 50 acres of Assam hybrid tea was, at that date, "doing as well as any in Ceylon." It was a Government experiment and is now neglected, the clearing being used as a grazing ground for cattle.

The meteorological records of the hill stations are rather meagre, for there has been

no constant record kept at any one place. It is difficult, therefore, to make a very exact comparison, but the following items are given to show the difference between the temperature on the hills and on the plains. The highest temperature recorded in the year 1905 at Taiping was 94°, and the lowest 68°; at the Trigonometrical Station on Gunong Hijau—elevation 4,750 feet, or 237 feet above "The Cottage"—in December, 1905, the highest temperature recorded was 81·5° and the lowest 55°. It may be taken that the average temperature at an elevation of 3,000 feet is about 60° Fahrenheit at night and 73° in the day. This is a very beneficial change to people who are not natives of the tropics. The total rainfall recorded at Taiping during 1905 was 158·48 inches, Taiping being the wettest station in the State, except Kampar. The record at Maxwell's Hill was 196·85 inches, and at "The Cottage" 197·02 inches. February, with 8·47 inches, was the driest month, and September, with 23·56 inches, the wettest on the hill.

As will be seen by the map, the bungalows are all reached by well graded paths, which are practicable for ponies or for chair transport. Ladies and invalids are usually carried up in chairs, which require from six to eight coolies each, four men carrying the chair at a time, whilst the remainder rest. The cost per coolie ranges between one dollar each to "The Cottage" and 50 cents to the "Tea Gardens." But the paths, about 6 feet wide, very well kept, and mostly in the shade of the forest, make it only an easy morning's walk to "The Cottage" for a vigorous man. A great feature of this hill-station is the Government garden and the herd of cattle. English vegetables and flowers will not grow on the flat, and the native purveyor of milk is not noted for his honesty. A month's stay on the hill does not, therefore, mean only rest and a change of temperature—it means also a very important change of diet and the pleasures of a flower garden. The Superintendent of Government Plantations reports that the revenue derived from the sale of vegetables, flowers, milk and butter produced on this hill-station amounted to 2,087·20 dollars for the year 1905. French beans, carrots, beet-root, lettuce, cabbage, celery, and leeks all did well; peas, turnips, tomatoes, parsnips, and asparagus are only in the experimental stage as yet, but prospects of growing them are encouraging. Some idea of the value of these gardens to the community may be gained from the statement that twenty-six kinds of English vegetables (several of them in two or three varieties) from the gardens were exhibited at the Pinang Agri-Horticultural Show; that a large basket, containing a dish each of about six kinds of vegetables, can be purchased for 50 cents and a large bunch of roses or of violets for 25 cents, and that 2,343 bunches of roses and 466 bunches of violets were sent away during the year, as well as 5,087 bottles of milk and 42 lbs. of butter. What is now required to popularise the Taiping hill-station is the erection of a good hotel and the establishment of a pony or mule service for riding and a bullock service for transport of baggage, failing, of course, the construction of a mountain railway. All these things will come in time, as the States become more populated with Europeans. At present there is very little chance for the general public to get a holiday on the hills, because, although the Government bungalows are designed for their use on payment of a small rent, as well as for officers of the service, the latter naturally

have the first option, and there is very rarely room for anybody else.

Having written at some length on this hill-station, very little beyond a bare record seems necessary concerning other places in the States, because it will only require the lapse of time and the expenditure of money to develop each of them as may be required and to the extent of the individual capabilities of the sites.

At Gunong Klédang, in the province of Kinta, two bungalows have been erected, one in the year 1892 at a cost of 5,500 dollars, and the second in 1902, costing 5,000 dollars. The elevation is 2,826 feet above sea-level. This station is only about eight miles from Ipoh. There is a first-class cart road for half the distance; the other half is a bridle-path.

"The Hermitage" was originally built for the British Resident of Perak, and stands at an elevation of 3,251 feet on the Gunong Bubu range. It is easily reached by road and bridle-path from Padang Rengas Station on the main line. It has lately been sold to an Ipoh doctor, who uses it as a private sanitarium and garden.

SELANGOR.

On Bukit Kutu there is a bungalow at an elevation of 3,200 feet, and nine miles by road and path from Kuala Kubu station on the main line. There is also a Government rest-house at the highest point of the pass on the main trunk road into Pahang from Selangor, at an elevation of 2,700 feet. This is very convenient, as the Federal motor-buses and cars, running every day, pass the door.

There are two Government bungalows at Dusun Tua, about 17 miles by road from Kuala Lumpur. At Dusun Tua there is a hot spring, bathing in which is said to be beneficial. At Pulau Angsa, an island off the coast between the Selangor and Klang rivers, there is a rest-house where sea-bathing may be enjoyed.

NEGRI SAMBILAN.

A bungalow has been built at Sri Menengok, on Gunong Angsi, at an elevation of 2,626 feet. The main line goes through the pass between Rembau and Sungei Ujong near the foot of Gunong Angsi, and the flag-station at Perhentian Tinggi is only four and a half miles from the bungalow, making this the most easily reached of all the hill-stations at present. It is only twenty hours' journey from Singapore, and will be much less when the railway through Johore is finished. There is a bungalow close to the sea-beach at Port Dickson, which is a favourite resort for invalids, the sea-bathing being good and the climate dry and salubrious.

PAHANG.

There are no hill stations or sanatoria as yet established in Pahang.

PINANG.

Advantage has been taken of the Pinang hills by the Government and by private individuals to erect several houses at elevations between 2,000 and 2,500 feet. There is a Government house called "Bel Retiro," and there are three other Government establishments, named respectively "The Convalescent," "Fern Hill," and "Belle Vue." Besides these there are "Strawberry Hill," belonging to Mr. Van Someren; "Richmond," to the Vermont family; "Lomond," to Mrs. Presgrave; "Grace

Dieu," to Mr. Anthony; "Mount Edgcombe," to Mr. Hogan; and "Highlands," to Towkay Chung Thye Phin. Most of these residences may be hired for short periods on application to the owners, at fair rates, and they are very useful retreats for convalescents, or people requiring a change to a cooler climate. Messrs. Sarkies Brothers own the "Crag Hotel," which consists of detached bungalows for families and a bachelor's establishment. There is a post-office and telephone station on the hill, near Government House, and another at the Crag Hotel. Transport is very easy, and will be greatly improved when the hill railway is in working order. At present the project is in abeyance, although the line has been completed. The best months in which to visit the Pinang Hills are January, February, March, and April. The rainfall is much lighter than on the Taiping Hills, and at equal levels the temperature is about one degree higher.

MALACCA.

The Government bungalow at Tanjong Kling, about seven miles from the town of Malacca, is a large, comfortable, and well-furnished house, under the control of the Superintendent of Works and Surveys, Public Works Department, Malacca. Being situated close to the sea, bathing may easily be enjoyed. There is also a large rest-house at Ayer Panas, 14 miles from Malacca, where there are hot springs and a bath-house. A motor service from Malacca runs to within two miles of the rest-house.

SINGAPORE.

Changi is the only Government health resort really suitable for the public in the island of Singapore. It is 14 miles from town by road; but there are several nice seaside bungalows owned by private people, which can be hired by arrangement.

Mr. Abraham Hale, the writer of the above article, is the District Officer for Larut and Krian. He was born in Sussex in 1854, and was educated at St. Clement Dane's Holborn Estates School. For a time he worked under his father in the estate office of Lord Sheffield's Sussex properties, and was subsequently a farmer on his own account. He came to the Federated Malay States in 1883, and after engaging in tin mining for a short time, entered the Civil Service. His first substantive appointment was that of Inspector of Mines and Assistant Magistrate, Kinta, which he received in 1885. In 1887 he was sent to the Negri Sambilan to assist the Hon. Martin Lister, and administered the provinces on the Malacca border for ten years, being the first officer in charge of Rembau. During this period he often acted as Resident for the Hon. M. Lister. In 1897 he was appointed District Officer at Kuala Selangor, and two years later at Klang. He became Collector of Land Revenue and Registrar of Titles at Kuala Lumpur in 1899, and received his present appointment in 1904. Mr. Hale is chairman of the local Sanitary Board and of the Board of Visiting Justices. He is an Official Visitor to the Asylum, and Government Examiner in Malay for Perak. He has made a study of Malayan subjects, is the author of a pamphlet on the Sakais, and is a contributor to the *Journal of the Royal Asiatic Society* of which learned society he is a member. He is a member of all Perak and Selangor clubs, and is on the committee of the New Club, Taiping.





THE PRESS

By W. MAKEPEACE, M.J.I.



CONSIDERING that the purely European population of the Straits Settlements and the Federated Malay States is certainly less than ten thousand, including the troops, the fact that they support eight daily papers in English may be taken as evidence that the "freedom of the Press" is thoroughly appreciated by the inhabitants. Of course, the number of English-speaking natives, particularly Chinese, is rapidly and constantly growing. The English schools of the colony turn out annually a considerable number of pupils from the upper standards more or less familiar with English, and, as years go on, the knowledge of the language will become more common, although it will be long before the easy *lingua franca* of the East—Malay—will cease to be the ordinary medium of conversation between the European and the unlettered native. Spoken Malay has so great a vogue that it is somewhat curious that the written language should not be more used. The Arabic characters will probably never become common, and the Romanised Malay, although of value to natives for communicating with one another, is hardly likely to supplant English. The first newspaper was published in Pinang in 1805, and in the hundred years that have elapsed since then newspapers have sprung up like mushrooms in all the settlements. Some have survived, but the majority have gone to disprove the common saying that any fool can run a newspaper.

The following is a fairly complete list of the newspapers that have been published in British Malaya, but it does not include a number of weekly and other periodical publications that have had a life of a year or two and have never seriously entered the Press arena.

- **Singapore Chronicle*, 1824-37.
- Singapore Free Press*, 1835.
- Straits Times and Singapore Journal of Commerce*, 1845.
- Eastern Daily Mail*, 1904.
- **Malacca Observer*, 1826-29; 1888-90.
- **Prince of Wales Island Gazette*, 1805-27.
- **Pinang Register and Miscellany*, 1827-28.
- **The Government Gazette of Prince of Wales Island, Singapore, and Malacca*, 1828-30.
- **Prince of Wales Island Gazette*, 1833.

Pinang Gazette, 1838 (as a weekly).
 **Straits Chronicle*, 1838 (as a weekly).
Straits Echo.
 **Selangor Journal*, 1890-98 (circ.).
Perak Pioneer (Taiping), 1894.
Malay Mail (Kuala Lumpur), 1896.
Times of Malaya (Ipoh).

The asterisk (*) denotes papers that have now ceased.

Mention must also be made of the Chinese newspapers, of which there are two in Singapore and two in Pinang. Newspapers have also been published in Tamil and Malay. These native newspapers, however, seldom discuss matters of public interest to the community, but, as a rule, confine themselves to police news, wonderful occurrences, with a bare summary of telegraphic news, and no news of the world outside the circle of their own readers.

The first Singapore newspaper was actually edited by the Resident Councillor, who was then (the seat of Government being in Pinang) the chief Government officer in the settlement. As it began when the settlement was only five years old and lasted as long as the old Press Laws, which required all copy to be submitted to Government, it may readily be understood that, though it may have helped to form public opinion, it was not as independent as are the newspapers of the present day in the Straits.

The first general news recorder of any sort to be published in the Federated Malay States was the *Selangor Journal*, a fortnightly octavo publication, edited by Mr. John Russell, Superintendent of the Government Printing Office. The five volumes of this journal constitute a valuable record of the social and general history of Selangor from 1892 to 1897. In 1894 a weekly newspaper was established at Taiping, Perak. Two years later Mr. J. H. M. Robson, who was then in charge of the Land Office at Kuala Lumpur, left the Government service in order to start the *Malay Mail*. This journal was the first "daily" newspaper published in the Federated Malay States. There are now two others, published at Taiping and Ipoh respectively.

In the early days of the colony there was a Press censorship, but it is not easy now to determine what its exact scope was. The *Singapore Chronicle* of 1828 mentions that the censor had struck out some items from the *Pinang Register* of September 17th, which the editor then had printed on a separate slip of paper and circulated with the *Register*. This action the *Chronicle* characterised as a very bold step. In March, 1833, Mr. Bonham, the Resident Councillor, wrote to the editor of

the *Chronicle* that, on his recommendation, the Supreme Government had sanctioned the discontinuance of the Press censorship, and that the proof-sheet need not be sent to him any more. The editor's article on the subject quoted an old remark of Blackstone that to subject the Press to the restrictive powers of a licenser was to make all freedom of sentiment liable to the prejudice of one man and make him the arbitrary judge of controverted points. During the Indian Mutiny the newspapers of the Straits were subject to the rigid restrictive measures passed by the Government of India to prevent seditious publication. A public meeting was held in Singapore to protest against this restriction being extended to the Straits Press, and so much disapprobation was expressed in India, and England also, that the Act so far as it related to English journals was repealed in June, 1858.

It is stating the obvious to assert the independence of the Press of the Straits and Federated Malay States to-day. Each and all the newspapers criticise Government and municipal action without fear or hope of favour. Indeed, their attitude is often similar in character to that of the Scotch elder of the kirk, who, if he put little in the collection-box, "could aye object." The value of this outspoken criticism has, however, been often testified to by Governors and statesmen, and in a colony constituted as ours is, the use of the Press to keep the Government and the governed in touch is an asset of value. Of popular representation there is practically none. Therefore those who are anxious to bring to the notice of Government an abuse, a defect in the law or its administration, suggestions for its improvement or the public weal, make full use of the columns of the Press. It is gratifying to be able to chronicle that in this respect the newspapers of the colony and Federated Malay States are appreciated by both sides, and the history of journalism in the Straits shows that its conductors have ever been mindful of the high duties they owe to the public and their readers.

In the earlier days of the colony the newspapers were conducted by men with no professional experience of journalism, and very able men some of them were, with a thorough knowledge of the colony and the people who had to read the newspapers. The personal element was strong in those days, and it is not yet eliminated from the conduct of the Press, as, indeed, it never will be in comparatively small communities. For the past quarter of a century, however, the ranks of professional journalism at home and in the colonies have been drawn on, and men who have made their

mark in Fleet Street have made their way here, and, perhaps, found their way back again. The Straits Press has not been backward in securing good contributors, even before the era of newspaper syndicates. For instance,

editor always wears a stiff collar. The relief of Mafeking sent a thrill through the Empire that found a responsive echo in the breasts of Singapore. Business Singapore rejoiced, and Singapore's brokers found themselves not over-

aback by this resolute attitude, and after some hard words they withdrew, but for some days afterwards Mr. Reid was escorted by a Sikh to and from the office, and the revolver remained as a desk ornament. The matter blew over in time, and many people thought the editor and his common-sense attitude over the mafficking came out of it better than did his threatening assailants.

There have been few libel actions of importance, though a Pinang editor, since dead, was imprisoned for criminal libel. Contempt of court is another almost unknown offence by the local Press, although on one occasion the reporters of the Singapore papers were soundly rated by a Chief Justice for giving the racing names of witnesses instead of their true names. It was a case against the committee of the Sporting Club, and in their private capacities they did not wish their names banded about the world. But the relations between the Press, the Bench, and the Bar have always been of the most friendly character. The same may be said of the police, who are ready to admit that on occasions the Press can strengthen their hands.

The members of the Press have always considered it their duty to support public movements of value, and some of them have done good work for the community. Mr. W. G. St. Clair is the father of the Singapore Volunteer Artillery and of the Singapore Philharmonic Society. For many years in succession he shot in the Interport Shooting Match against Hongkong and Shanghai. Mr. Arnot Reid was the founder of the Singapore Rifles, a product of the South African War, and since disbanded. Mr. C. N. Buckley, who conducted the *Singapore Free Press* for three years, has probably had more to do with public questions in the colony than any other resident. In matters of public subscriptions and general work for the community the members of the Press have always been to the front, and, not content with being leaders of opinion, they have also been men of action.

THE "SINGAPORE FREE PRESS."

The *Singapore Free Press* was originally founded in 1835 by Mr. William Napier, Mr. Lorrain, Mr. Boustead, and Mr. Coleman. It was so named because the repeal of the Gagging Act in that year left the Press free from censorship. Mr. William Napier edited the paper till 1846, when he left for home. Mr. Abraham Logan then took charge, and remained as editor and proprietor for over twenty years, finally settling down in Pinang, where he died. The paper continued as a weekly till 1860, when it ceased publication. It was revived by Mr. C. N. Buckley in 1884. The late Mr. Jonas D. Vaughan, who was the last editor of the first series of the *Singapore Free Press*, became a regular contributor to the re-issue until his death. Amongst other prominent contributors who assisted to maintain the personal continuity was the venerable William Henry Read, C.M.G., who was also one of the principal leader-writers in the weekly issue, and still, though twenty years retired from the colony, shows by occasional letters that he takes an interest in its affairs. In 1887 the *Singapore Free Press* was converted into a daily, the promoters being Mr. C. N. Buckley, the late Mr. John Fraser, Mr. John Cuthbertson, Mr. David Neave, and the late Mr. T. Shelford, C.M.G. Mr. W. Graeme St. Clair arrived in February of that year to be the first editor, and he still occupies the editorial chair. Mr. Walter Makepeace joined the staff in June, 1887, and the paper was first issued as a daily on July 16th. The weekly issue was continued as a mail edition, containing the local news of the week. In 1895 Mr. St. Clair and Mr. Makepeace became the proprietors. In 1906 the format of the paper was



W. GRAEME ST. CLAIR.

(The doyen of the Press in the Straits Settlements and Editor and part proprietor of the *Singapore Free Press*.)

some of Rudyard Kipling's stories were published in the *Singapore Free Press* at the same time that they were appearing in magazines at home. The *Straits Times*, too, has frequently drawn on local writers of eminence, such as Sir Frank Swettenham and Mr. Hugh Clifford. Henry Norman also contributed to the local Press. Of editors who have been in Singapore, probably Mr. Arnot Reid was the most original and enterprising, and his decease, following on retirement from the *Straits Times*, cut short an energetic life.

An incident connected with the Press occurred during Mr. Reid's editorship that suggests journalistic vicissitudes in the wilds of Texas or the mining fields of California rather than in a staid colony where the

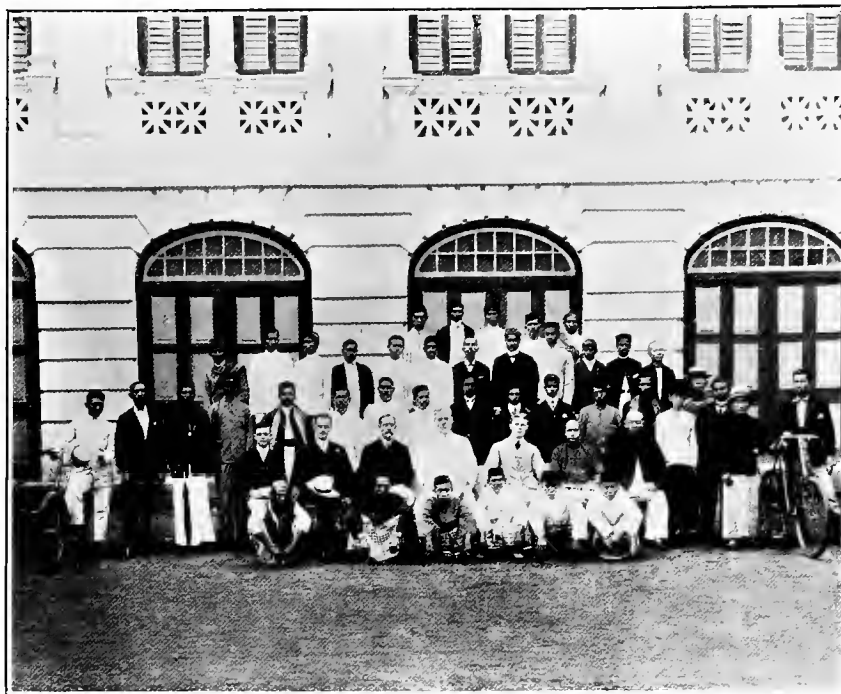
burdened with business. To vary the monotony, some eight or ten got Mr. H. Abrams's four-in-hand and drove up to Government House to express their congratulations to the Governor. In the plain, forcible language that characterised Mr. Arnot Reid, the editor of the *Straits Times*, he penned a scathing leading article which so roused the ire of some of the younger bloods that they determined to wait on him and express their annoyance in the form of a whipping. Mr. Reid had heard of this, however, and the deputation found a policeman outside the door and a very business-like looking revolver on the table by the side of the editor, who expressed his determination of using it on the first man that laid a finger on him. The deputation were rather taken

changed to an eight-page demy (twelve pages on Wednesdays and Saturdays), and a new press, driven by a 6-h.p. electric motor, was installed. At the same time the paper was issued as a morning daily. The policy of the *Singapore Free Press* has always been that of a sane and sound Imperialism and the support of British influence and prestige in the Far East; in local affairs the upholding of the principles of liberty and good government and the support of the Legislative Council against undue dictation from the Colonial Office, as, for instance, in the "seven years' war" over the arbitrary methods employed by the Imperial Government as to the military contribution.

Mr. William Graeme St. Clair.—The *doyen* of the Press in the Straits Settlements, Mr. W. Graeme St. Clair, editor of the *Singapore Free Press*, was born on March 27, 1849, and educated at the Royal High School, Edinburgh, Edinburgh Institution, Ewart Institute, and Edinburgh University. In 1874 he was appointed headmaster of Moulmein Town School, Burma. He was one of the original members of the Moulmein Volunteer Rifles in 1877, and in 1885 shot for India in the Kolar Cup team at Wimbledon. During his brief stay at home he did much political leader-writing. Afterwards he came out to Singapore on appointment to the staff of the *Free Press*, of which he has been editor since his arrival in February, 1887. Mr. St. Clair has always taken a keen interest in the volunteer movement, and he personally initiated the formation of the Singapore Volunteer Artillery in August, 1887. To his enthusiasm for rifle-shooting was mainly due the inauguration of the Interport matches between Singapore, Hongkong, and Shanghai, in which competitions he shot in the local team for ten years and acted as captain for five years. During the disturbances in Pahang in 1892 he served from July 11th till November 4th as Acting Assistant Commissioner, 1st Perak Sikhs, in the Pahang Expeditionary Force under Lieut.-Colonel

almost unknown, and difficult tract of country and captured a party of rebels. For these services he received the thanks of his Excel-

pore Philharmonic Society in 1891, and he is at present president and hon. conductor of that body. He is also the senior survivor of the



EDITOR, MANAGER, AND STAFF, "SINGAPORE FREE PRESS."

lency the Governor. In 1901, at the request of the Government, he carried out the organisation and equipment of the Singapore Volunteer

original members of the Edinburgh University Musical Society, founded in 1867. During his stay in Burma he arranged for military bands the Burmese melody "Kayathan," which arrangement was subsequently, at the time of the occupation of Upper Burma in 1886, adopted by the Imperial Government as the Burmese National Anthem. For this service he received the thanks of the Political and Secret Department of the India Office. Mr. St. Clair was one of the promoters of the Singapore branch of the Straits Settlements Association in 1888, and during his long sojourn in the colony his pen has had a forceful influence in the furtherance of all movements tending toward the public good. Amongst Mr. St. Clair's recollections and experiences are his hearing Louis Kossuth speak, seeing Lord Palmerston, hearing Charles Dickens read, making the acquaintance of Thomas Carlyle, and receiving a visit from General Aguinaldo in the office of the *Singapore Free Press*. It was through Mr. St. Clair that Aguinaldo was introduced to Mr. Spencer Pratt, American Consul-General in Singapore, with the result that Aguinaldo was invited by Admiral Dewey, by telegram to Mr. Pratt, to go up to Hongkong and join him. Mr. St. Clair is a member of the local clubs and of the Sports Club, London.

Mr. Walter Makepeace.—One of the best-known and most popular journalists in Malaya is Mr. Walter Makepeace, who came to the East in 1884 and has been manager and sub-editor of the *Singapore Free Press* since 1887. His writings have come to be generally regarded as one of the principal features of that journal, which has acquired a high literary reputation throughout and beyond the Far East. Mr. Makepeace is a member of the Institute of Journalists. To his journalistic talents and managerial abilities have to be added his knowledge of the country, in which he has lived for nearly a quarter of a century. Mr. Makepeace has always taken an active part



COMPOSING ROOM, "SINGAPORE FREE PRESS."

R. S. Frowd Walker, C.M.G.; was appointed by the Governor to the executive charge of Raub District, and was chief Transport and Commissariat Officer to the expedition. He also led a force from Raub into an unexplored,

Rifles. Before he retired Mr. St. Clair attained the rank of major and was officer commanding the S.V.A. As a musician Mr. St. Clair is one of the best-known amateurs in the colony. To his initiative was due the formation of the Singa-

in social movements in the colony. He is a prominent Freemason, and the first President of the Board of Benevolence; holds a commission in the Singapore Volunteer Artillery, of which he was an original member; and is a member of the Raffles Library and Museum



WALTER MAKEPEACE.

(Manager and part proprietor, *Singapore Free Press*.)

Committee. He was born at Coventry in 1859, and educated at the Midland Institute, Birmingham.

THE "STRAITS TIMES."

Slowly, but very surely and prosperously, the *Straits Times* has forced its way to the front in

large general printing and publishing trade, for which there is installed an up-to-date plant, with a modern bindery and fast-running machinery.

no service connections or official obligations, but aims honestly to serve the public interest in all cases. It is noted for its full local and commercial reports, its literary style, and many



COMPOSING ROOM, "STRAITS TIMES."

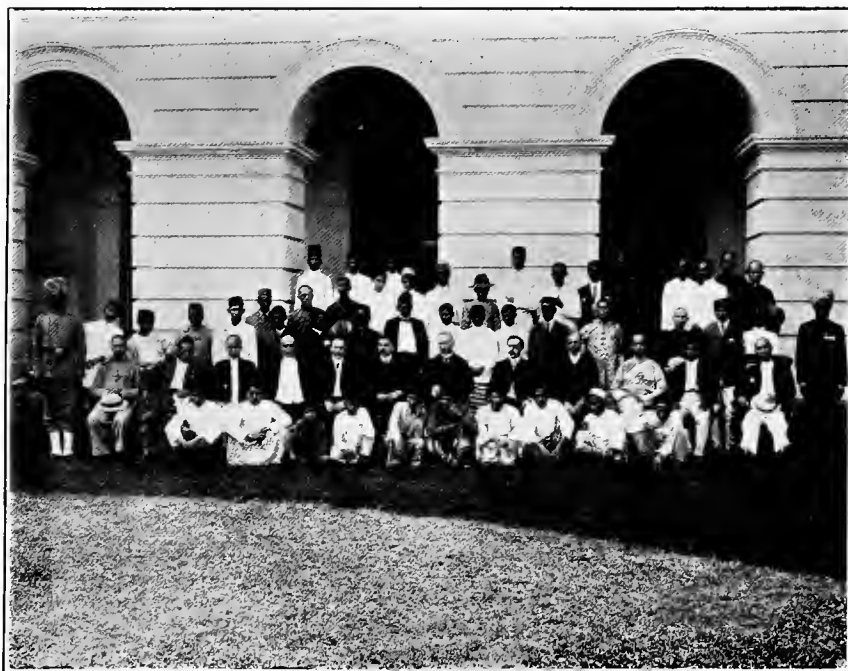
After passing through a long succession of changes and trials, extending over half a century, the *Straits Times* now enjoys a large and influential circulation throughout the Straits Settlements and the Federated Malay States, and

special and distinctive features. The area of its circulation embraces the whole of the Middle and Far East—the Straits Settlements, the Federated Malay States, Philippine Islands, Java, Sumatra, Borneo, Siam, the Netherland Indies, and French Indo-China. It is primarily and essentially a paper for news, and the files of the daily or weekly editions, recording the progress of this section of the world's activities, afford practical and valuable data for reference purposes.

The *Straits Times*, however, has not throughout the whole of its three-score years' existence been able to boast its present prosperity. Over half a century ago a young man named Robert Carr Woods arrived at Singapore from Bombay in search of an outlet for business energy. This sunny little island, then only passing through its infant days as a British possession, was a small place with one weekly paper, and in the early part of 1845 the *Straits Times* first saw the light. Mr. Woods, with only a weekly to produce, also practised as a lawyer, and he soon made the newspaper a financial success.

The Crimean War, which broke out that year, gave rise to a craving for the latest news from Europe, and an enterprising man bearing the alien name of Simonidas started a daily paper under the title of the *Local Reporter*. Although this venture was short-lived, its failure pointed to greater possibilities under practical management, and in 1857, amid the stirring events of the Indian Mutiny and the Second China War, Mr. Woods launched the first daily edition of the *Straits Times*. It was small in size, and had to face a hard struggle before it justified its existence. After the paper had been enlarged, in 1860, the burden of running a daily and of following a lawyer's practice became too great for Mr. Woods, and he took a partner into the newspaper business. Before his death Mr. Woods became an Acting Judge.

After a series of changes, Mr. John Cameron, a seafaring man and a member of the Royal Geographical Society, became part-owner and editor of the *Straits Times*. He was the author of a book entitled "Tropical Possessions in



EDITOR, MANAGER, AND STAFF, "STRAITS TIMES."

Eastern Asia, and to-day the daily 12-page issue and the weekly *Straits Budget* are very widely read and quoted. The business embraces, besides the production of these two papers, a

reputation for the higher journalism second to none in the whole of the Far East. The *Straits Times* is a thoroughly independent paper. It is not devoted to any special interest. It has

Malayan India," which was published in 1865. During this gentleman's editorship the *Straits Times* was issued in three forms—in daily, weekly, and overland editions. After a few years the daily edition was dropped, Mr.



T. H. REID.
(Editor, *Straits Times*.)

Cameron, like his predecessor, Mr. Woods, finding the work of producing it too great a task in conjunction with his control of a large commercial firm.

In 1868 the offices of the *Straits Times*, at that time situated over a local ship chandlery store, were completely destroyed by fire. Nothing daunted, Mr. Cameron at once removed to the late Mr. J. F. Hansen's printing works, and issued the paper next day as usual.

Rivals lasted only for a while, and for nearly seventeen years the *Straits Times* held a journalistic monopoly in the colony. On the death of Mr. Cameron, Mr. A. Duff, his partner, continued to run the journal on the same lines, and at his demise the firm was dissolved, a Mr. Marshall succeeding to the editorial chair in 1884. This gentleman's views, however, proved to be distasteful in many places, and only three years later there was another change. Mr. Adams, a trained journalist, came out from London, and with considerable energy planned many improvements in the general policy and management of the paper, but he was, unhappily, cut off by an early death.

This brings us down to more recent history. There are many residents in the Straits who remember the advent of Mr. Arnot Reid, under whom the *Straits Times* entered upon a new era. Mr. Reid was a thoroughly experienced journalist, and had served on newspapers in Scotland and in England. He tackled fearlessly and independently local and Imperial questions, and successfully urged many reforms. It was Mr. Reid's boast that he had made the *Straits Times* the foremost paper in the Far East. It was under his persuasion that Sir Frank Swettenham and Mr. Hugh Clifford contributed to the *Straits Times* serial articles, which were afterwards published in book form, the works in both instances receiving such encouraging reception that both gentlemen took to authorship with success. Mr. Reid's unwearied exertions shattered his health, and in 1900, when the paper passed into the hands of a company, Mr. Reid went home so broken in health that his death soon followed.

Mr. E. A. Morphy succeeded to the editorial chair. He left for England in 1906, and was succeeded by the present editor, Mr. Thomas

H. Reid, one of the best-known journalists East of Suez. The other members of the literary staff are Messrs. E. J. Dingle, H. Lee, E. A. Snewin, J. H. Whitaker, and O. E. O'Reilly. Mr. O. F. Odell is secretary to the company.

Mr. Thomas H. Reid, F.J.I.—Beginning his career in 1885 in the *Aberdeen Free Press*, the nursery of some of the most prominent journalists of the past fifty years, Mr. Reid, the present editor of the *Straits Times*, has had a most interesting experience. He joined the staff of the *China Mail*, Hongkong, in 1891, and three years later was its editor, becoming in the following year part-proprietor. Between 1891 and 1904, when he sold out his interest and left for England, he was eye-witness of vast changes in the so-called "Unchanging East," and as special correspondent of the *Times*, the *Standard*, *New York Herald*, and other important journals, had no small share in moulding public opinion in Europe and America on Far Eastern politics and affairs. He accompanied Admiral Dewey's fleet on the outbreak of the Spanish-American War, in 1898, and was the only English newspaper correspondent to witness the destruction of Admiral Montojo's squadron in Manila Bay. He afterwards entered the city and obtained an interesting interview with the defeated Admiral. Follow-



E. J. DINGLE.
(Manager, *Straits Times*.)

ing the fortunes of the United States Army in the subsequent operations, Mr. Reid added to his reputation by a noteworthy feat in journalistic tactics which enabled the *New York Herald* to publish details of the capture of Manila city many hours ahead of all its rivals. So highly did Mr. J. Gordon Bennett esteem Mr. Reid's energy and journalistic instinct, that when the Filipino Insurrection broke out he promptly invited him to proceed again to the front. Mr. Reid's prolonged stay in Hongkong gave him an intimate knowledge of the people and politics of the Far East, and the fact that he now represents in Singapore the *Times*, the *Standard*, and the *Morning Post*, is testimony of the highest character of Mr. Reid's reputation with London editors. During his brief stay in London, he was engaged on the editorial staff of the *Standard*, in the important position of news editor. He resigned, however, in order to devote himself to magazine and free-lance work. Mr. Reid is a Fellow of the Royal Colonial Institute and a Fellow of the Institute of Journalists. He has contributed articles to the *Contemporary Review*, the *Engineering Magazine*, and most of the leading London and provincial dailies, and down to his return to Far Eastern journalism wielded a facile pen as

London correspondent of an Anglo-Indian journal.

Mr. Edwin J. Dingle.—The manager of the *Straits Times Press*, Ltd., Mr. Edwin J. Dingle, came out from London to join the firm in 1904, and is still quite a young man. He comes from an old journalistic stock. His father was one of the original promoters of the *London Evening News*, and several members of the family are still in the forefront of London journalism. Having received his training on the *Launceston Weekly News*, in Cornwall, Mr. Dingle started his career on the *Western Daily Press* of Bristol, in which town he acted as special correspondent to several London dailies. In 1901, soon after the opening of the new mail service from Bristol to Kingston, Mr. Dingle made several trips to Jamaica, contributing to West of England and London papers many descriptive and commercial articles on the West Indies. On his return they were produced in book form, and secured a large sale at home. Removing from Bristol, Mr. Dingle was appointed sub-manager of a new paper at Norwich—the *Eastern Morning Gazette*—and after a year or two's association with his brother in a publishing business, he left London for the Straits.

THE "EASTERN DAILY MAIL."

Until 1905 Singapore could not boast a single morning paper. In September of that year Mr. Rangasamy Pillay, proprietor of the Caxton Printing Works, met the deficiency by starting the *Eastern Daily Mail*. The paper was published at the modest price of 5 cents a copy, and at once became popular. Though only twenty months have now elapsed since its birth, it is full of vigour and promise. During the first year it was confided to the care of some European journalists, but its nurse was changed six times, and Mr. Rangasamy Pillay experienced considerable difficulty in saving its life. From the commencement of the second year the editorship of the paper was placed in the hands of a Parsi journalist, Mr. S. Kavasji, of Bombay, and it has since made considerable headway. The proprietorship of the paper and the Caxton Printing Works changed hands in December, 1906. The entire concern, including the *Eastern Daily Mail*,



S. KAVASJI.
(Editor, *Eastern Daily Mail*.)

Caxton Printing Works, and a weekly Tamil paper published by Mr. Rangasamy, was bought up by the Straits Press Syndicate, and Mr. S. Kavasji was appointed the sole manager of the syndicate, as well as being editor. At

the time of its birth the *Eastern Daily Mail* was only a four-page daily paper, but since Mr. Kavasji's advent the size of the paper has been increased to six pages, with from sixteen to twenty solid columns of reading matter.



F. E. SMITH.
(Manager, *Eastern Daily Mail*.)

Mr. Sorabji Kavasji is a Parsi. He was born on June 9, 1859, in Bombay, where his father and his grandfather were medical practitioners. At the age of seven Mr. Kavasji had gone through four books of the Gujarati language, and before he was nine he had acquired enough mastery over the English language to render into Gujarati interesting subjects from *Bow Bells*. These translations were published in some Gujarati monthly magazines, and this was the beginning of his

Persian and Urdu poems, which were published. In 1876 the first volume of his series of "Practical Receipts for Arts and Sciences" was published in the Gujarati language, and

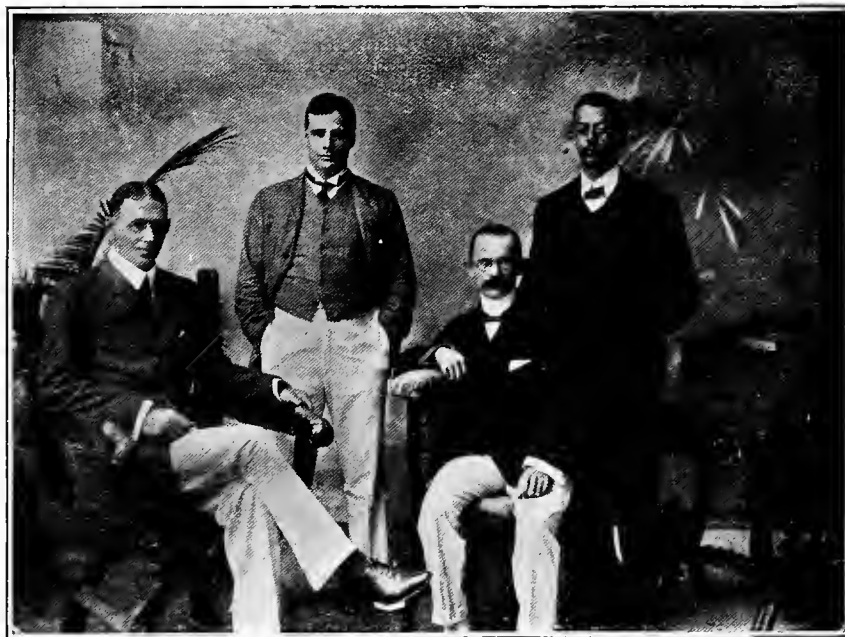
University, entered the Grant Medical College, where he studied medicine and surgery for five years. He left the college in 1884 and started in medical practice. During the same year he



GENERAL STAFF, "PINANG GAZETTE."

that series was swiftly succeeded by a large number of other works. For various publishers he wrote more than two-score works in Gujarati, English, Persian, and Urdu. In 1878

accepted the editorship of the *Ripon Reporter*, the first daily evening paper in Bombay. He relinquished this position in order to join the Veterinary College at Bombay in 1886. Here he obtained the first Champion Prize of the college during the first year, and was able simultaneously to secure for three successive years the Government Scholarships and the Free Studentship of the college. During the second year of his college life he was awarded a prize for writing an essay on the "Cattle of Gujarat." His name appears in the college calendar among the first batch of the graduates of the Bombay Veterinary College (G.B.V.C.), 1889. In the same year he was appointed veterinary officer in charge, Mounted Military Battalion (Burma). In 1896-97 he had the honour to occupy the chair of the Professor of Materia Medica, Therapeutics, and Hygiene at the Bengal Veterinary College at Calcutta. He returned to Bombay in 1899 and became editor of a Gujarati daily paper, *Akhbar-i-Soudagar*. In 1905 he joined the editorial staff of the *Parsi*, and remained upon it until he came to Singapore to edit the *Eastern Daily Mail*.



LITERARY STAFF, "PINANG GAZETTE."

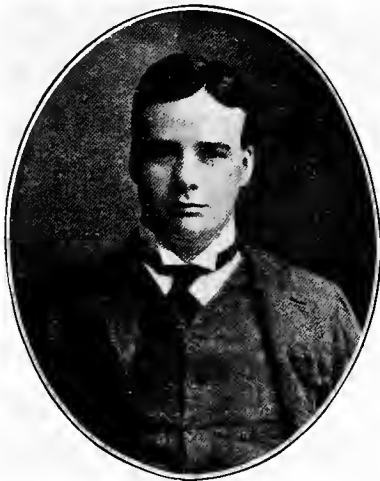
journalistic career (1869-70). In two years more he had made enough progress in the Persian and Urdu languages to be able to act as an interpreter, and to compose several

he took up the editorship of a monthly Gujarati journal, *Gool-Afshan*, and continued in the position for eleven years. In 1879 Mr. S. Kavasji, as an undergraduate of the Bombay

THE "PINANG GAZETTE."

From the meagre records available, we find that the first forerunner of this journal was established in 1805, under the style of *Prince of Wales Island Gazette*. It ceased to appear in August, 1827, but was revived in July, 1833. Four years later, a paper called the *Singapore Chronicle*, stopped publication, and its type and press were bought by Mr. F. Carnegy, a merchant of Pinang, and shipped to that settlement. With the help of this additional plant, the *Pinang Gazette* and *Straits Chronicle* appeared under its present title as a weekly paper. It was published in an office on the site occupied to-day by Messrs. McAlister & Co.'s godowns. In this new publication the *Prince of Wales Island Gazette* appears to

have been merged. Some years later the newspaper passed into the hands of Mr. James Richardson Logan, who acted as editor and manager until his death in the early seventies. His son, Mr. Daniel Logan, afterwards Solicitor-General, managed the paper for a few months until the appointment of the next editor, Mr. William Adam Blair Cullin, of Trinity College, Dublin, who drew a salary of a hundred dollars per month and occupied free quarters over the office. In his editorial duties he was assisted by Mr. F. Watson Mackie, an employee of Messrs. Boustead & Co. After being editor for a few years, Mr. Cullin bought the paper, and in 1878 turned it into a bi-weekly, published on Wednesdays and Saturdays. In 1881 a daily advertising sheet was issued. In 1887 Mr. Cullin sold the concern to Mr. James Young Kennedy, a well-known public man, and for some years President of the Municipality. Under this management the paper began to appear three times a week in 1890, and in the following year it was converted into a daily. In 1901 a public



H. WELHAM.
(Editor, *Pinang Gazette*.)

company acquired the property, but Mr. Kennedy still retained a large interest in it. In 1904 there occurred a disastrous fire, which destroyed the newspaper offices and the newspaper files. But thanks to the strenuous efforts of Mr. Silas C. Penny, who was then editor, the publication was not suspended; type was borrowed from a native press, and a sheet by no means voluminous, but still bearing the title and imprint, was produced. Like almost every other newspaper, the *Gazette* has had its ups and downs, but its position as the leading English journal of Pinang has never been seriously challenged. It has seen many rivals come and go, and has always remained the recognised organ of the European community of Pinang. Since the time when the *Pinang Gazette* was turned into a private company, the board of directors has customarily included the Chamber of Commerce representative on the Legislative Council. Among the editors who conducted the *Gazette* in past days, following upon Mr. Cullin, were Messrs. J. Y. Kennedy, F. C. Berger, C. J. Skinner, Edmund Woodhouse, Archibald Kennedy, J. A. Shearwood, David Brown, R. W. Egerlon Eastwick, Robert Young, E. F. Skerchly, and Silas Campbell Penny. The present editor, Mr. Herbert Welham, was appointed in January, 1905.

Mr. Herbert Welham, the editor of the *Pinang Gazette*, was educated at the Universi-

ties of Bonn, Munich, and Paris, was foreign editor of *Galignani's Messenger*, Paris, in 1901-2, London correspondent of *L'Eclair*, Paris, 1902-3, and foreign editor of the *Car*, London, 1903-4.

Mr. Jas. T. Dobbie, assistant editor, before joining the staff of the *Gazette*, was editor of the *Springburn Advertiser*, Glasgow; sub-editor of the *Siam Observer*, Bangkok, and of the *Straits Echo*, Pinang.

Mr. E. C. Cullin, chief reporter, is a son of the former editor and proprietor, and is joint author of the "Early History of Pinang."

THE CRITERION PRESS AND "STRAITS ECHO."

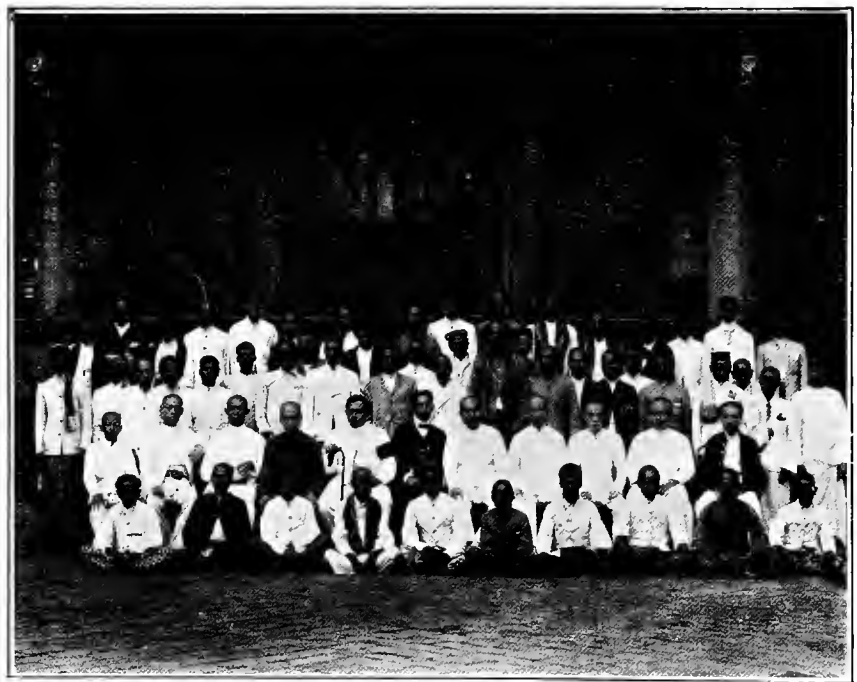
The Criterion Press was started in the year 1883 as a commercial lithographic press, with a capital of only a few hundred dollars, by Mr. Lim Hua Chiam, a native of China, who had for many years made Pinang his home, and who has since been appointed headman of the Chinese community in Pinang and a Justice of the Peace. Mr. Lim Hua Chiam entrusted the conduct of the business to his younger son, Mr. Lim Seng Hooi, under whose careful management the little concern prospered exceedingly. Machinery, printing type in all the principal languages of the Straits Settlements—English, Chinese, Malay, and Tamil—and all the other accessories of an up-to-date press were gradually acquired with the bulk of the profits derived from the business, which continued to be a purely commercial press until the year 1894. In that year a Chinese daily paper, the *Pinang Sin Poe*, was published, and four years later witnessed the birth of a Malay weekly, the *Chahyah Pulau Pinang*—two journals which to this day are the only Chinese and Malay newspapers, respectively, in the island. As is generally the case nowadays when a private enterprise has achieved more than a fair measure of success,

from the Chinese. At this time, in spite of the most gratifying signs of prosperity, Pinang had remained for years with but one English newspaper. It was felt by the Directors of the new company that another English organ



LIM SENG HOOI.
(Managing Director, *Straits Echo*.)

of the Press was really needed, the aim and object of which should be to see fair play and to obtain justice for the people—hence the motto, "Fiat justitia ruat cælum," of the new daily, which, under the name of the *Straits Echo*, was launched on June 1, 1903. Mr. Chesney Duncan, a thoroughly experienced Hongkong journalist, was engaged as the



GENERAL STAFF, "STRAITS ECHO."

the Criterion Press was, in the year 1902, turned into a limited company, with Mr. Lim Seng Hooi as the managing director, the shareholder receiving very strong support, especially

editor, and no expense was spared to make the new journal a success, which, indeed, it has been, even beyond the most sanguine expectations of its founders, for the "people's paper,"

as the *Straits Echo* is now generally known, soon enjoyed a wide circulation. Started as a six-pager, it was found necessary within the next four months to increase the size of the *Straits Echo* to eight pages, and since September, 1905, two pages have been added on Mondays and Saturdays in order to provide room for the overflow of the advertisements. In May, 1906, owing to a disagreement with the directorate, Mr. Duncan's connection with the *Straits Echo* ceased, and the editorship of the paper devolved upon Mr. E. F. Skerchly, who had already filled the editorial chair on the *Hongkong Daily Telegraph* and, later, on the *Pinang Gazette*. Mr. Skerchly, however, died of meningitis on May 8, 1907, and the vacancy was filled by Mr. Ung Bok Hoey, the manager and associate editor of the paper.

Mr. Ung Bok Hoey, who is in his thirty-fourth year, was born in Pinang and received his early education at Pinang Free School. After carrying off the half-dozen or so scholarships given in that school, he won one of the two Queen's Scholarships awarded by the Government of the Straits Settlements, in 1903, and left in August of the same year for London, where he joined King's College and the Middle Temple for the purpose of qualifying



UNG BOK HOEY.
(Editor, *Straits Echo*.)

for the Bar. Ill-health, however, interfered with his studies, and ultimately, in 1897, obliged him to abandon his intention of following the law as a profession. It was not, however, until the end of 1900 that he returned to his native land, where he remained until August, leaving then for the Siamese province of Renong, near the isthmus of Kra, as English Secretary to the Governor. In January, 1905, in response to an offer from the directors of the Criterion Press, he resigned from the Siamese Government service, and returned to Pinang to take up the posts of secretary to the Criterion Press and publisher of the *Straits Echo*. In May, 1905, he was appointed manager of the paper, and three months later associate editor as well. It was Mr. Ung Bok Hoey who started the idea of the World's Chinese Students' Federation, which was inaugurated in Pinang in 1905. He became its first hon. sec. He is a member also of the Chinese Recreation Club, Pinang, and has been a Fellow of the Royal Colonial Institute since 1894.

Mr. Lim Hua Chiam.—Fifty-eight years ago Mr. Lim Hua Chiam, then a youth of thirteen years, left his native Fokhien village and settled in Pinang. He obtained employment in a small Chinese store, and by thrift

was able, at the end of ten years, to start business on his own account. He commenced trading to Achin, and as in those days all goods were carried in "junks," and the pirates of the straits were no imaginary beings, every trader carried his life in his hands. At this time every day of Mr. Lim's life was full of incident, and many were the narrow escapes which he had. The Dutch-Achinese war ruined trade, and Mr. Lim Hua Chiam had to find another opening for his energies. He had a considerable knowledge of Chinese drugs, and, turning this to account, he opened a Chinese druggist's shop in Pinang which is to this day a flourishing concern. In the year 1887 he established a lithographic press, to which other kinds of printing were afterwards added. The history of this venture is outlined above. Mr. Lim Hua Chiam was appointed headman of the Lim Kongsi, and became the leader of his community in Pinang. He was one of the first members of the Chinese Advisory Board, appointed when the Chinese secret societies were giving the Government a lot of trouble, and was one of the first trustees of the Chinese Town Hall. He was made a member of the committee of the Chinese Lum Hua Ee Hospital, was elected a Fellow of the Society of Arts in 1900, and was appointed a Justice of the Peace for Pinang in 1905. He is seventy-one years of age, and has a large circle of friends, by whom he is held in high esteem.

Mr. Lim Seng Hooi, son of Mr. Lim Hua Chiam, is the managing director of the Criterion Press, Ltd. He was born in 1872, and received his education at the Pinang Chinese School. In 1885 he took charge of the Criterion lithographic press, and under his direction the business made great strides. In 1888 a letterpress department was added; in 1894 the *Sin Po*, the first Chinese newspaper in Pinang, was issued; and in 1898 a Malay newspaper, the *Chaiyah Pulau Pinang*, was published. In 1903 a limited liability company was floated to take over the concern and the *Straits Echo* was founded. Mr. Lim Seng Hooi is a member of the Chinese Recreation Club, the Cycling Club, and the Pinang Mutual Improvement Association.

THE "ORIENT" AND THE "VIJAYAN."

Mr. N. R. Partha, sole proprietor of the comparatively new firm of Partha & Co.,



N. R. PARTHA.
(Editor.)

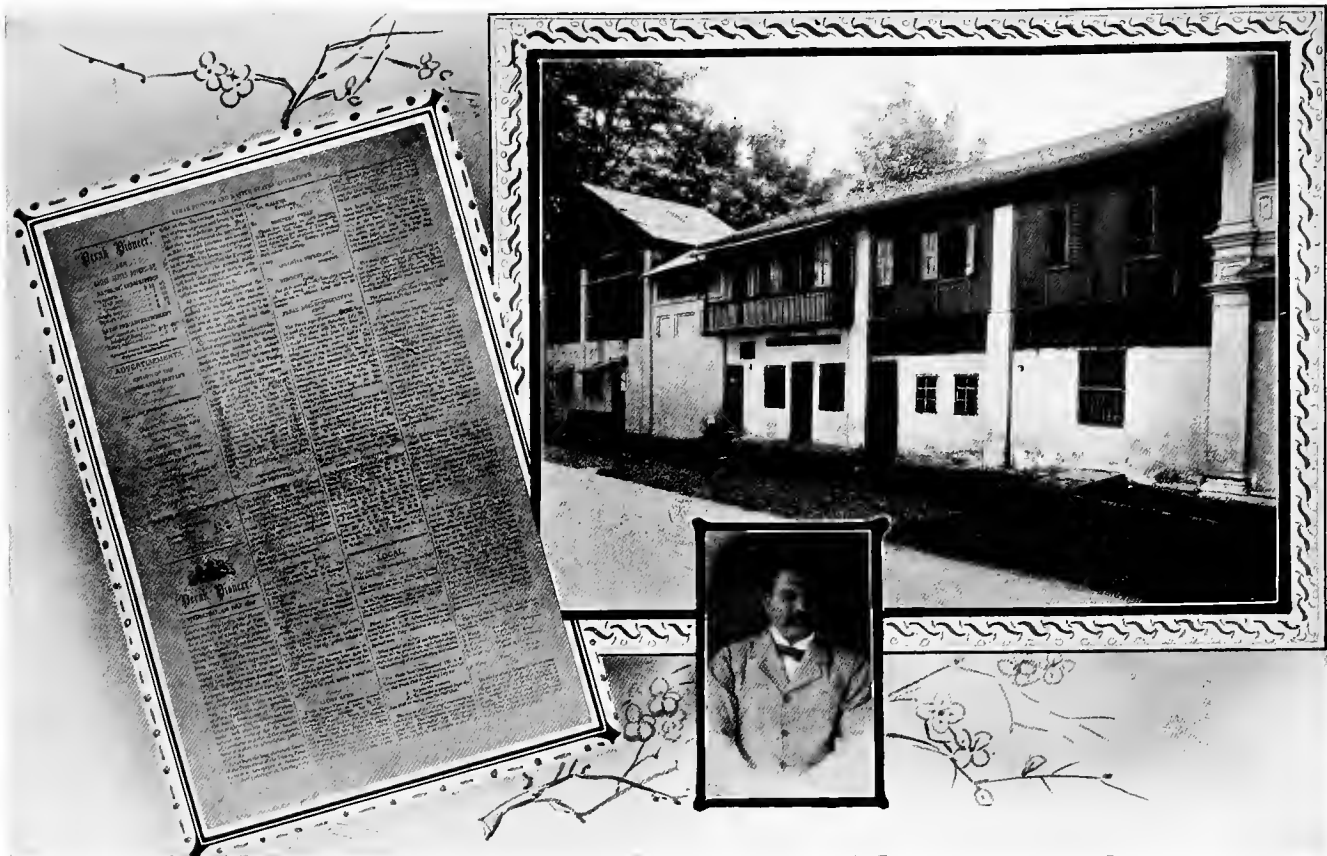
printers and commission agents, of 94, Robinson Road, Singapore, is a native of Tanjore, India, and was educated there and in Ceylon. He was on his way to England *via* America to complete his studies when circumstances compelled him to stay at Singapore. Here he found large numbers of his countrymen with practically no organisation for guarding their interests and apparently very inadequately represented. Mr. Partha decided to make an attempt to improve their condition, and, with this object in view, in April, 1907, he founded a small daily paper entitled the *Orient*, and also the *Vijayan*, an Anglo-Tamil organ, which is the first paper of its kind to be published in the Straits Settlements. In an article entitled "Raison d'Etre" that appeared in the first number of the *Orient*, a four-page paper published at 1 cent a copy, it is stated that the mission of the organ is "to foster healthy relations between Orientals and Westerns, to bring about better understanding and create a feeling of friendliness and good fellowship." Both the *Orient* and the *Vijayan* are edited by Mr. Partha, who is also the founder-director of the Singapore Indian Institute, formed for the purpose of educating Indians of all classes in matters social and political.

THE "PERAK PIONEER."

As its name imports, this widely read paper was the pioneer of journalistic enterprise in the Federated Malay States. Conditions were far different, not only in the Malay States, but in the Straits also, when the enterprising proprietor, Mr. Syed Abul Hassan Ibnay Burhan, launched the venture. The very adjuncts of modern civilisation which are now conspicuous features of the Federated Malay States had scarcely made themselves manifest when the first number of the paper was issued as a quarto four-page bi-weekly on July 4, 1894. The difficulties which the founder had to contend with can be scarcely realised by those who now get cheap and rapid transit by rail, motor-car, and a regular line of coasting and ocean steamers. The Straits were in those days almost *terra incognita* to the classes from which the working and composing staff had to be drawn. The very name of the Straits carried with it vague terrors to those who would cross "Kala Pani" to take up work in these regions. The journalistic staff, too, had to be imported. To secure reporters and correspondents was no easy matter. The overwhelming majority of the English residents were officers of the Government, and the fear of incurring the displeasure of their official superiors deterred them from contributing to the columns of the paper.

But, despite all obstacles, the founder persevered in his efforts until the paper attained to the position of a recognised authority on Federated Malay States affairs, its policy being marked by fearless independence and straightforward criticism of men and measures in the public interest. In the result, though other papers followed in its footsteps years after, the *Perak Pioneer* still retains its place in the public esteem. The four-page quarto in due course developed into a four-page folio journal; and on January 1, 1901, it was converted into a tri-weekly issue, which soon expanded into six pages. The support and appreciation extended to it on all hands encouraged the proprietor to transform it into a daily paper from March 1, 1905. It is now an eight-page paper with a daily service of Reuter's telegrams and the latest news relating to the Federated Malay States and the Straits Settlements, besides general and interesting intelligence from all parts of the world.

The *Pioneer* during its career has had to



THE FIRST ISSUE.

"PERAK PIONEER."

S. A. H. BURHAN (Proprietor).

THE PRINTING OFFICES.

buffet many a storm which has arisen around it owing to the unflinching discharge of its duty, but it has safely weathered them all, and continues in its persevering course of catering to every public and advocating the redress of their grievances. Job work of all kinds is undertaken. At one time the *Pinang Maritime Journal* was printed at this press, which also gave birth to two Malay papers entitled *Seri Perak* and *Fajahan Malayu*. A Tamil paper called *Perak Varthamanam* was also printed and published at this office.

THE "TIMES OF MALAYA."

This eight-page daily newspaper, owned by the *Times of Malaya Press, Ltd.*, was established in Ipoh in the spring of 1904, in furtherance of the mining, planting, and mercantile interests of the Federated Malay States and Straits Settlements. It is an independent journal, there being no subsidy received either from the Government or any section of the community. The capital was subscribed in Malaya by British subjects, the principal shareholders being Mr. A. R. Adams, Mr. E. W. Presgrave, Messrs. Robert Young, F. Douglas Osborne, W. R. H. Chappel, the Straits Trading Company, Ltd., and Eu Tong Sen, the latter a British subject of Chinese descent.

The first editor was Mr. Silas C. Penny, lately editor of the *Autocar*, London. For some time considerable difficulty was experienced in making headway, and about eighteen months after its début the paper was still making only slow progress. At this stage Dr. R. M. Connolly, one of the leading residents of the district, was appointed managing director and also assumed charge of the editorial

department. Under him the prospects of the paper improved, and when, at the end of 1906, he decided to take a trip to the Homeland, Mr. Chesney Duncan, who had launched the



CHESNEY DUNCAN.

(Managing Editor, *Times of Malaya*.)

Straits Echo five years previously, was appointed managing editor. During his régime further substantial progress and improvements, including the change of the sub-title to *Planters*

and *Miners' Gazette*, have been effected, with the result that the paper is to-day extremely popular in the Federated Malay States. It is especially well informed on mining and planting matters, arrangements having been made recently to secure a regular and plentiful supply of mining news from England, Australia, the United States, France, the Far East, and various parts of the Middle East, and to obtain a special rubber news service from London, in order that all the latest available information respecting crops, declaration of dividends, new flotations, state of the markets, and so forth, may be placed before the subscribers to the paper as speedily as possible. During the present year the offices have been removed into new and commodious premises in the best part of the town, close to the Post and Telegraph Offices. The directors of the *Times of Malaya Press, Ltd.*, are Messrs. Robert Young, J. H. Tatlock, F. Douglas, and Osborne, with Mr. W. Cecil Payne, A.S.A.U., as managing director and secretary.

The journal, apparently, has a bright future before it, for it is not only established in what is generally conceded to be "the commercial centre of the Federation," but, owing to the policy adopted of putting forth special efforts to foster the interests of the mining, planting, and commercial communities, its utility and popularity will assuredly keep pace with the rapid development of the vast resources of the country, of which irrefutable evidence is to be witnessed on all sides as the observant *voyageur*—taking advantage of the excellent railway service, which owes so much to the genius and unflagging zeal of Mr. C. E. Spooner, C.M.G.—travels from Malacca in the South to Pinang in the North, breaking the journey at the

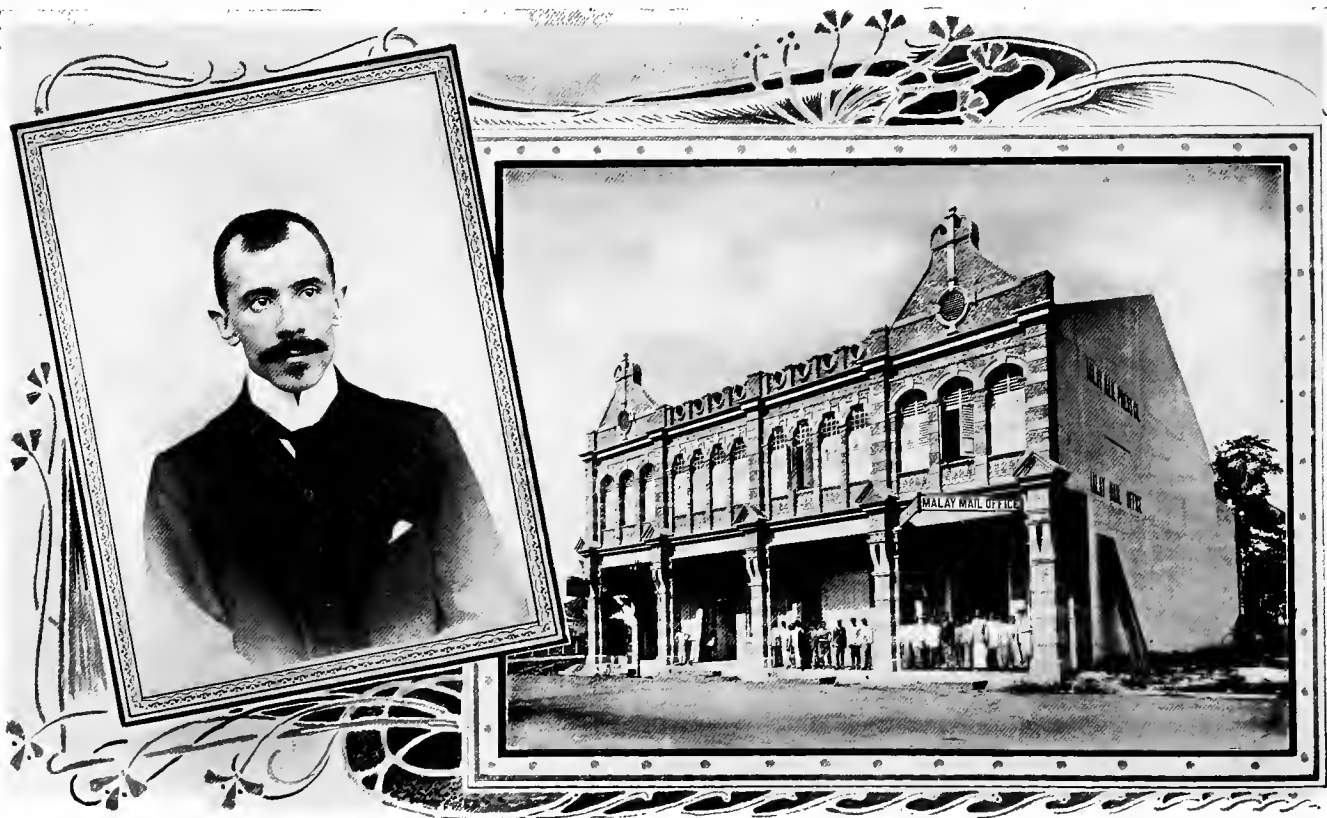
various thriving mining and planting centres en route.

Mr. W. Cecil Payne, managing director of the *Times of Malaya*, is a member of the Institute of Incorporated Accountants. He has followed his profession in Ipoh for some years with great success, and is now interested in several local ventures. His offices are in Towkay Chung Thye Phin's buildings.

Mr. Chesney Duncan.—Few editors can have had as varied an experience of the East and of Eastern journalism as Mr. Chesney Duncan, the managing editor of the *Times of Malaya* and *Planters and Miners' Gazette*, Ipoh, Perak. Born on September 15, 1854, and educated at that celebrated public school, Clifton College, Mr. Duncan found his way to the Far East upwards of a quarter of a century ago, and took part, as an assistant in the Korean Customs, in the opening of the Hermit Kingdom to the trade and commerce of the world in 1883. But journalism had strong claims upon his energy and ability, and thus it came about that he soon left the customs and then, while holding the position of instructor in a Japanese school in Seoul, the capital, acted as correspondent for the *Hongkong Telegraph*, *Japan Gazette*, *Shanghai Mercury*, and *China Times* (Tientsin), and as occasional correspondent of the *China Mail* (Hongkong). Later, becoming a resident of Hongkong, Mr. Duncan took an active and beneficent part in public affairs in that island colony,

the public weal, for in 1894 he was presented with a gold medal and a testimonial from the community of Hongkong for his services during the terrible plague epidemic of that year. The Government, too, showed its appreciation of his knowledge and devotion to duty, for he was mentioned in despatches to the Secretary of State for the Colonies, and was presented by H.E. Sir W. Robinson, then Governor of Hongkong, with the Queen's Diamond Jubilee silver medal and ribbon. In 1895 he attained his first editorship—that of the *Hongkong Telegraph*—which he held for several years. During his long residence in Hongkong and other parts of the Far East he had acquired a wide knowledge of "things Chinese," including an insight into native life and thought. He acquired special knowledge of South China, and, in consequence, was able to be of such service to Lord Charles Beresford on his memorable tour in China in 1898 that he received the thanks of the distinguished Admiral for his valuable assistance. The outbreak of the Boxer trouble in 1900 saw him proceeding to the front to represent the *Daily Mail*. Another London paper, too, the *Globe*, had the advantage of his services as its correspondent for many years. How keen and indefatigable a correspondent Mr. Duncan was is shown by the fact that he was the first to send home the gist of the secret Cassini Convention which precipitated the late war between Japan and Russia, the *Globe*

quently, the directors of the *Times of Malaya* were fortunate in securing his services as managing editor, and the paper has greatly increased in popularity since he took charge of it. Needless to say, Mr. Duncan is a firm believer in the brilliant future lying before Ipoh as the centre of the great tin-mining industry of the famous Kinta Valley, as well as in his paper's capacity to advance in prosperity with the town and effectively reflect and give voice to the life and interests both of the great mining industry and of that younger and not less important body, the planters. He is one of the founders of Lodge Scotia (1003 S.C.), Pinang; an old member of Lodge Zetland (525 E.C.), Hongkong; and a member of Lodge Kinta (3212 E.C.), Ipoh. Mr. Duncan was the first to publish a work on Far Eastern affairs, in 1889, when his "Korea and the Powers," issued from the *Shanghai Mercury Press*, created something of a stir in the Orient, owing to the *exposé* it contained of Russian designs in North and Central China and Korea. His work was favourably reviewed by an army officer in the autumn of 1889, the critique appearing in the leading columns of the *Army and Navy Gazette*. After publication of Mr. Duncan's brochure, Mr. Henry Norman, M.P., and Lord Curzon visited the Far East, their impressions and views being published in due course and forming valuable additions to our knowledge of Far Eastern affairs.



J. H. ROBSON (Proprietor).

"MALAY MAIL."

THE OFFICES.

organising the British Mercantile Marine Officers' Association and taking a large share in promoting and ultimately carrying through the Sunday Labour Ordinance—a measure which has since served as the model for similar legislation throughout British Crown colonies. Nor were these all his efforts for

being the first, through Mr. Duncan's exertions, to publish startling information relative to the Convention. After much strenuous life in China, Mr. Duncan in 1903 accepted service in a quieter sphere in Pinang, where he organised and edited the *Straits Echo*, later becoming its editor-in-chief in 1905. Subse-

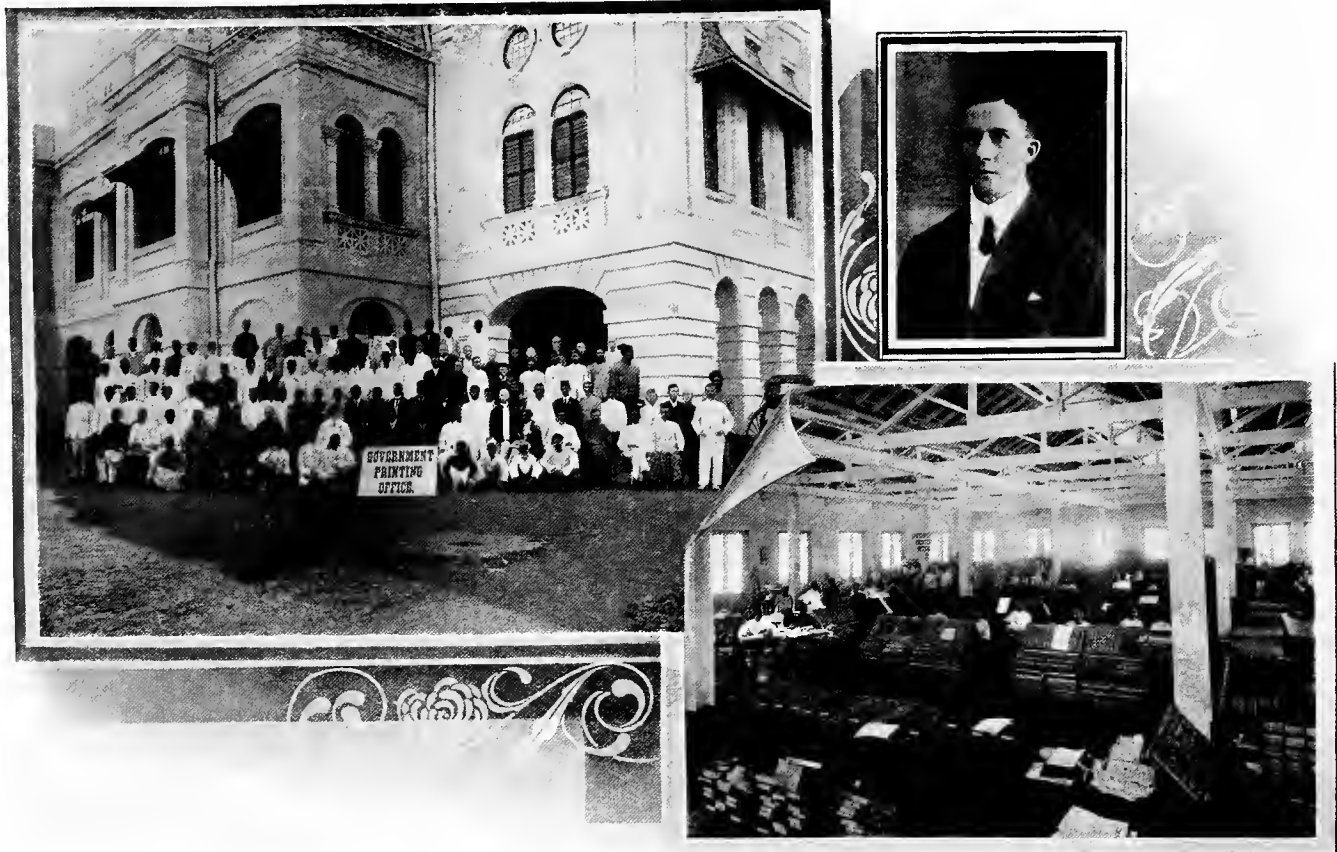
"MALAY MAIL."

The first daily newspaper published in the Federated Malay States was the *Malay Mail*, which made its debut in December, 1896. It was printed in a small shop-house, on the site of the new Kuala

Lumpor Post Office, with a very poor outfit of plant bought from a Singapore paper which had just about that time ceased publication. The first editor was Mr. J. H. M. Robson, who was also part proprietor. His partner was a Government official, who was so conscientious that he never either supplied

further enlargement of the paper. With the exception of those gentlemen whose names have been already mentioned the permanent staff is entirely Asiatic. The compositors are immigrants from Southern India, the book-keeper is a Chinese, the proof-reader an Indian. In general the Asiatic staff take a

Titles for the whole State. He resigned his Government appointment in order to start the *Malay Mail*. He now carries on business as a land and investment agent, chiefly on behalf of Towkay Loke Yew, the well-known Chinese millionaire. He has been a trustee of the Victoria Institution, a Visiting Justice at



GOVERNMENT PRINTING OFFICE.

THE GOVERNMENT PRINTING STAFF, J. E. TYLER (Government Printer), AND THE COMPOSING ROOM.

an item of news or offered an opinion. For four years Mr. Robson personally conducted the paper, after which it was enlarged, and the venture was turned into a limited liability company. A little while later the editorship was taken over by Mr. S. C. Yeomans, a Cambridge graduate, and the publishing office was removed into a new building, belonging to the company, at the end of Java Street. Mr. Yeomans occupied the editorial chair for over four years, and did much to improve the paper and increase its revenue. Mr. Robson, during the same period, was managing director of the company, a position which he still holds. The present editor is Mr. F. M. Price, a Cambridge graduate, who had joined the staff as assistant to Mr. Yeomans after a brief journalistic apprenticeship in the office of the *London Times*. Early in 1907 it was found necessary to secure more commodious premises, and arrangements were made for the acquirement of a block of four new houses in Java Street. At the same time a new and larger printing machine was procured from England, with an electric motor for driving purposes. This machine has recently been installed in the new premises, and is capable of printing an eight-page paper of large size. The company employ a European printer, and may ultimately undertake job-printing as well as a

keen interest in the paper, this being especially true of the worthy Tamil foreman, T. Patmanabha Mudaliar by name, who regards it almost as a pet child of his own. It is interesting to note that, although the *Malay Mail* gives free utterance to criticism of the Government, the leading officials have always given the journal their support and maintained friendly relations with the gentlemen responsible for its production. A good deal of space in the *Mail's* columns is devoted to matters affecting rubber planting, in which industry a large number of Europeans are engaged in this neighbourhood; and several special supplements have been produced containing full details of all the well-known rubber properties in the country.

Mr. John Henry Matthews Robson, formerly editor and now managing director of the *Malay Mail Press Company*, is the eldest son of the Rev. Dr. Robson, of Guildford, Surrey, and was born on May 8, 1870. In 1889 he went to Ceylon as a premium pupil on a tea estate, and later in the same year entered the service of the Selangor Government. During the succeeding seven years he was in charge of the sub-districts of Rawang and Sepang, acted as District Officer of Klang and Ulu Langat Districts, and in 1896, when he left the service, was Acting Collector of Land Revenue at Kuala Lumpur and Registrar of

the gaol, and from 1905 to 1907 an unofficial member of the Kuala Lumpur Sanitary Board. He is a committee member of the Hare School Endowment Fund and of the Lake Club. His name appears on two publications—"Selangor Laws, 1896," and "People in a Native State." He is an ardent motorist, and, socially, is a charming man to meet.

THE STRAITS SETTLEMENTS GOVERNMENT PRINTING OFFICE.

This department executes all the Government printing for Singapore, Pinang, Province Wellesley, Malacca, the Dindings, Christmas Island, Labuan, and Brunei. The magnitude of its operations may be gauged by the fact that at least 4,000 different kinds of departmental forms are regularly kept in stock. From this press issue the *Government Gazette*, a weekly publication, and the annual departmental reports, quarterly and annual returns of imports and exports (the former being a bulky volume of 380 closely printed pages), the Blue Book, annual colonial estimates, Civil Service list, *Agricultural Bulletin*, and a large number of smaller publications. A fair amount of charitable matter, also, is printed free of cost. To cope with all this work there is a staff of 113 men of many nationalities—Malays, Chinese, Indians,

local Portuguese, and Eurasians—under the direction of Mr. J. E. Tyler, the superintendent, who is the only European on the premises. Mr. Tyler has had nearly twelve years' experience of dealing with mixed native races, and to this may in large measure be attributed the smooth and amicable working of the department. Not only the printing, but also all the bookbinding, ruling, embossing, and indiarubber stamp-making is done by this department, the two last-named items, as well as stereotyping, having been introduced by the present superintendent. The building in which this work is done is adjacent to the Secretariat and other Government departments near the Esplanade, and it is well equipped with modern machines and appliances, to which are shortly to be added a Lanston monotype, two up-to-date folding machines, and additional printing and bookbinding plant. The present premises, consisting of two floors and covering two acres of ground, have only recently been erected to meet the ever-growing demands, which are likely to be increased very considerably next year, when the printing for the Tanjong Pagar Dock Board, now a Government concern, will be taken over. Hitherto this work has been divided between twelve local firms.

"IN TINLAND."

To meet the requirements of the important mining interest in the Federated Malay States there is a weekly newspaper published in Kuala Lumpur entitled *In Tinland*. It consists of eight pages of mining news, and, as it is the only journal of its kind in the Malay States, it has proved a welcome and interesting addition to the Press of the country. It contains brightly written notes on mining matters generally, personal paragraphs, share-

market quotations, a commercial diary, mining returns, &c.

Mr. George Bain, the editor and proprietor, has been in the States for twenty-five years, and during the whole of that time he has been connected with mining districts.



GEORGE BAIN.
(Editor, *In Tinland*.)

Hence he is an authority on the subjects with which the paper deals, and his opinions are valued. At present he holds the position of private secretary to Mr. Loke Chow Thye, one of the largest mine-owners in the States. His offices are at No. 11, Barrack Road. He is

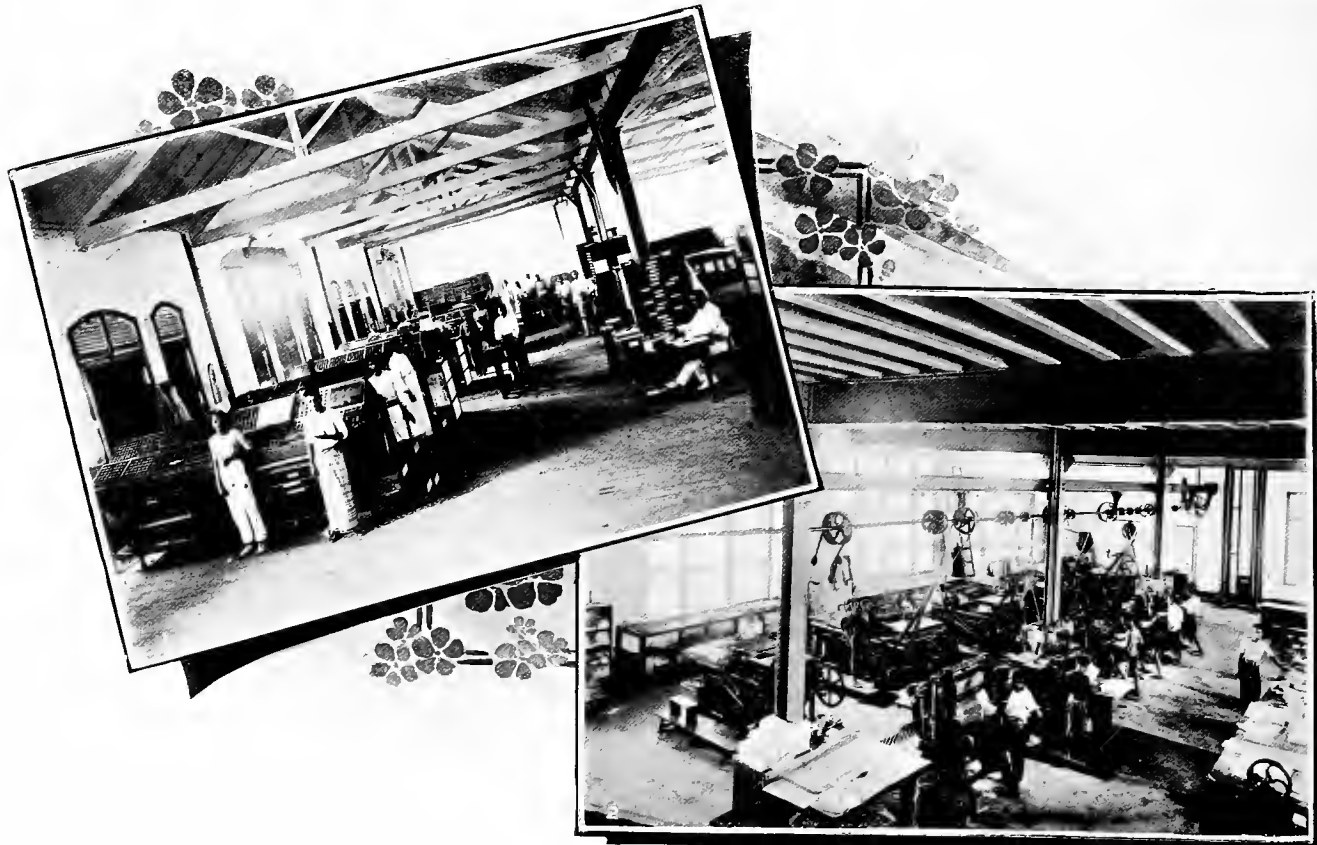
an enthusiastic amateur photographer, and has a splendid collection of views, mostly relating to mining, which he recently reproduced in the form of picture postcards, and which met with a keen demand. He was first in business in Perak, where he acted as secretary to the Amateur Photographic Society, the first society of the kind to be formed in the States. He has resided in Kuala Lumpur for four years.

FRASER & NEAVE, LTD.

The printing department of this firm dates back to 1843, when it was established as the Mission Press by B. P. Keasberry. It was taken over by John Frazer and D. C. Neave in 1879, and by the present limited company in 1898. It has had many habitations: Battery Road, Robinson Road, and Raffles Quay; and the rapid extension of the business has recently necessitated a further removal—this time to handsome and commodious premises in Siak Street. The plant includes six Whatfedale and six platen machines, driven by a Tangye's gas-engine, and the staff numbers about a hundred skilled workmen under European supervision. The business is mostly of a general commercial character, but in addition "The Singapore and Straits Directory," "The Singapore and Straits Diary," "The Malay Handbook," and other local publications are produced. The manager is Mr. T. G. Scott, who joined the firm in 1884.

THE FEDERATED MALAY STATES GOVERNMENT PRINTING OFFICE.

A monument to the remarkable progress of the Federated Malay States is the building in which all the printing and publishing is done for the Government, and which stands next the Chartered Bank, at right angles to the other Government offices in Kuala Lumpur.



PRINTING WORKS OF FRASER & NEAVE, LTD., SHOWING COMPOSING AND MACHINE ROOMS.



LLOYD'S GREATER BRITAIN PUBLISHING COMPANY, LTD.—THE STAFF.

- | | | | | | |
|--|--------------------------------------|-----------------------------------|--|--------------------------------|------------------------|
| 1. O. T. BREAKSPEAR. | 2. MISS EDITH ASHLEY. | 3. H. A. CARTWRIGHT (Sub-Editor). | 4. L. ZWEIGER. | 5. A. STUBBS. | 6. J. W. DENNY. |
| 7. H. T. JENSEN (Manager, G. R. Lambert & Co., Photographers). | 8. REGINALD LLOYD (General Manager). | 9. J. E. HOLDSWORTH. | 10. ARNOLD WRIGHT (Editor). | 11. SOMERSET PLAYNE (Manager). | 12. F. GARDINER-BROWN. |
| 13. R. GARTNER. | 14. E. MANNHEIMER. | 15. W. H. BRIGHT. | 16. A. KAULFUSS (Photographic Artist). | 17. L. T. DELANEY. | 18. GEOW TECK SHENG. |
| 19. J. ADDY. | 20. L. MUTHUKRISHNA. | 21. L. MUTHUKRISHNA. | 22. THE OFFICE BOY. | | |

(See p. 266.)

There is one feature about this building which immediately attracts the attention of the observer—viz., the absence of the covered-in ways which characterise other buildings in Eastern cities. The object in dispensing with these, it seems, was to avoid loss of space and to secure a maximum of light.

It was in 1890 that Mr. J. Russell, the superintendent, started a printing-office for the Selangor State Government on a site adjoining the old public offices on the hill overlooking the padang. His staff then numbered only ten, and his plant was even less imposing than his staff. Some two years previously the Perak Government had established a printing-office in Taiping. It was not long before it became necessary to enlarge the building, staff, and plant at Kuala Lumpur, and in 1898 the construction of the existing offices was commenced, work being transferred to them towards the close of the following year. In 1904 the Perak office was closed and the staff and plant were transferred to Kuala Lumpur, where it had been decided to centralise all the Government printing and publishing in one department. At the close of 1906 the staff consisted of the superintendent, two European assistants, and close upon 200 workmen—most of them Indian—while the plant included thirteen printing machines (six cylinder machines and seven platens) and a stereotyping foundry.

The department is responsible for the printing of the *Government Gazette* for each of the four States in the Federation, two *Gazettes* in the vernacular, the annual official publications, and the annual volumes setting forth the legislation enacted in each State during the twelvemonth. The forms and books for official use in 1906 numbered 2,511 different kinds—and this total excluded the Federated Malay States Railway work, all of which, with the exception of ticket-printing, is done by this department. At the time of writing further additions to the building are in hand, and probably before many years have passed another removal will be necessary in order to obtain still further enlargements.

LLOYD'S GREATER BRITAIN PUBLISHING COMPANY, LTD.

The compilers of the series of "Twentieth Century Impressions" are engaged in an enterprise which must commend itself to all who hold the Empire dear, for they are endeavouring to gratify the great unspoken wish which animated the Empire-builders of the past, which breathed in the utterances at the recent Colonial Conference, and which dwells in the hearts of Britons the world over—the wish that the mother country, the colonies, the dependencies, all the integral parts of the

immense Empire which idolises and reveres the name of freedom, may come to have that knowledge, each of the other, which leads, through the establishment of a better understanding, to solidarity.

The present volume, dealing with the Straits Settlements and the Federated Malay States, is the fifth of the series. It introduces the reader to a part of the Empire which is, to a great extent, *terra incognita*, but which, owing to the rapidly developing tin and rubber industries, promises in the near future to take a very prominent place in the commercial world.

With the volume in his hands the reader may



J. ELLIS BROWN, J.P.
(Chairman of Directors.)

judge of it for himself, and a moment's reflection whilst he is glancing through the table of contents will convince him that he possesses something of greater interest if he seeks general information about Malaya and its inhabitants, or of greater utility if he wants a commercial guide to the country, than anything which has hitherto been produced; for it is not the labour of one man, with a bias towards some particular industry or branch of study, but the joint product of many minds, every article in the book having been either contributed by an expert upon the subject with which he deals or written up by a trained journalist from carefully sifted information.

Many difficulties have been experienced in

the compilation of the work, owing largely to the absence of anything like full and complete records of the past history of the territory, to the distances which separate the scattered units of the Straits Settlements, and to the changes that are taking place almost daily in the constitution and *personnel* of the Government departments, a large portion of the territory having passed under the protection of the British only within comparatively recent years. In so far as we have been enabled to cope with these difficulties we acknowledge, with sincere gratitude, our indebtedness to many gentlemen who have imparted to us the knowledge they have acquired by long residence in the peninsula; our obligations to planters and other gentlemen who have placed conveyances at the disposal of our representatives when means of transport have been anything but easy to procure; and our deep sense of the invariable courtesy shown to members of our staff by heads of departments and other Government officials.

The pictorial section of this volume represents an amount of labour of which only those responsible for it can have any conception. The rapid deterioration of photographic materials, and the shortness of the actinic day in the Far East, together with the seemingly inevitable delays experienced before portraits and really representative photographs of commercial operations could be secured, were but a few of the adverse circumstances with which the compilers had to contend.

During the past twelve months the staff has been considerably augmented from England, in order that operations might be carried on concurrently in Ceylon, Malaya, and China.

The directorate of Lloyd's Greater Britain Publishing Company, Ltd., includes some of the best-known and most substantial business men and financiers in South Africa. Mr. J. Ellis Brown, J.P., the chairman of the company, was Mayor of Durban for many years. The deputy-chairman, Sir Benjamin Greenacre, is head of the great Durban firm of Harvey, Greenacre & Co., and deputy-chairman of the Natal Bank, Ltd. The other directors are Mr. Maurice Evans, C.M.G., M.L.A., the Hon. Mr. Marshall Campbell, M.L.C., managing director of the Natal Sugar Estates, Ltd., the largest concern of its kind in South Africa; and Mr. Alexander Harvey Rennie, resident partner (in Natal) of the "Rennie" Steamship Company. All these gentlemen are also on the directorate of the Natal Trust and Finance Company, Ltd., Sir Benjamin Greenacre being the chairman. The secretary of Lloyd's Greater Britain Publishing Company, Ltd., is Mr. Henry Ernest Mattinson, F.I.A.N., and the auditor is Mr. George Mackeurtan. The head offices are in the Club Arcade, Durban, and the London office is 2, Tudor Street, E.C.





EDUCATION

By J. B. ELCUM, B.A. OXON. (DIRECTOR OF PUBLIC INSTRUCTION, STRAITS SETTLEMENTS AND FEDERATED MALAY STATES).



SCARCELY any steps were taken by the East India Company or by Government to provide education for the children of the colony until 1872, when an Education Department was formed.

No schools of importance were established by the Government, and no system of supervision of schools was provided. The East India Company did, however, subscribe towards the foundation of schools in the different settlements, and paid yearly towards their maintenance.

The first school established in the colony under British auspices was the Free School at Pinang, opened on October 21, 1816. This is now a large and successful school for the teaching of English.

In Singapore the Raffles Institution was founded in 1823 through the efforts of Sir Stamford Raffles. Originally designed to serve as a great Eastern college for the preservation and dissemination of Eastern literature as well as for English teaching, it became, in fact, merely an English school, on much the same lines as other English schools in the colony. On January 1, 1903, it was handed over, with the Raffles Girls' School (opened in 1884), by the trustees, to the Government. The boys' school has since been turned into a secondary school, only pupils who have passed Standard IV. being admitted.

The High School, Malacca, known until 1878 as the "Free School," was opened in 1826. It was supported by the balance of an old Dutch fund and by private donations, and was managed by a committee of Malacca residents. It passed into the hands of the Government in 1878.

Schools were opened by the Christian Brothers in Singapore and Pinang in or about the year 1852. These schools received from the first Government support, and have now each about a thousand pupils. The Christian Brothers also, a few years back, took over St. Francis School, Malacca, which had been previously managed by the French Mission.

Convent schools were established in Singapore and Pinang in 1851, and later in Malacca. Other schools have been opened in the different settlements from time to time by religious

bodies of various denominations. The most important of these have been the Anglo-Chinese schools, opened by the American Episcopal Methodists in Singapore in 1886 and in Pinang some years later.

In the Federated Malay States all the English schools have been founded since 1883. The Victoria Institution in Kuala Lumpur was the outcome, in the first place, of the desire of his Highness the late Sultan Abdul Samad of Selangor and ten of the chief native inhabitants of Kuala Lumpur to erect a memorial of the Jubilee of the late Queen Victoria. The original building was completed in 1893. The school is managed by trustees, and receives a large amount of Government and public support, the proceeds of an education rate in Kuala Lumpur being handed over to it.

King Edward's School in Taiping, formerly called the "Central School," was founded by the Government, but was a few years ago handed over to the management of trustees. The Christian Brothers have a school at Kuala Lumpur, and there are convent schools at Taiping, Kuala Lumpur, and Seremban. The American Episcopal Methodists have comparatively large English schools in Kuala Lumpur and Ipoh, as well as smaller schools in other places.

A very interesting school was opened at the beginning of 1905 at Kuala Kangsa, in Perak. This is a residential school for the education in English of Malay boys only. It was started with most inadequate buildings and equipments, but at once became popular among the Malays, and has, in the short time it has been in existence, done very successful work. It is hoped that the establishment of this school may lead to the training of a reasonable number of Malays to take an adequate share in the government of their States. It is attended by Malays from other States as well as Perak, and it is hoped shortly to extend it very considerably, new and adequate buildings being in course of construction.

Very little was done for vernacular education until after the establishment of the colony in 1867. In Singapore the Rev. Mr. Keasberry had a Malay school, and a few Malay schools in the different settlements were wholly or partly supported by Government. Very little appears to have been done by private schools for the Chinese, Tamils, and other Asiatics. Malays had, however, in many villages schools of a sort where the boys were taught, not Malay, but to read the Koran. The character in which Malay is written is adapted from the Arabic, with some slight variations,

but the parrot-like repetition of chapters of the Koran in a language they were not taught to understand did not enable Malay boys to read or write their own language. The schools where Chinese and Tamil are taught under the auspices of Government are few and small. There are, however, in most of the towns a considerable number of private Chinese schools. Several have lately been established in which the Mandarin dialect is taught. These schools do not appear in the returns of the Education Department.

GOVERNMENT CONTROL.

In 1870 a Select Committee of the Legislative Council of the Straits Settlements was appointed to inquire into the state of education in the colony. In accordance with the advice of this Committee the Government in 1872 established an Education Department, the head of which held the title of Inspector of Schools, Straits Settlements. The first Inspector of Schools was Mr. A. M. Skinner, who devoted his energies at first chiefly to establishing and bringing into order a system of vernacular education in Malay. The Government has endeavoured from that time on to provide for Malays a free education in their own language, and while every assistance has been given, by grants in aid and building grants, to the establishment of English schools by missionary and religious bodies and, where necessary, by the establishment of English schools by the Government itself, parents have been required to contribute at any rate a part of the cost of the education of their children in English.

A similar policy has been pursued in the Federated Malay States. The administration in each State before federation was in the hands of a State Inspector of Schools, except in Pahang, where education is still so backward that no inspector has even yet been appointed. In 1898 a Federal Inspector of Schools was appointed.

In the Straits Settlements English education and Malay vernacular education have grown about equally. In the Federated Malay States, however, English education progresses but slowly. The Education Departments in both the Straits Settlements and Federated Malay States rapidly grew in importance. The Inspector of Schools, Straits Settlements, became the Director of Public Instruction, Straits Settlements, with assistants in Pinang and Malacca. The title of Federal Inspector of Schools was not, however, changed. In 1906 it was decided to amalgamate the Education Departments of

the colony and native States under one head. The Director of Public Instruction is now assisted by Inspectors of Schools—one for Singapore and Malacca, one for Pinang, and one each for Perak, Selangor, and Negri Sembilan, with an Assistant Inspector of Schools, in addition, for Perak.

It is hoped shortly to assimilate entirely the educational system of the colony and the Federated Malay States. The codes hitherto in force, though very similar, have contained certain important differences, and the methods of administration have differed still more.

GENERAL FIGURES.

The total number of children in average enrolment at schools of all kinds in the Straits Settlements and Federated Malay States (excluding private schools of which no statistics can be given, but which are not numerous or important), was in 1906 approximately (exact figures not being available for Pahang) 38,380, of which number 34,120 were boys and 4,260 were girls. The total number of pupils in average attendance was 32,087, or 83.6 per cent. Of the whole 38,380, 21,304 were attending school in the Straits Settlements and 17,076 in the Federated Malay States.

These numbers appear small at first sight in comparison with the population, but it must be remembered that of all the races and classes which compose the mixed population of the Straits Settlements and Federated Malay States, only Malays and Eurasians are settled under normal conditions, and only with them is the proportion of children to adults such as prevails in most countries.

The census of 1901 showed that in the Straits Settlements 41 per cent. of the Malay population and 42 per cent. of the Eurasian were under fifteen years of age, while amongst Europeans the proportion was only 19½ per cent., amongst natives of India 18 per cent., and amongst the Chinese 15 per cent. In the Federated Malay States the child population among the Chinese was even lower. In Selangor only 7.5 per cent. of the Chinese were under fifteen years of age.

The cause of real education is terribly handicapped by the fact that the Malays and Chinese are almost entirely indifferent as to whether their female children are taught anything or not. Even when Malay or Chinese girls do attend school they almost invariably leave before they are old enough to have learnt anything of real use. Indeed, Malay and Chinese women in the Straits and Federated Malay States may be said to be almost entirely uneducated. The home influences for boys, as well as girls, are consequently all against real education. This is a lamentable fact, which many years of effort have succeeded in improving to only a very small extent. Very nearly half the total number of children of school-going age are, of course, girls, and yet only 4,260 girls attended school as compared with 34,120 boys. Of the 4,260 girls in attendance at school in 1906 2,500 belonged to the colony and 1,760 to the Federated Malay States. Out of these, 1,742 girls were attending English schools in the colony and 644 in the Federated Malay States, while 758 in the colony and 1,031 in the Federated Malay States were at Malay schools, there being also 85 girls at Tamil schools in the Federated Malay States. At the English schools the majority of the girls are Europeans and Eurasians, while at English boys' schools the Chinese form by far the largest element.

A very large increase has, however, taken place of late years in the number of children attending school. In the Straits Settlements in 1900 there were in enrolment at English schools 7,528 children, and at vernacular schools 7,404. In 1906 the figures had grown to 9,941 and 11,363 respectively. In the Federated Malay States there were, in 1900,

1,629 children in average enrolment at English schools and 6,494 at vernacular schools. These numbers had increased in 1906 to 3,219 and 13,857.

In 1906 there were in the Straits Settlements 35 English-teaching schools and 174 vernacular schools, and in the Federated Malay States 22 English or Anglo-vernacular schools and 263 vernacular schools. Of the vernacular schools, all, except a very few in which Tamil and Chinese are taught, are purely Government schools for the teaching of Malay.

EXPENDITURE.

In 1906 the Government of the Straits Settlements expended on education (not reckoning expenditure on buildings) 366,310.48 dollars. From this has to be deducted receipts, chiefly for fees in Government schools, amounting to 37,675.25 dollars, leaving a net expenditure of 328,635.23 dollars, or 15.42 dollars per pupil. The total expenditure on education by the Government of the Federated Malay States was 263,876.80 dollars, or 15.45 dollars per pupil.

THE EXISTING SYSTEM.

In both the Straits Settlements and the Federated Malay States the Malay vernacular schools are financed and managed entirely by Government. The majority of the English-teaching schools are managed by their own governing bodies, and receive a grant-in-aid from Government. The few Tamil and Chinese vernacular schools are also grant-in-aid schools.

Grants-in-aid in both places are at present based on the number of children presented at the annual inspection, a grant of so much per head being given at various rates, according to the average degree of merit shown, as well as a small grant for discipline and organisation, based on the number of pupils in average attendance.

There are seven standards in the English schools, and, in order to obtain clerical work of most kinds, it is necessary for boys to have obtained a certificate that they have passed Standard VII.

The attendance at English boys' schools is very satisfactory, and is continually increasing, the Chinese showing great anxiety that their sons should obtain an English education.

SECONDARY EDUCATION.

At all the large and important English schools there are classes for the continued instruction of boys who have passed Standard VII. As a rule there are Cambridge Local classes and commercial classes. Singapore and Pinang are centres for the Cambridge Local examinations, and between 100 and 200 candidates, boys and girls, have generally in recent years gone up for, and done fairly well, in the senior and junior examinations. These examinations were also formerly taken in the Federated Malay States. They were dropped for a few years, but Kuala Lumpur was again made a centre in 1907, and at the time of writing a fair number of candidates are expected to present themselves.

The great prize and the great inducement to take up secondary work has, in the Straits Settlements, been the Queen's Scholarships. Two of these have hitherto been given yearly. They have not always been of the same value, but of late years they have been for £250 a year, tenable for not more than five years. The winners of these valuable scholarships go to some seat of learning in the United Kingdom and generally qualify for some profession. An occasional scholarship on the same lines has been given in the Federated Malay States. In the Straits it is now proposed to give only one of these scholarships

yearly, and to expend the money so saved on the improvement of local education.

The large majority of boys who acquire an English education become clerks. Although the local schools have in the past turned out many men who have developed into admirable clerks, the average seventh standard boy has been found to be not really satisfactory. Government were the first to take action with a view to providing a better-trained class of clerk, and about seven years ago offered a special grant for boys trained in a "commercial class" in shorthand, typewriting, book-keeping, and composition. Many of the leading schools in the Straits have now established successful "commercial classes." In the Federated Malay States, although provided for by the Education Code, they have scarcely yet made a real start. The Chambers of Commerce in Singapore and Pinang have encouraged the movement by the offer of prizes and certificates, awarded on examinations conducted by themselves.

TECHNICAL EDUCATION.

Very little has been done in the way of technical education. In the commoner handicrafts the newly-imported Chinese labourer is willing to work for so little and for such long hours that he holds the field. It might be thought that a training in civil, railway, and mining engineering would be useful and popular among intelligent youths. Attempts have been made to provide this. The colony has given a number of industrial scholarships to boys apprenticed to various engineering firms; but they have never been popular. A more ambitious attempt has been the establishment of the Treacher Technical School at Kuala Lumpur. This has not hitherto attracted a satisfactory class of students, and so far has proved a failure. It is so easy for boys to procure posts as clerks directly they leave school that it seems almost impossible at present to induce them to take up any other line of work. The only encouraging sign in this direction is the large and satisfactory science class now established at Raffles Institution in Singapore. A small amount of technical education in carpentering, basket-making, &c., is given in some of the Malay schools of the Federated Malay States.

TRAINING OF TEACHERS.

The supply of local teachers for English schools has always been inadequate and unsatisfactory. Teaching has been unpopular among the more intelligent young men, and local teachers have been badly paid. Many attempts have been made to remedy this state of things. A training class for girls at Raffles Girls' School has done fairly well, but boys could not be induced to enter a training school. A normal class for those already teaching was started two years ago at Kuala Lumpur, and similar classes are now being started in Singapore, Pinang, and Taiping. The teachers go through a two-year course, and receive a bonus of 200 dollars on qualifying. These classes, which are held for about five hours a week out of school hours, are not so satisfactory as a regular training college would be, but failing the latter, it is hoped they may effect some real improvement in what has hitherto been the very unsatisfactory supply of local teachers. The Government has in the last five years greatly improved the pay given to its local teachers, and the aided schools have more or less followed suit.

The Malay Government schools aim at giving a very elementary education only to the peasant Malay population, both in the colony and in the Federated Malay States. Reading and writing both in Malay and in "Romanised" characters, elementary arithmetic, and geography are the subjects taught. The course

is divided into four standards in the colony and into five in the Federated Malay States. Attendance at these schools is compulsory on Malay boys in Malacca and Province Wellesley, and in the States of Selangor and Negri Sembilan. It is not so at present in Singapore, Pinang, Perak, and Pahang.

Teachers for the Malay schools of both the colony and the Federated Malay States are trained at the Malay College in Malacca, the course being a two-year one, and the students residing in the college. In the Federated Malay States drill and a little technical instruction are added to the curriculum. Needlework is taught in all the girls' schools, and in a few sarong-weaving, basket-making, and the making of pillow-lace are also taught.

REFORMATORY.

There is a reformatory at Bukit Timah, seven miles from the city of Singapore. The boys here learn to read and write Romanised Malay, are drilled, work in the garden, and receive instruction in a trade—either carpentering, shoemaking, or tailoring. The boys also do their own cooking and bread-making. Some boys have turned out well, but many relapse into crime. The differences of race and religion among the boys make the work of reform here peculiarly difficult.

Mr. John Bowen Elcum, B.A., Director of Education in the Straits Settlements and the Federated Malay States, is the son of Mr. Hugh William Elcum, solicitor, of 13, Bedford Row, London, and was born on November 18, 1860. He was educated at Highgate School and at Queen's College, Oxford, where he graduated B.A. In 1884 he became a cadet in the Straits Settlements Civil Service, and was successively Acting District Officer for South Malacca, Central District, Province Wellesley, and the Dindings. In 1893 he became Acting Sheriff of Singapore. In 1895 he was appointed Acting Inspector of Schools, and in the next few years, in addition to discharging the duties of that position, he acted as Official Assignee and Registrar of Deeds, Collector of Land Revenue, and Officer-in-Charge of the Treasury, Malacca; First Magistrate at Singapore, and Inspector of Prisons. He was confirmed in the appointment of Inspector of Schools for the colony in 1898, and in 1901 the title of the office was altered to that of Director of Public Instruction. From October, 1904, Mr. Elcum was Financial Commissioner of the Federated Malay States, and, shortly after it was decided to amalgamate the Education Departments of the Straits Settlements and the Federated Malay States, he was appointed Director of Education. Mr. Elcum is a member of the Singapore Club and of several other local clubs, and his principal recreations are chess, golf, and croquet. He passed the Government final examinations in Malay in 1886, in Chinese (Kheh) in 1891, and in Chinese (Hokien) in 1897. He married in 1888 Ethel Harriet, daughter of Thomas Augustus Fox, late Harbour Master of Pinang.

Mr. H. B. Collinge.—The Inspector of Schools for Perak is Mr. Henry Bernard Collinge, who has held the appointment since 1890. Mr. Collinge, who is in his forty-seventh year, was educated at Salford Catholic Grammar School, Valladolid, Spain, and at St. Bede's and Owens College, Manchester. For five years he was Headmaster of St. Joseph's Institution, Singapore, and in 1887 became Headmaster of St. Francis' School, Malacca. Whilst holding his present appointment he has also acted as Federal Inspector of Schools. He has published two very useful works—a "Handbook on Romanised Malay" and a "Manual for Malay Teachers." He resides in Taiping.

Mr. L. McLean.—The Inspector of Schools for the State of Selangor is Mr. Lachlan McLean, B.A. Cantab., who was born in 1877

and entered the Civil Service as a cadet in 1900. After holding several minor appointments, he passed in Cantonese and law, and in 1904 was appointed Acting Revenue Auditor, Negri Sembilan. In the following year he took up his present appointment. At present he is on leave.

Mr. Frank Adrian Vanrenen, Acting Inspector of Schools, Selangor, is the son of the late General D. C. Vanrenen, of Cheltenham. He was born at Southampton in 1868, and was educated at Charterhouse School and at Cambridge University, where he graduated B.A. in 1891. After being a schoolmaster in England for some time he went to Australia, and was engaged in farming there for six years. He was appointed Assistant Inspector of Schools, Perak, in 1900, and Assistant Master of the Malay Residential School at Kuala Kangsa in 1905.

Mr. William Thomas Chapman, B.A. Cantab., is the Inspector of Schools in Negri Sembilan. He was born on December 25, 1876, and became a cadet in the Negri Sembilan Government service in 1899. The positions which he has filled include those of Acting Collector of Land Revenue, Acting Magistrate, Seremban, Acting District Officer, Christmas Island, and Acting Second Assistant Protector of Chinese, Singapore.

RAFFLES INSTITUTION, SINGAPORE.

BY C. M. PHILLIPS, M.A., LL.B., JESUS COLLEGE, CAMBRIDGE.

At a meeting of the principal inhabitants of Singapore at the Residency, on April 1, 1823, Sir Stamford Raffles submitted a minute suggesting the advantage and necessity of forming an institution in the nature of a college embracing the following objects:—

- (1) "To educate the sons of the higher order of natives and others;
- (2) "To afford the means of instruction in the native languages to such of the Company's servants and others as may desire it;
- (3) "To collect the scattered literature and traditions of the country, with whatever may illustrate their laws and customs, and to publish and circulate in a correct form the most important of these, with such other works as may be calculated to raise the character of the institution, and to be useful or instructive to the people.

"RAFFLES."

The Reverend Robert Morrison, D.D., the distinguished Chinese scholar and famous missionary, then read a paper suggesting that the Anglo-Chinese College at Malacca, at that time under the Dutch, should be removed to Singapore and amalgamated with the proposed institution.

Officers were then appointed: W. Wilberforce, M.P., and C. Grant, M.P., were among the patrons, and Dr. Morrison (at whose suggestion the meeting had been convened by Sir Stamford) was the first vice-president.

The proposal to amalgamate the college at Malacca with the institution at Singapore (an arrangement never carried out, the college being subsequently removed to Hongkong) led to some modification of Sir Stamford's original ideas, and it was finally decided that the institution should consist of three departments, viz. :—

- (1) A Scientific Department for the common advantage of the several colleges that may be established;
- (2) A Literary and Moral Department for the Chinese, which the Anglo-Chinese College afforded;

- (3) A Literary and Moral Department for the Siamese, Malays, &c., which was to be provided for by the Malayan College.

On May 20, 1823, Sir Stamford, who had already raised some 17,500 dollars, wrote to the Government of Bengal that, subject to the confirmation of the Honourable Court of Directors of the East India Company, he had appropriated for the use of the institution (1) a monthly grant of 300 dollars, (2) an allotment of ground near the town, and (3) 500 acres of uncleared ground for each of the departments on the usual terms.

Sir Stamford approved of the plan of the proposed building, personally chose the site, and on June 5, 1823, laid the foundation stone of the present institution. On June 9th he left Singapore never to return.

From this point the history of the institution falls into five distinct periods :—

(A) 1823-8.

No sooner was Sir Stamford's back turned than there were indications of influence at work in the Government adverse to the institution and its objects. A month after his departure the question was raised as to the advisability of disbursing money for the building before confirmation of the grants of ground appropriated to the institution had been obtained. On November 6th the Government of Bengal, in reference to Sir Stamford's letter, stated that, though the utility of such an institution was unquestionable, there was no urgency justifying its establishment without the previous sanction of the Supreme Council—a proceeding that was not prudent at a time when it was doubtful whether Singapore would continue to remain a British possession.

The promised Government donation and allowances being for the moment withheld, Sir Stamford, to provide against inconvenience arising from a want of funds, wrote (January 23, 1824) from Bencoolen to the Resident at Singapore requesting the continuance of the Government monthly allowance in aid of the institution, holding himself personally responsible for any amount not confirmed by the Court of Directors.

Finally, on May 11, 1825, the Court of Directors conveyed its sanction to the grants and endowments originally made by Sir Stamford Raffles. Notwithstanding this, the monthly grant was still withheld.

On February 7, 1826, the Resident, in a report to Bengal on the promotion of education in the settlement, stated that the native inhabitants were not sufficiently advanced to derive advantage from the enlarged system of education held out by the institution, and suggested in its place the establishment of schools affording elementary instruction only, in English, Chinese, and Malay; the schools subsequently, if expedient, to be united with the institution. As a matter of fact, such elementary schools had been established under the patronage of the institution.

On January 5, 1827, the trustees were informed that the Government subscription was to be appropriated solely to the establishment of elementary schools for natives.

For many years the monthly allowance was withheld, and, when repeated applications were made, it was reduced for a time to 100 dollars, later raised to 200 dollars, and never paid in full till a comparatively recent date. So much for the allowance.

As to the grants of land, the Government notified the public on January 9, 1827, of its intention of resuming on May 1st all grants of land not built upon or applied to the purpose for which they were originally intended. On January 11th, only two days later, the trustees of the institution were informed that certain lands (the 500 acres for each department) were

included in the list resumable by Government, and they were called upon to transfer the property to the officers of the 25th Regiment, who, on their arrival, not being able to rent a house on any terms, had been permitted by the Government to erect a bungalow on the land, no other spot being available. Apart from the doubtful right of resuming land granted to an institution for its permanent support, resumption, according to the public notice, was not intended to take place till May 1st. However, on February 27th the trustees, probably deeming the ground in question not worth the expense of clearing, renounced all claim to it, thus alienating, as time has shown, the most valuable property of the institution.

Later, in the same year, the trustees made an unsuccessful attempt to dispose of the institution to Government, and, in the next, proposed to invest the funds of the institution to form a town hall and reading-room.

On November 20, 1828, they apparently held their last regular meeting, for there is not

building, it should be placed at the disposal of the trustees of the institution for the erection of the monument.

On January 5, 1836, the trustees, whose number had now dwindled down to two, held a meeting, approved of and accepted the plan proposed by the subscribers to the monument, and nominated patrons and trustees. Subscription lists were opened in Singapore, and on receipt of a letter from Mr. J. R. Morrison (son of Dr. Morrison) in China, stating that he had collected upwards of 1,000 dollars, with the promise of an additional sum whenever the building was completed, a further meeting of the trustees was held (May 20th), at which it was determined to commence the repairs forthwith.

In 1834 a school had been opened in High Street by an association calling itself "The Singapore School Society." The school enjoyed support both from the Government and individuals, but, from the perishable nature of the materials with which the building was con-

appoint a school committee of a certain number of members from their body annually.

In 1839 the trustees obtained from the Government a formal grant of the present site occupied by the institution, and also of the ground where the convent now stands. Requiring funds to complete the institution, a portion of the original foundation being as yet unbuilt on, they disposed, in 1840, of the land now occupied by the convent, and later, in 1845, of Institution Hill, then lying waste and producing no benefit. This transaction brought in 360 dollars yearly, and was considered at that time a good stroke of business. The institution was thus early left with only the block of ground on which it now stands. Ten years later, in 1855, it seemed doubtful if even this portion would be retained, a communication being received from the Government expressing the opinion that the popularity and usefulness of the schools would be increased by selling the present building and establishing with the proceeds schools in central positions in the town. It should here be explained that the position of the institution had always been considered bad, owing to its distance from the most populous part of the town. Sir Stamford Raffles, however, had been looking ahead, and to-day no better situation for the institution could be found.

It is interesting to note that in 1838 the institution was divided into an English school, with an upper and a lower department, a Chinese school, and a Malay school. This last was abolished in 1842. There were boarders and day scholars. Religious exercises were given, but it was not obligatory for any boy to attend. Printing was undertaken in the hope of increasing the school funds, while from 1842 the western wing was used as a library. On March 4, 1844, a girls' school, with boarders and day scholars, was opened in the building. In 1856 the institution held three separate departments—a boys' boarding department, a girls' school, and a department for day scholars of all nationalities. As only a few of the boarders and some of the day scholars paid school fees, it was suggested, in 1857, that fees should be exacted from those capable of paying, a suggestion apparently carried out, for in 1859 the name "Singapore Institution Schools" appears instead of "Singapore Institution Free Schools" as previously. Sir Stamford Raffles intended the building to be called "The Institution." Until 1867, however, it was known as the "The Singapore Institution," though there is correspondence in 1861 showing that it was sometimes called "The Raffles Institution," its name since 1867.

Down to 1857 school records, with one or two exceptions, give lists of the trustees and also of those forming the school committee. Thence to 1860 only the school committee are mentioned. General regulations enacted in 1853 appear to show that the whole administration and management of funds was vested in the school committee, which was annually elected by the subscribers to the school, to whom they made an annual report, an arrangement which lasted till 1861, when the affairs of the institution were reorganised by a decree of the Supreme Court.

In 1857 the whole question of the trust became the subject of a friendly suit between the Government and two of the trustees. After considerable delay the Court, on May 31, 1859, declared "the educational establishment called 'The Singapore Institution' to have been well founded, established, and endowed as a charity by the late Hon. Sir Thomas Stamford Raffles," and ordered the Registrar to inquire into the original endowments of the institution, and by whose default any parts had since been forfeited or lost; to propose a plan for the application of the funds according to the intention of Sir Stamford Raffles, or as near to it as circumstances



RAFFLES INSTITUTION, SINGAPORE.

anywhere any trace of further proceedings or deliberations on their part until January 5, 1836.

(B) 1828-36.

Funds being early exhausted, the building, ill-constructed from the outset, was left in an unfinished state and unused. In 1832 a local paper referred to it as "a ruin" and "an eyesore to the inhabitants of the settlement." It may be conveniently mentioned here that the original design of the building was in the form of a cross with two wings. The wings were only added later, one in 1839 and the other in 1841. The next, and so far the last, enlargement was in 1875, when the Government, at its own expense, added the present Prize Hall and three-storied wing adjoining it.

(C) 1836-61.

On January 1, 1836, at a meeting of subscribers to a monument intended to be erected to the memory of Sir Stamford Raffles, it was thought that they would best perpetuate the remembrance of his services by endeavouring to complete the institution founded by him for the purposes of education; and it was agreed that, as soon as a sufficient sum could be raised by additional subscriptions for completing the

structed, it soon became necessary to take measures to provide a more suitable and permanent one for the accommodation of the scholars. This led to the idea of obtaining and repairing the building originally designed for the institution. The school committee were empowered to act in conjunction with the trustees of the Raffles Institution and monument funds. An application to the trustees, on September 15, 1837, to occupy the building for educational purposes was agreed to, and in December, 1837, the classes in High Street were transferred to the institution, which now, for the first time, was used as a school. The trustees, however, reserved to themselves, in the event of funds ever being available for carrying out the original intentions of the founder, the right to re-occupy the building on giving one year's notice and refunding the money (1,800 dollars) that had been advanced by the school for repairs.

Inconvenience subsequently arising from there being two authorities connected with the institution, whose views and interests, however, were the same, it was decided on August 9, 1839, that the whole should be vested in the trustees of the institution, that the school committee should deliver to the trustees all their funds and property, and that the trustees should

permitted; and to appoint twelve trustees, with arrangements for filling vacancies. The report of the Registrar, published on May 9, 1860, declared the resumption of land by the Government in 1827 to have been unjust, and the meeting of the trustees in 1836, and their acts and those of their successors, to have been irregular and liable to be set aside. It appointed patrons and trustees, four to be considered a quorum for ordinary business, and seven for the election of new trustees, or for extraordinary business, or for voting large disbursements, and advised the new trustees to make application to the Government for the land unjustly resumed and for the payment in full of the original monthly allowance. Eventually on April 27, 1861, the Supreme Court adopted this report in every particular.

(D) 1861-1902.

The trustees appointed by the Supreme Court took charge of the building and of all the property belonging to the institution on June 15, 1861. The committee, elected by the subscribers to the boys' schools, at the same time resigned their functions into the hands of the trustees. The new trustees immediately took steps to obtain restitution of the institution lands, but, unfortunately, some difficulty arose, and the matter was allowed to drop. The whole question was considered anew in 1873, but lapse of time had rendered the sales valid even if they were originally invalid. In 1874, however, the Government undertook to keep the institution building in repair, thus freeing the institution funds of a considerable expenditure. A fixed yearly allowance of 5,940 dollars was also granted in compensation for the land resumed. This allowance was increased in 1891 to 7,940 dollars.

In 1871 a separate department was established for Siamese pupils sent by the King of Siam, the girls' school being removed from the institution to provide the necessary accommodation. The scheme fell through, however, the next year, the pupils leaving Singapore on the establishment of an English school in Bangkok. Again, in 1875, a wing was erected for the sons of Malay Rajas and chiefs. No pupils came and so the lower part of the building was used for class-rooms, the remainder being occupied until 1887 by the Raffles Library and Museum.

In 1875 the Government established branch schools and offered the management to the trustees of the institution. This offer was accepted, but, on the arrangement proving undesirable, the management was transferred in the following year to the Government.

In 1883 the boarders in the boys' school were removed to the house in Beach Road vacated by the girls, and again in August, 1884, to a house opposite the school where the Raffles Hotel now stands. On the lease expiring in September, 1887, the boarding establishment was discontinued. As there had been foundationers since 1840, it was decided to maintain at least twelve. This number gradually dwindled down, and ultimately the last foundationer left in 1896.

To encourage higher education, a class for physical science and chemistry was established in 1889 by Government. Classes were held at the institution, but not under the management of the trustees, the intention of the Government being to build a Government Science School. Shortly after his arrival the lecturer was also appointed Government analyst, but, his services as a teacher not always being available, the classes were abandoned in 1891. The analyst's office and laboratory, however, remained in the institution till 1895.

In November, 1891, the trustees urged the Government to make the institution a Government College. The then financial position of the colony postponed the consideration of

the question. In 1901 there was some agitation for an improvement in the educational methods and facilities of the colony, and in 1902 a Commission of Inquiry was appointed by the Government. In April, 1902, they reported: "The trustees of the Raffles Institution have urged the Government to take over the school on the grounds that management by the trustees, who are constantly changing, is unsatisfactory, and that they find it impossible to maintain an adequate staff of fully qualified teachers from home, as they are not able to offer pensions, and the funds of the institution do not permit them to give as good terms as those received by Government teachers." The commissioners recommended that the institution should be taken over by Government, and in October the Government announced that, in response to the appeal of the trustees, they would take over and administer the Raffles Institution Schools.

(E) 1903.

On January 1, 1903, the Government assumed the direct management and control of the Raffles Institution.

The institution is now an English school confining itself to instruction in the upper (Standards V., VI., VII.) and secondary classes, and relying chiefly on the Government branch schools, where instruction is limited to Standard IV., for its supply of material. Education is unsectarian. After the ordinary English course, "special" and commercial classes carry on the secondary work of the institution. Included in the "special," which prepares pupils for the Cambridge Junior and Senior Local and Queen's Scholarship examinations, is a science department (restarted in 1901) giving instruction in general experimental science and experimental mechanics. The commercial class was started in July, 1903, to meet the great and constant demand for clerks in mercantile offices and in the town generally, and is encouraged by the local Chamber of Commerce, which holds an examination annually and offers prizes and certificates to successful candidates. The major portion of the instruction is devoted to shorthand (Pitman's), typewriting on several different makes of machines, and a general business training.

A training class for local teachers was opened in 1906. The teaching staff consists of ten European masters, either graduates of British universities or certificated, two of whom are technical masters and ten locally engaged masters, possessing the Cambridge Local Senior Certificate.

The number of scholars is between five hundred and six hundred. With a view to the gradual giving-up of primary instruction, the trustees, in 1888, raised the standard of admission to Standard II., but in 1899 the school was again thrown open to the two lowest standards. Since then, however, the extra accommodation required for the science and commercial classes, and the increasing number of pupils passed on from the branch and similar schools, have led to the gradual abandonment of the lower standards. In October, 1906, it became necessary to stop further admission to Standard IV. Instruction is now (from October, 1907) confined to Standard V. and upwards.

From the beginning of 1873 a uniform fee of 15 cents monthly was exacted in advance from each boy; in 1876 this was varied from 25 cents to 1 dollar, according to the class; in 1878 it was fixed at 50 cents for the lower and 1 dollar for the upper school; in May, 1898, it became 10 dollars throughout; and in July, 1907, it was raised to 2 dollars a month. In the "special" and commercial classes the fee has always been 3 dollars monthly. Fees are payable quarterly and in advance.

The institution enjoys large prize and scholar-

ship funds given by private individuals and by the Government.

Holidays amount roughly to ten days at Christmas, a month at the Chinese New Year, and a month in the middle of the year. There is no school on Saturdays.

Adjoining the school building is a large field where football (Association) is more favoured than cricket, and where athletic sports are held annually. A miniature rifle range, with disappearing targets, was fitted up early in 1907.

A Volunteer Cadet Corps with drum and fife band was formed in January, 1902. It was intended for boys of all schools, but till the end of 1906 was practically maintained and continued by Raffles boys only. It is armed with the '303 Lee-Enfield carbine, and is equipped by the Government. The corps, now 150 strong, consists of three companies, one from each of the three leading schools in the settlement. The cadets form a portion of the Singapore Volunteer Infantry and join the Regular and Auxiliary Forces in all parades and field manoeuvres.

THE RAFFLES GIRLS' SCHOOL.

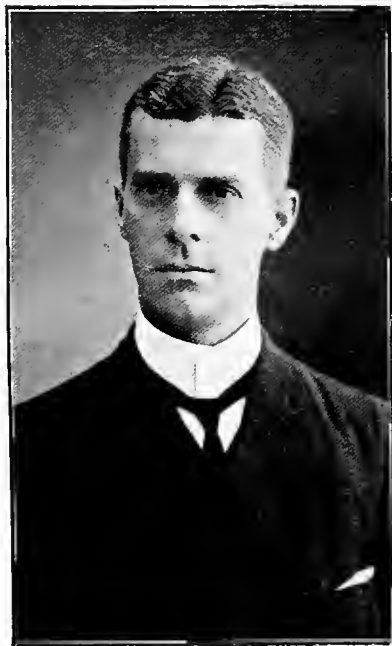
The girls' school, consisting of boarders and day scholars, was opened in the Singapore Institution on March 4, 1844. To provide accommodation for a Siamese department, the school was removed in 1871 from the institution building to an adjacent house in Bras Basah Road rented for the purpose. In 1877, on the rent being increased, the school was moved a little distance down Beach Road. As the building was unsuitable and the situation inconvenient, the trustees in 1881 commenced building a school on their own ground near the boys' school, the Government contributing 6,000 dollars. On July 23, 1883, the building was completed and occupied. In 1888 an addition was made to one of the wings, the Government paying half the expense; and later, in 1904, a training school was erected by the side of the main building.

The girls' school for long had been managed by a committee of ladies, the trustees merely finding funds. In 1878, however, as a part of Raffles Institution, it was placed under the direct management and more immediate control of the trustees. At the same time it was arranged that the school should be regularly visited by ladies for bringing observations and suggestions before the trustees. Subsequently, however, in August, 1888, the lady visitors were formed into a "Ladies' Committee" to undertake the supervision of all affairs in the girls' school, the trustees reserving to themselves matters relating to the appointment of teachers and expenditure on items over 20 dollars.

For financial reasons the boarding department was closed at the end of 1893, and the question of closing even the day department was taken into consideration. Succeeding years, however, found the school self-supporting. On January 1, 1903, together with the boys' school, it was taken over by the Government.

Mr. C. M. Phillips, M.A., LL.B., son of the late Mr. C. Phillips, of Shalbourne, Wiltshire, and of Singapore, is the Principal of Raffles Institution. He was born in Singapore in 1870, and educated at York House, Reading, Berks, and other schools. He returned to Singapore in 1886, entered Raffles Institution as a pupil, and competed for the Queen's Scholarships, which were then of £200 value for four years. In 1899 he gained the first scholarship, and entered Jesus' College, Cambridge, where he remained until 1893, taking his B.A. and LL.D. degrees with second-class honours. Returning to Singapore, he went to Raffles Institution as Assistant Master. In

1897 he proceeded to the M.A. degree. Subsequently he was appointed Assistant Principal, and in 1907 was promoted Principal. He has also acted as Director of Public Instruction. He is the captain commanding the Singapore



C. M. PHILLIPS, M.A., LL.B.
(Principal, Raffles Institution, Singapore.)

Cadet Corps, and a prominent member of the Singapore Rifle Association, shooting being his favourite recreation. He is the author of a book entitled "The Malay Peninsula" (historical and geographical), which was published at home in 1906, and is intended, principally, for use in the English schools of the Straits Settlements and Federated Malay States.

ST. JOSEPH'S INSTITUTION.

The premier Roman Catholic educational institution in Singapore is St. Joseph's Institution, which has been established for over half a century. Founded in 1852 by the Christian Brothers, it has done consistently good work ever since in training the boys of the colony,

and on the occasion of its jubilee, in 1902, the college was incorporated. The existing imposing building in Bras Basah Road is a new one, and was erected under the supervision of the present director, the Rev. Brother Michael, six or seven years ago, but the number of pupils seeking admission has grown so rapidly that further additions are now being made. In the older building there was accommodation for 80 boys, and when the enlargements have been completed there will be room for between 1,200 and 1,300. The institution is divided into three departments—elementary, special, and commercial. The elementary department is taught according to the Government code, and boys are admitted to the special or commercial departments after passing Standard VII. The fees in the elementary department are 2 dollars (4s. 8d.) a month, and 3 dollars (7s.) in the other two sections. A limited number of boarders reside on the premises. A good secondary education, including the Queen's Scholarship Standard, is given in the higher sections, with special instruction in shorthand, book-keeping, type-writing, and correspondence in the commercial department. The school is staffed by 26 masters, of whom 15 are Brothers and 11 secular masters. The college premises are built in the most modern style suited to the requirements of a tropical climate. The land on which they stand was a royal grant from the Government for educational purposes. There is a fine playground, four and a half acres in extent, opposite the school in Bras Basah Road, and a thoroughly equipped gymnasium on the grounds. In the Queen's Scholarship examination, held in 1905, this institution obtained the first, second, and third scholarships, and in that held in 1907 it secured the first and third.

OUTRAM ROAD SCHOOL, SINGAPORE.

This school was opened in February, 1906, by his Excellency the Governor, Sir John Anderson. The number of pupils now on the roll is 502, of whom 93 per cent. are Chinese. The handsome and spacious school building comprises eighteen large classrooms, with headmaster's room, assistant masters' room, and lady teachers' room. Attached to the school is a fairly large playground. Mr. W. J. Parry is the headmaster.

PINANG FREE SCHOOL.

Pinang Free School, one of the leading educational institutions in the Straits Settlements, has had a long career of usefulness.

Within its walls many of the foremost residents of the northern settlement have been equipped for the battle of life, as will be seen from the biographical sketches appearing in this book.

The leading spirit in founding the Free School was the Rev. R. S. Hutchings, Colonial Chaplain of Pinang in 1815. It was he who submitted to the Governor of that day a proposal for the establishment of a public school in Prince of Wales Island, with suggestions for its management. His Excellency received these suggestions favourably, and appointed a committee to investigate the subject.

In response to an appeal to the public, subscriptions to the amount of 10,867 dollars were received between 1816 and 1824. In addition to this the Governor promised, on behalf of the East India Company, a donation of 1,500 dollars, a monthly subscription of 200 dollars, and a piece of ground, then known as Church Square, as a site for the erection of the school buildings. By the original scheme there were to be two schools—one for boys and the other for girls—and there were to be boarders as well as day scholars in each. The school was to be conducted "on the plan adopted by Dr. Bell at Madras." It was laid down "that great care should be taken that the prejudices of parents averse to the Christian religion should not by any means be violated." Fees were to be paid by those who could afford them, but children from a distance, or whose parents were incapable of supporting them, were to be maintained and clothed at the expense of the school. It was intended that, if possible, the children of "Malayan, Chooliah, and Hindustani parents," who were not desired to learn English, should be taught their own languages, and that, in addition to the ordinary elementary subjects of instruction, the children should "at a proper age be instructed in useful employments as carpenters, smiths, shoemakers, tailors, book-binders, &c." The idea of teaching children handicrafts, however, has never come to fruition, though a brief attempt in this direction was made in 1853.

A day school for boys was opened on October 21, 1816, at a house in Love Lane, and continued to be conducted on rented premises until buildings were opened in 1821 on the site still occupied by the school. The boys' day school has continued without interruption from 1810 to the present day.

A girls' school was opened in 1817. From 1821 to 1828 it ceased to exist, but it was reopened in the latter year, to be again and finally closed in 1851.

The boys' boarding school lasted from 1826 to 1864. In 1821 two classes for the instruction of Tamils and Malays respectively in their



ST. JOSEPH'S INSTITUTION, SINGAPORE.



PINANG FREE SCHOOL.

own languages were opened on the school premises. The Tamil school lasted till 1823, and the Malay school till 1826. From 1821 to 1839 there was a branch Malay school at Glugor. In 1837 a Malay school was opened at Ayer Itam, but it lasted for a few months only. In 1855 a Malay school was opened at Bayar Lepas. It was very soon transferred to Glugor, where it lasted till 1863.

In August, 1817, when the school had been opened the greater part of a year, the number of boys on the roll was 49. In 1830 there were 90 boys, but by 1840 the numbers had fallen to 80. By 1845, however, the number rose to 173. This large increase seems to have been due to a sudden awakening on the part of the Chinese to the value of an English education. There were 206 boys in 1860, 274 in 1870, 573 in 1880, 798 in 1900, and 837 in 1906.

The education given in the early days of the school appears to have been confined to reading, writing, arithmetic, and religious knowledge. As years went by other subjects were added, but the character of the school was entirely elementary until 1891, when, with the express intention of raising the type of education given, the committee appointed a University man as headmaster in the person of Mr. Hargreaves, previously assistant master in Leatherhead school. Mr. Hargreaves held the headmastership for thirteen years, and his success may be judged from the fact that during that time no fewer than ten Queen's Scholarships tenable at English Universities were gained by his pupils. The school is now under the control of Mr. R. H. Pinhorn, M.A., headmaster, who is assisted by a staff of 8 European masters, and 16 Chinese, Malay, and Indian teachers.

All the instruction is given in English, and no native languages are taught. As less than 3 per cent. of the boys know anything of the language when they first come to school, the great problem is to teach them English as quickly and as thoroughly as possible. The adoption within the last three years of the direct method of modern language instruction has already more than justified itself, and the results will undoubtedly become more and more apparent as boys who are now in the lower forms work their way to the top of the school.

There are at present 837 boys in the school, all of whom are day scholars. Of these no fewer than 78 per cent. are Chinese. The pupils include children of six or seven years of

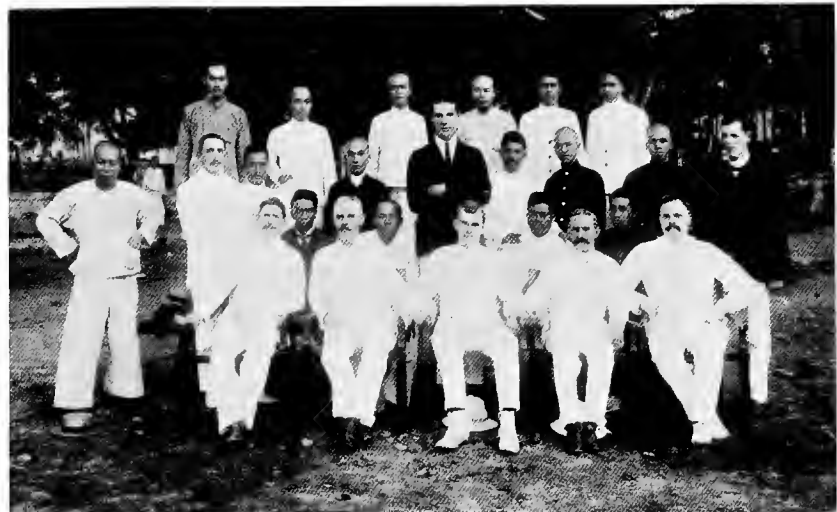
age, who have not been to school previously, and youths of eighteen and nineteen. At the time of writing, 30 per cent. of the scholars were fifteen years of age or over. Boys in the top form, after passing the senior Cambridge Local examination, compete for Queen's Scholarships provided by the Straits Settlements Government entitling the holders to enter an English University.

The school possesses the following scholarship prizes: The "Gottlieb" Scholarship of 60 dollars per annum; the "Tanku Syed Hussein" Scholarship of 84 dollars per annum, for Mahomedan boys only; and the "Lee Boon Choe" Scholarships of 30 dollars and 20 dollars per annum respectively; the "Diamond Jubilee" Scholarship of 20 dollars per annum; the "Centenary" Gold Medal; the "Yeap Gek Ee Neoh" Prizes (interest on 1,000

offered by the Government to promising boys from the vernacular schools.

The outdoor side of school life is not neglected. There is a flourishing Association football club, and during 1906 a cadet corps, which shows every sign of vigorous life, was started under the command of the second master, Lieut. W. Hamilton.

Fees are charged at the rate of 3 dollars a month for boys in the upper school, and 2 dollars in the lower and preparatory schools. In addition to the ordinary Government grant-in-aid the school receives a special fixed grant of 1,000 dollars a month from Government, and all ordinary repairs to the buildings are executed by the Public Works Department free of charge. The ordinary annual income of the school amounts to about 53,000 dollars. It is derived from the following sources:



THE MASTERS, PINANG FREE SCHOOL.

dollars given for facility in English conversation); the "Ghi Hin Society" trust, giving free education to six Chinese boys; and the "Shaik Imam" trust, giving free education to twelve Mahomedan boys. In addition, there are about forty boys holding scholarships

boys' fees, about 42 per cent.; special grant from Government, about 23 per cent.; ordinary grant-in-aid from Government, about 20 per cent.; annual subscription from Chinese, about 8 per cent.; and interest on investments, about 7 per cent.

The present handsome pile of buildings in Farquhar Street was erected piecemeal. The half near St. George's Church was built in 1896, and the other half ten years later. In both cases the necessary money was provided partly by Government grants and partly by public subscription, of which the Chinese contributed 98 per cent. in 1896 and 86 per cent. in 1906. The school premises are situated on land the area of which is about two and one-third acres. The size of the playground is quite inadequate for the needs of the school, and negotiations are in progress for its extension by the purchase of an adjoining piece of land. The available inside accommodation is also taxed to the uttermost, and boys have constantly to be refused admission owing to lack of room.

The constitution of the Pinang Free School is regulated by an Ordinance passed by the Government of the Straits Settlements in 1905. This Ordinance provides that the affairs of the school shall be managed by a committee consisting of not fewer than ten or more than sixteen persons. Certain local officials hold office *ex-officio*. The remaining members are appointed by the Governor, but, on vacancies occurring, the committee have the privilege of submitting names to his Excellency for appointment.

At the present time (August, 1907) the following gentlemen constitute the committee: the Hon. the Resident Councillor (the Hon. Mr. R. N. Bland); the Colonial Chaplain (the Rev. F. W. Haines); the Inspector of Schools (Mr. A. E. Pringle); the Assistant Protector of Chinese (Mr. D. Bently); the Assistant Treasurer (Mr. G. Copley); the Auditor (Mr. W. A. Bicknell)—all *ex-officio* members—and Messrs. A. D. Neubronner, C. G. May, Gau Ngh Bee, Cheah Tek Thy, Leong Lok Heng, Chung Thye Phin, Yeoh Guan Seok, Lim Eow Hong.

Mr. R. H. Pinhorn, M.A., Headmaster of Pinang Free School, is the son of the Rev. C. A. Pinhorn, Vicar of Hanney, Berks. He was born in 1871 and was educated at Wolverhampton School and Keble College, Oxford, where he took second-class honours in modern history. In 1896 he was appointed assistant master at the Royal Masonic School, Bushey, Herts, and remained there until he was appointed to his present position in December, 1904.

ANGLO-CHINESE SCHOOL.

Within the past twenty years the American Methodist Episcopal Church has established a chain of schools from Singapore through the Federated Malay States to Pinang. One of these is the Anglo-Chinese School, Pinang. It was first opened on May 28, 1891, in a shop-house in Carnarvon Street, and on the first day only one scholar put in an appearance. The numbers, however, gradually increased, and when the school closed for the Chinese New Year (February, 1892), more than sixty boys had been enrolled. By 1893 the school had acquired five houses in Carnarvon Street in which scholars were being trained. The Rev. G. F. Pykett, of the Anglo-Chinese School, Singapore, was appointed Principal in April of that year, and the school grew so rapidly that in 1896 the present magnificent school building in Maxwell Road was erected at a cost of 21,000 dollars. Since then the school has continued increasing in numbers and efficiency, and quite recently an adjoining building, formerly used as the Anglo-Chinese Girls' School, was purchased for the accommodation of the primary department. There are now 900 scholars on the books, of whom 80 per cent. are Chinese, about 12 per cent. Malays, and the balance Tamils, Eurasians, and a few Europeans. The teaching staff numbers

26, including 4 ladies. Seven of the teachers are Europeans, the remainder being Chinese, Eurasians, and Malays. The school is financed by a Government grant-in-aid, by school fees at the rate of 2 dollars a head a month, and by subscriptions, raised both locally and in America. The scholars vary in age from six to twenty years, and the school curriculum carries them as far as the junior and senior Cambridge Local examinations and the commercial examination of the Chamber of Commerce. In September, 1903, the school was refurnished throughout on up-to-date lines, including American automatic desks, at a cost of 6,000 dollars, subscribed by several Chinese gentlemen of Pinang. There is at the school a well-selected library, given by Mr. Foo Choo Choon, and scholarships have been founded by Messrs. Khoo Hun Yiang, Tye Kee Yoon, and Lean Leong Fee. About 6 per cent. of the scholars, sons of poor parents or orphans, are educated free. The religious instruction consists of simple Bible lessons, with no denominational teaching, and although scholars may be withdrawn from this part of the curriculum if the parents desire it, it is significant that within the last seven years there has been only one instance of advantage being taken of this "conscience clause." At the back of the institution is a playground 250 feet long and 160 feet wide. The school property includes also a large block of shop buildings, so that the school premises may be enlarged as required in the future. The Anglo-Tamil School in Dato' Kramat Road and the Anglo-Chinese Schools at Bukit Mertajam and Nibong Tibal are offshoots from the parent school. They accommodate together close on 300 scholars.

ANGLO-CHINESE GIRLS' SCHOOL.

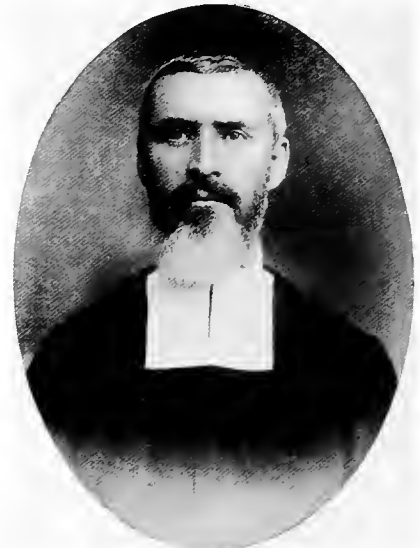
The establishment of an Anglo-Chinese Girls' School in Pinang was a natural corollary to the founding of the Anglo-Chinese Boys' School. It was started about 1892 in the Priory, Northam Road. In 1903 it acquired a site and built a school, boarding school, and Deaconess' Home in Pinang Road, the entire cost being met by funds from the United States of America. When, in the early part of 1907, these premises were required for the boys' school, the girls were housed in the Winchell Home, Anson Road. This commodious residential bungalow is admirably suited to the purpose, and the only disadvantage is that, on account of the growing tendency of the Chinese to have an English education given to their daughters, the Home will soon be too small to meet the requirements of the school. There are altogether about 150 scholars, of whom 30 are boarded in the Home, the remainder being day scholars. Chinese form by far the largest proportion of the scholars, but there is a sprinkling of Eurasians, Tamils, and Malays. The staff consists of Miss Lily, the headmistress, and nine assistants. A sound education up to the seventh standard is given, and the religious teaching consists of optional simple Bible teaching, but the withdrawals from this are very few. The school fees for day scholars vary from 1 dollar to 2 dollars a month, according to age, and these, together with the Government grants-in-aid, form the chief local sources of income. About half the total cost of the upkeep of the school comes from the Mission headquarters and generous donors in America. The Winchell Home, which has about seven acres of grounds beautifully laid out as gardens, tennis courts, and such like, is valued at about 32,000 dollars.

The Rev. G. F. Pykett, who has been Headmaster of the Pinang Anglo-Chinese School since 1893, was born on December 20, 1864, at Brandon, Grantham, in England.

Educated at Hough, Grantham, he became assistant master at Rawmarsh Free Grammar School, Rotherham, and at All Saints', Plumstead, Woolwich. He came to Singapore as a teacher in the Anglo-Chinese School in February, 1901. In addition to his scholastic duties he does a considerable amount of vernacular missionary work, and was for some years the Presiding Elder of the Pinang District of the Mission.

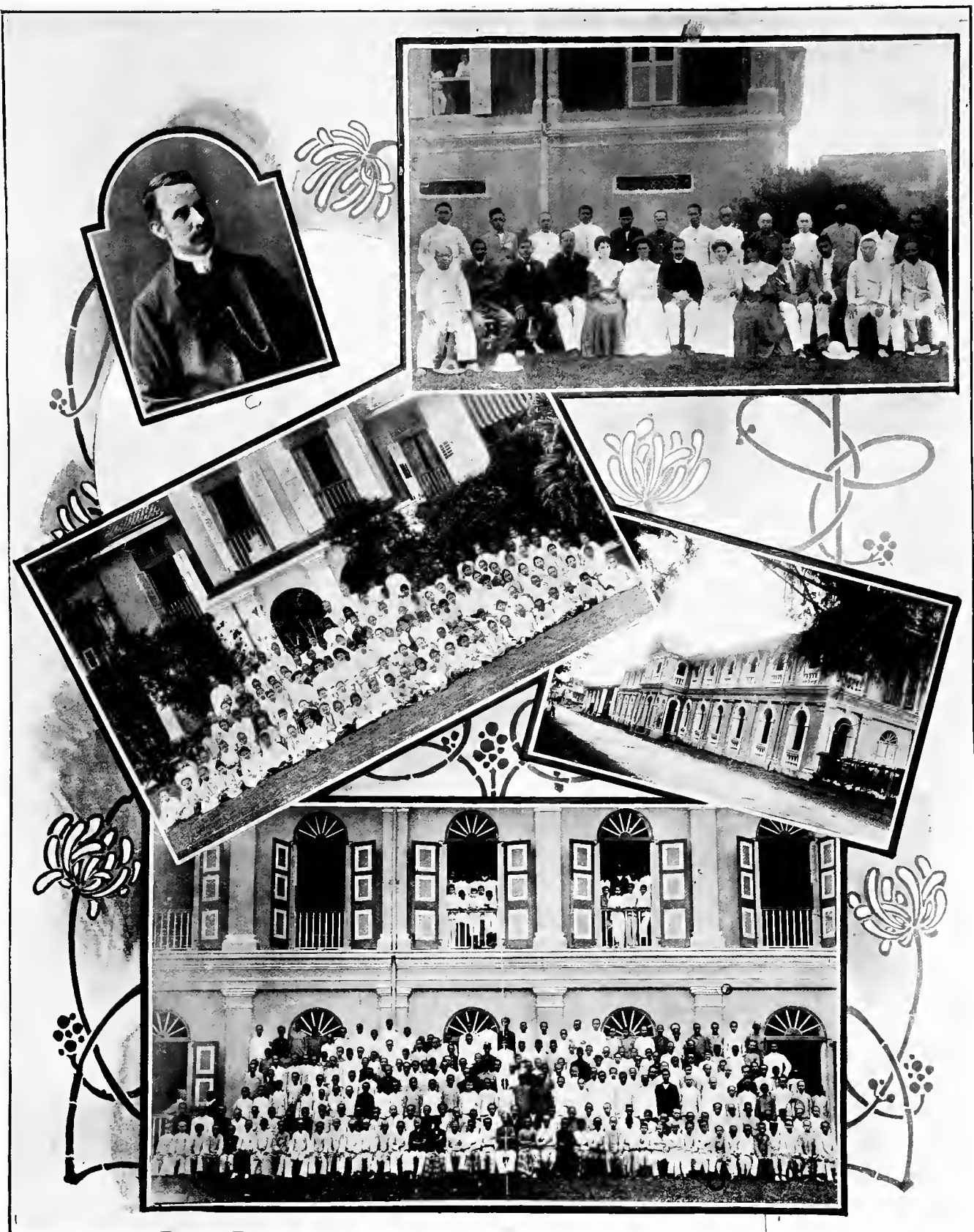
ST. XAVIER'S INSTITUTION.

St. Xavier's Institution, founded in 1852, and originally known as St. Xavier's Free School, is one of the oldest centres of education in Pinang. It owes its inception to the Roman Catholic Order known as the Christian Brothers, whose endeavour was, and has been always, to provide a thorough education, both in primary and secondary departments, to students of all nationalities. For some years its development was gradual. The central part of the present building was erected in 1858, and testimony to the foresight of the management was shown by the fact that



REV. BROTHER JAMES.
(St. Xavier's Institution, Pinang.)

within the last fifteen years rapid progress has marked the work of the institution. In 1892 the attendance, formerly under a hundred, increased nearly sixfold, while by 1907 it had risen to the record number of 1,150. From time to time the main building has been enlarged, and plans have been recently approved for the erection of a new wing at a cost of 35,000 dollars. Half of this sum will be provided by the Government and the other half by public subscription. The wealthy Chinese of Pinang, who have been exceedingly generous in supporting the school since the beginning, have already promised 13,000 dollars towards this outlay. When the work is completed the school buildings will have cost 100,000 dollars, and will form a distinguished pile in a classical style of architecture. The most striking feature of the building is a large statue of St. John Baptist de la Salle, the founder of the congregation of the Brothers, who lived in the latter part of the seventeenth century and instituted class teaching as distinguished from individual instruction. Members of his congregation are now to be met with in almost every country in the world,



THE ANGLO-CHINESE SCHOOL, PINANG.

THE HEADMASTER (REV. G. F. PYKETT) AND TEACHING STAFF, WITH VIEW OF THE BUILDING AND GROUPS OF THE SCHOLARS.

continuing his work and keeping it abreast of the times. Since 1879 St. Xavier's has been a registered grant-in-aid school, and has been remarkably successful in training boys for the junior and senior Cambridge Local examinations, for the Queen's Scholarship, and for the Pinang Chamber of Commerce commercial examination, as well as in training pupil-teachers. The instruction in English begins in the lowest classes, many of the pupils joining the school without knowing a word of the language. The "natural" method of teaching through the medium of objects, pictures, and diagrams is adopted. In all the standards "conversation lessons" or "class talks" are held, and thus correct pronunciation and expression are insured. In the secondary classes particularly the aim is to fit the pupils for the practical business of life. Lessons in commercial correspondence, book-keeping, and kindred subjects are regularly given, and opportunity is afforded for practice in typewriting. For the past ten years the results of public examinations have been most satisfactory. Four of the Queen's

chaplain of Pinang, who taught a few girls on the verandah of her private house. The school was first organised as a regular institution in 1884, with the object, principally, of bringing within the reach of every class of English-speaking girls a thorough English education. But with the increased desire of the Chinese to have their children educated in English the scope of the school was enlarged, and now the majority of its hundred scholars are Chinese girls. The institution is governed by a body of trustees appointed by the Government, and is examined annually by the Director of Public Instruction. Owing to the limited accommodation afforded by the school buildings over sixty girls had to be refused admission last year. The Government grant-in-aid, school fees, and subscriptions, principally from members of St. George's Church, are the sources of income.

Girls in the higher standards are prepared for the junior and senior Cambridge Local examinations, and the general high standard

three large wings. There are altogether about 500 scholars, including 150 orphans, 120 paying boarders, and 230 day pupils. The Government makes a special monthly grant of 100 dollars towards the upkeep of the orphanage; the grant-in-aid earned by results amounts to between 2,000 and 3,000 dollars a year. The balance of the yearly expenditure (about 16,000 dollars) is raised by public subscription, school fees, and the sale of fancy work, bouquets, and other articles made by the Sisters and the orphans. The scholars are mostly Chinese, the remainder being Eurasians and Tamils. Comfortable accommodation is provided for the boarders, who are charged 25 dollars a month in the first class and 15 dollars in the second class. The charges for day scholars are 1 dollar a month up to the fourth standard, and 2 dollars afterwards. Religious teaching, which is in the Roman Catholic faith, is optional. The teaching staff consists of 17 European choir Sisters and 14 lay Sisters. Quite recently the institution was incorporated.



ST. XAVIER'S INSTITUTION, PINANG.

and ten of the Government Scholarships have been gained, and for the past two years all the prizes offered by the Pinang Chamber of Commerce have been carried off by the pupils following the commercial course.

There are on the books 825 Chinese scholars, 300 Eurasians, and 25 Tamils. Of these about 230 board in the school, as also do a number of orphan children who are educated free. Another 150 day boys receive tuition gratis on the recommendation of benefactors.

The charges made are 26 dollars a month for first-class boarders and 20 dollars for second-class boarders, the day scholars being charged 2 dollars a month up to the seventh standard, above which the fee is 3 dollars. Religious instruction is given in the Roman Catholic faith, but this is only compulsory to children of Roman Catholic parents. The teaching staff comprises 17 European Brothers and 14 Chinese and Eurasian lay masters.

ST. GEORGE'S GIRLS' SCHOOL.

St. George's Girls' School, in Pinang, had its origin in a very humble way. It was started by Mrs. Biggs, wife of a former

of excellence of the school reflects great credit upon Miss Constance Jones, the head-mistress, and her staff of four assistant teachers. Religious instruction is given according to the teaching of the Church of England, and is under the superintendence of the Colonial Chaplain (the Rev. F. W. Haines), but the children of parents who do not belong to the English Church may be withdrawn during the hours of religious instruction.

THE CONVENT.

The Pinang Convent, standing upon a site embracing three acres and extending from Farquhar Street to the sea, is one of the most valuable properties in the centre of the town. It was founded about 1860 by the French Order of Les Sœurs du Saint Enfant Jésus, and the good it has done in educating girls of all nationalities since its inception is immeasurable. The site was given to the Order by the Missions des Etrangères, and the first small building was erected by public subscription raised locally and in Europe. From time to time additions have been made to the original buildings, which now comprise

HIGH SCHOOL, MALACCA.

The High School at Malacca is a Government school for boys, and occupies two commodious buildings situated on the side of St. Paul's Hill. The school was originally named the "Free School," and dates back to 1826. It was first supported by the balance of an old Dutch fund and by private donations, and was managed by a committee of the principal residents of Malacca.

The school at that time appears to have been a central school, and classes for various nationalities were attached to it, in which the children were first taught in their own vernacular and afterwards transferred to the English school.

In 1878, the funds at the disposal of the committee being insufficient to enable them to employ efficient masters, the Government, at their request, agreed to take over the school. It then became the Malacca High School, and shortly afterwards was removed to the newly constructed building in which it is now accommodated.

During the last five or six years the number of pupils has increased considerably, and

additional accommodation has had to be found to meet this increase. There are at present about 530 boys, mostly Chinese, in attendance, with a staff of 15 teachers, consisting of 4 Europeans and 11 local masters. The school prepares boys for the Government examinations and for the Cambridge Local examinations. The Malacca Diamond Jubilee Scholarship, founded in 1898, has been won each year by a High School boy.

In 1902 a cadet corps of 50 boys was started in Malacca in connection with the Malacca Volunteer Corps, and to this the High School contributed its quota of 25 boys, the remaining 25 being drawn from the St. Francis School. Eventually the corps became exclusively the High School Cadet Corps. At present the corps numbers 80, and is in a flourishing condition. It is under the command of Captain Howell, the Headmaster, who is assisted by Lieuts. Stockwell and Mackenzie. A miniature range has recently been constructed in the school playground to encourage the members of the corps to practise shooting. Shooting is also carried on throughout the year with very fair results at the Bukit Sebukor range with the .303 carbine under service conditions.

Mr. James Howell, Headmaster of the Malacca High School, was born in London in 1862 and was educated and trained for the teaching profession in the metropolis. In 1881 he was appointed Assistant Master of the Pinang Free School, and three years later became Headmaster of the Malay College, Singapore. In 1890 he was transferred to

boys and 13 for girls. In these schools 5,000 Malay children are instructed by 194 teachers of their own nationality. The Malay boy enters school at the age of seven, and after five years he is able to read and write his own language both in Romanised and Malay characters, to do arithmetic in the Straits and English standards, and to show a fair knowledge of the world around him. In the girls' schools, native industries, such as lace-making and sarong-weaving, are encouraged. The school teachers are recruited from the most

Mr. W. Hargreaves, M.A., consented to take up the headmastership of a residential school, bringing to the furtherance of the scheme an experience of thirteen years as Headmaster of the Pinang Free School. The High Commissioner refused to accept the scheme in its entirety, but consented to the establishment of an experimental school for three years. So successful was the venture that his Excellency has now sanctioned the building of a spacious school with accommodation for 150 boys. The new building, which will cost some 120,000



J. HOWELL.
(Headmaster, Malacca High School.)

Malacca as Superintendent of Education, and was given his present position in 1893. For several years he has been the tennis champion of Malacca. He is a J.P. for the settlement.

MALAY EDUCATION IN MALACCA.

The progress of education among Malays has attained to a high standard in Malacca, where, in a territory about as large as Northumberland, there are 64 vernacular schools for



GOVERNMENT GENERAL SCHOOL, MALACCA.

promising scholars, who become pupil-teachers, and then receive two years' training in college in the art of teaching. Malays are showing an increased interest in the education of their children, and there is keen competition among the scholars to enter the teaching profession.

Mr. H. T. Clark, Principal of the Government Malay College and Superintendent of Malay Vernacular Schools, Malacca, was born in 1878 and received his education at Cullam College, Oxfordshire. He was appointed Assistant Master of Raffles Institution, Singapore, in 1905, and has held his present appointment since December, 1906.

MALAY RESIDENTIAL SCHOOL, KUALA KANGSA.

The history of the Malay Residential School at Kuala Kangsa, though brief, is probably one of the most interesting in the annals of educational progress in the Federated Malay States. In 1904 Sir William Treacher, then Resident-General, and Mr. R. D. Wilkinson, then Federal Inspector of Schools, conceived the idea of starting a residential school for Malays of high class, conducted, so far as circumstances permitted, on the lines of an English public school. The reason for the step was that boys who were supposed to be in attendance at day-schools were anything but regular in their attendance, with the result that the Malay was coming to be regarded as indolent and ignorant, and in no way fitted to take his part in the work of life.

dollars, will, it is hoped, be ready for occupation during 1908.

Great interest is taken in this school by the Sultan of Perak, who told the boys at a recent annual prize distribution that the day had passed when a boy's future was established simply because he was the son of a Sultan: now, even the son of a Sultan would have no position in the world unless he acquired knowledge to supplement the advantages of his birth.

To show how well the school has progressed it may be mentioned that out of 73 boys on the register 71 passed in the recent Government Inspector's Examination—19 in the seventh standard—and Mr. Wilkinson reported: "The school is annually contributing an appreciable number of qualified Malays to the Federated Malay States Government service. Sixteen have entered the service, six of whom are holding higher positions than Government clerkships."

Mr. Hargreaves, who took his degree in Dublin, is extremely popular with the boys. He has two assistants, Messrs. R. C. W. Rowlands and Abdul Majid.

VICTORIA INSTITUTION, SELANGOR.

This school is the outcome of a movement to provide a permanent memorial at Kuala Lumpur of the Jubilee of Queen Victoria's reign. When the fund for this purpose was opened in 1887, the form which the memorial

should take had not been decided upon, but the subscribers eventually agreed to expend the money upon an institution "to be maintained for the purpose primarily of providing instruction in the English language to day scholars of all nationalities and classes, and for other educational purposes."

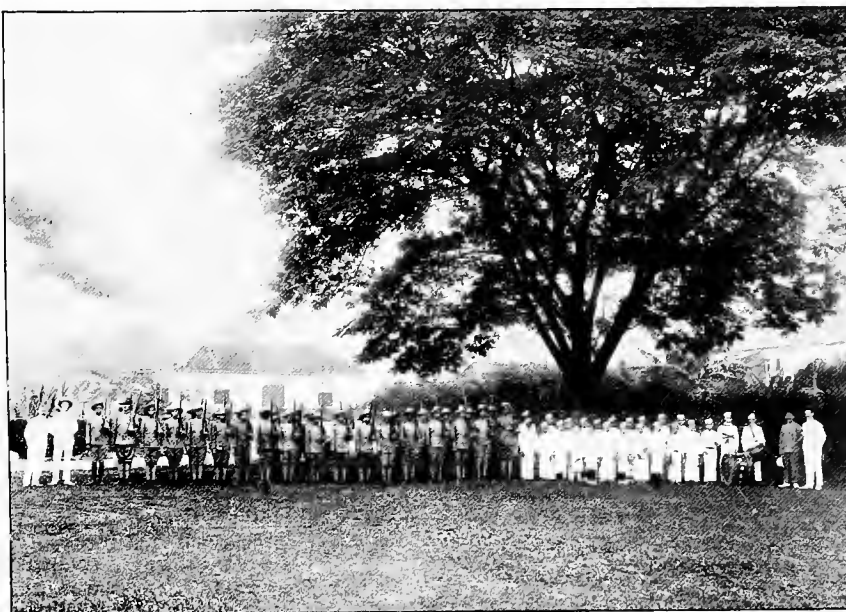
arithmetic, writing, drawing, singing, &c. The lower school, consisting of Forms I. to IV., is open to boys under thirteen years of age. The course includes reading, writing, arithmetic, composition, geography, drawing, singing, gymnastics, and drill. The upper school comprises Forms V. to VII. In addition

Hood Treacher, K.C.M.G., value 120 dollars per annum, open to boys under seventeen years of age who have been pupils in this school for two years, tenable for two years. (b) The Rodger Medal, founded by Sir John Pickersgill Rodger, K.C.M.G., and awarded annually to the best scholar in this school. (c) Apprentice scholarships, value 5 dollars per mensem, awarded by the Selangor Government to boys desirous of learning a trade. (d) Prizes of school-books awarded by the trustees to boys who distinguish themselves throughout the school. (e) "The Steve Harper Memorial Fund," from which school-books are provided for certain boys whose parents are in poor circumstances.

The majority of the boys leave the school at the age of sixteen years, and the chief object of the trustees is to provide a sound English education for such boys, so that they may then be fitted to enter the service of the Government, to engage in commercial pursuits, or to study in special schools for the various professions. Great attention is paid to all details which affect the health and general well-being of the boys, and a carefully graduated system of physical drill and gymnastics includes the whole school. The effects of this system are very noticeable in the cadet corps, which forms the highest division in the physical exercise course. To the corps is attached a fife and drum band.

Of late years singing has been introduced with excellent results. It is found that boys of all nationalities, if taught young, not only appreciate good English music, but also possess sweet voices and are capable of performing creditably at school concerts. School plays are successfully performed and excite very great interest, even among the younger boys, who seem able to follow with ease and to criticise intelligently such a play as "The Merchant of Venice."

An enactment for the incorporation of the trustees of the Victoria Institution and for other purposes was passed by H.H. the Sultan in Council in March, 1899, Mr. J. P. Rodger (now Sir John Rodger, K.C.M.G.) being at that time British Resident. The endowment is provided by an education rate in the town of Kuala Lumpur and by Government grants. The school is now managed by thirteen trustees



VICTORIA INSTITUTION CADET CORPS, KUALA LUMPUR.

The idea originated with the late Mr. Yap Kwan Seng (Captain China), Mr. Loke Yew, and the late Mr. Tambusami. Mr. W. H. Treacher, C.M.G. (now Sir W. H. Treacher, K.C.M.G.), the British Resident, Selangor, brought it to the notice of H.E. Sir Cecil Clementi Smith, G.C.M.G., Governor of the Straits Settlements, who received it with the warmest approval, while H.H. the Sultan and the Raja Muda showed their sympathy in a practical manner.

At a meeting of subscribers in June, 1893, it was resolved to appoint twelve trustees for the management of the affairs of the Institution, and the British Resident of Selangor (Mr. W. H. Treacher) was elected president.

The school is situated in the centre of the town of Kuala Lumpur, and the grounds, with the excellent playing-fields, occupy about five and a half acres.

The foundation stone of the first block of permanent buildings was laid by Mrs. W. H. Treacher (now Lady Treacher) on August 14, 1893, and the following year the school was opened, providing accommodation for about a hundred boys. From time to time fresh blocks of buildings have been added, including a fine gymnasium, and there is now accommodation for about six hundred boys. This, however, is not sufficient for the numbers of those who seek to enter the school, and efforts are being made by the trustees to obtain the means for erecting another building, containing several classrooms and a large assembly hall.

Early in the year 1894 the first Headmaster, Mr. Bennett E. Shaw, M.A. Oxon., was appointed, and this gentleman still holds the post. He has a staff of 22 European and Oriental assistants.

The school is divided into three departments.

The preparatory department is located in a separate building and carried on entirely by lady-teachers. Boys are received from six to nine years of age, and are taught to speak English by the "natural" method, reading,

to the subjects taught in the lower school, the course includes English history and literature, mathematics, science, geometrical and model drawing, book-keeping, typewriting and commercial subjects. The highest forms are composed of those boys who are studying for the commercial or Civil Service examinations, or who wish to enter for the Cambridge Local and scholarship examinations, and the course



VICTORIA INSTITUTION, KUALA LUMPUR.

of study follows the requirements made from time to time by the Education Department of the Government and the various examining bodies.

The following scholarships and prizes are open to pupils in the school: (a) The Treacher Scholarship, founded in honour of Sir William

(three *ex-officio*), of whom the Secretary to the Resident, Selangor, is the chairman. The present trustees are as follow: *Ex-officio*—Mr. E. Burnside (Acting Secretary to Resident), chairman; Dr. E. A. O. Travers (State Surgeon); Mr. E. M. Baker (District Treasurer). *Elected*—Messrs. G. H. Day, A. M. Pountney,

J. R. O. Aldworth, W. F. Nutt, W. E. Horley, B. E. Shaw, Tamby Abdullah, Teh Seow Theng, Lee Khong Lam, and Chan Sow Lin.

Through the generosity of the Government and the liberality of the trustees there is little to be desired in the equipment of the school, which compares favourably with the majority of English schools in the matters of playground space, classroom accommodation, school furniture, apparatus for teaching, and general arrangements, which, especially in a tropical climate, influence to such a great extent the quality of the work done in a school.

KING EDWARD'S SCHOOL, TAIPING.

Formerly housed beneath an attap roof, this school now occupies commodious premises on



KING EDWARD'S SCHOOL, TAIPING.

one of the finest sites in Taiping. The buildings, situated in the Station Road, were opened at the beginning of 1906 by the Sultan of Perak. During the last few years the number of boys in daily attendance has increased from 150 to 450, necessitating a corresponding increase in the staff, which now comprises a European headmaster, four European and eleven other assistants. The Headmaster, Mr. R. F. Stainer, B.A., London, has occupied his position for close upon eleven years. The boys are chiefly Chinese, but Malays, Tamils, Eurasians, Burmese, Sikhs, Siamese, and a few Europeans are also in attendance. They aim, as usual amongst boys in this country, at Government service. The committee of management is made up of the following gentlemen: the Secretary to the Resident (chairman), the Inspector of Schools, the English Chaplain (*ex-officio*), the Rev. Father Mariette, Mr. W. H. Tate, Mr. W. Hargreaves, Towkay Foo Choo Choon, and Towkay Chung Ah Yong.

TREACHER TECHNICAL SCHOOL.

One of the most recent educational innovations in Selangor was the establishment by the Federal Government of a technical school in Kuala Lumpur in 1906. The principal object in the formation of this institution was to provide specialised instruction for the apprentices in the Public Works and Railway Departments of the Government service, and the whole cost was borne by the Federal Government. During the first few months of its existence the institution was not successful in attaining its special objects, principally owing to the fact that the pupils were not required to pass any qualifying examination and that a large proportion of the available time had to be devoted to giving them elementary instruction which they should have

received previously. They had also to be at their offices for the greater part of their time, and attended the school only an hour or two once or twice a week as they could be spared. In August, 1907, a new method of training was introduced by which the students are required to attend a full two years' course prior to joining the Government service. The subjects of instruction are those required for the Public Works Department Subordinate Examination, and are divided into sections as follows: Junior Division—Algebra, building materials, building construction, surveying, earthwork and roads, plan drawing, and estimating. Senior Division—Plain trigonometry, elementary statics, building materials, building construction, surveying, earthwork, and road-making, bridges and applied mechanics. The school was named the Treacher Technical School after Sir William Hood Treacher, K.C.M.G., a former Resident-

Road. There were only three boys present at the opening, but two years later the roll contained thirty-seven names. In September, 1899, the Rev. S. Abraham took charge of the school, and it remained under his management until March, 1904, when the number of pupils had increased to nearly ninety—all of whom were Tamils. Unfortunately the school at this time had no building of its own, and the classes had, therefore, to be conducted in a shop-house, a bedroom serving as the upper standard classroom. Under such conditions it was impossible for the institution to grow, and so, when the Rev. W. E. Horley, the present Principal, was appointed he set to work to secure a suitable building. The use of an old fruit market in Malacca Street was granted to him by the Sanitary Board for the purposes of the school in 1902, and the attendance increased immediately. In the middle of 1904, however, the Sanitary Board gave the managers of the school notice to quit the old fruit market, as it was wanted for coolie lines. Thereupon the school was removed to the Mission Hall premises in Sultan Street, where it was housed until August 21, 1905.

In December, 1904, the foundation-stone of a new building was laid by Mr. D. G. Campbell, Acting British Resident of Selangor, in the presence of his Excellency the Governor (Sir John Anderson, K.C.M.G.), the Chief Justice (Sir William Hyndman-Jones), and a large gathering of people, including nearly all the Europeans and leading Chinese and Tamils of Kuala Lumpur. The school, which had been designed to accommodate about four hundred boys, was formally opened on August 21, 1905, by Mr. H. Conway Belfield, the British Resident, among others present being Sir William Taylor, K.C.M.G., Resident-General of the Federated Malay States. It was announced at the time that the cost of the building had been almost fully subscribed by the friends of the school.

The Methodist Boys' School was now established upon a proper footing, and boys of all nationalities were welcomed to it. It aimed at being a first-class English school, teaching the English subjects of the Government Code, in

General of the Federated Malay States. It is at present temporarily held in what was formerly the Museum on Bukit Nanas Hill. Mr. D. H. Laidlaw is the headmaster.

ST. JOHN'S INSTITUTION, KUALA LUMPUR.

St. John's Institution, Kuala Lumpur, is one of the many schools in the Straits Settlements and the Federated Malay States founded by the Christian Brothers. It was started in January, 1904, with 42 boys, and the Brothers had great difficulty in bringing the first scholars up to the fourth standard. The attendance increased rapidly during the next two years, and a large permanent building became a necessity. The foundation stone was laid in November, 1906, by Mr. Conway Belfield, British Resident in the State of Selangor, and the total cost of the new building—which provides accommodation for 500 scholars—was 59,000 dollars. Towards this sum the Federated Malay States Government gave a building grant of 20,000 dollars, and the balance was raised by voluntary subscriptions, largely contributed by the Chinese of Selangor. There are now 300 scholars in seven standards in the school, and the teaching staff consists of the Rev. Brothers Gilbert (director), Cyril, Augustus, Felix, Andrew, and Joseph, and four lay assistant masters. The school adjoins the Church of St. John the Evangelist.

METHODIST BOYS' SCHOOL, KUALA LUMPUR.

The existing Methodist Boys' School in Kuala Lumpur was preceded by a small Anglo-Tamil school, which was opened by Dr. Kensett on July 6, 1897, in a small shop-house in Batu



REV. W. E. HORLEY.

(Methodist Boys' School, Kuala Lumpur.)

the same way as other schools, but with this addition, that each day some time should be devoted to teaching the vernaculars: Tamil, Chinese (Mandarin, Hakka, and Cantonese), and Romanised Malay—it being felt that a boy should not only know English, but also be able

to read in his own language or in Romanised Malay.

From an enrolment of 125 boys in July, 1905, the attendance had risen in April of the following year to nearly 400—a record of which the managers might well be proud. Additional classrooms were required, and in July, 1907, the foundations of eight new classrooms were laid, thus giving accommodation for 250 more boys. Mr. Loke Chow Thy generously bore most of the cost of one wing. Many generous friends have contributed funds for free scholarships, and one of the Principal's old pupils, Towkay Eu Tong Sen, has given the institution a fine library, while Mr. R. Dorasamy Pillai defrayed the cost of building the central hall. Other improvements are being made, including the erection of a gymnasium by Mr. Wee Hap Lang, and the levelling of the cricket and football ground for the use of the boys by Mr. Loke Yew. Some idea of the cosmopolitan character of this excellent school may be gathered from the fact that the pupils are representative of nine races and five religions.

In February, 1907, Mr. R. McCoy, B.Sc., was appointed to the Vice-Principalship of the school, in which there is now a staff of 14 teachers.

CONVENT OF THE HOLY INFANT JESUS, KUALA LUMPUR.

The first Convent of the Holy Infant Jesus was opened in Kuala Lumpur in 1899. The

Sisters, who had vainly searched for a house all day, at last, about seven o'clock at night, were offered a building which stood in the midst of a large garden on the Ampang Road. This was the country house of a Chinese lady, who rented it to the Sisters for 45 dollars per month. The convent was opened by the Rev. Mother St. André (who had formerly been directress of the General Hospital at Singapore), with two choir nuns, two lay Sisters, and a young lady teacher. The establishment was placed under Government control by the late Federal Inspector, Mr. Driver, and some thirty pupils were entered on the register. In the second year of the school's existence the number of children in attendance—both boarders and day scholars—had increased to sixty.

At the beginning of March in that year Father Letissier, who was in charge of the Chinese Girls' Home, was compelled by ill-health to go to France, and the Government handed over to the Sisters' care thirty-five Chinese girls and women of the Home. That was the commencement of the orphanage.

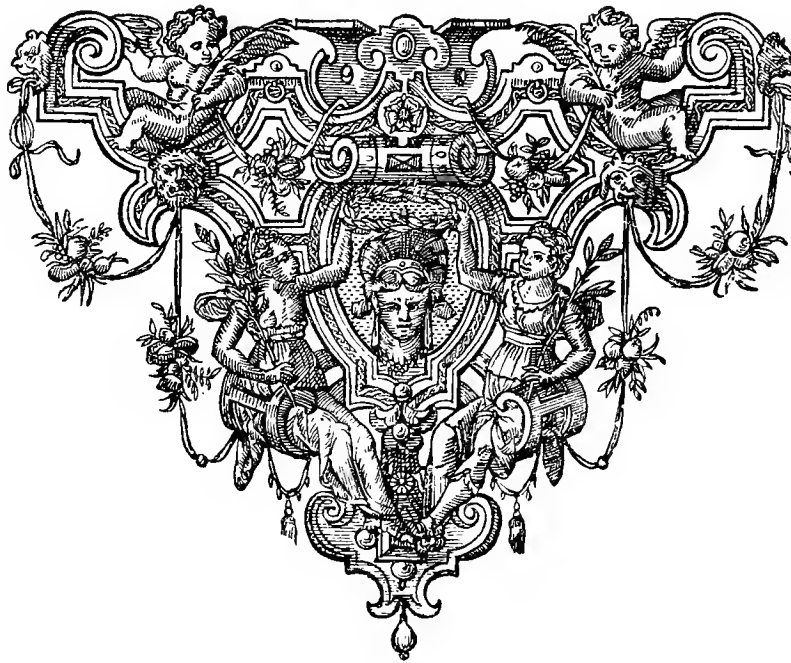
Owing to the number of orphans left by Tamil coolies who died during the construction of the railway lines at Rajang, the convent became so crowded and so infected with sickness that the Lady Superior was obliged to look around for another house. After a great many difficulties, chief of which was want of funds, had been overcome, the present building, which was then known as the Victoria Hotel, was bought from Dorasamy, a rich Tamil. As the

Lady Superior had no means of paying for the house, the Government allowed a money lottery to take place, and the first prize of 20,000 dollars was given to the convent to pay off the debt.

At present there are the Lady Superior and 8 choir nuns, 9 lay Sisters, 22 boarders, 60 orphans, and 100 day scholars, besides a "crèche" for babies, of whom there are now 12 under the Sisters' care. Later on the Lady Superior hopes to open a Refuge for Women.

The children attending the school are Europeans, Eurasians, Chinese, Tamil, Portuguese, and Sinhalese. There is a workshop, superintended by two Sisters, in which the bigger orphan girls are taught all kinds of fine needlework, goldwork, and beadwork. Pupils are prepared for the Cambridge Local examinations and for the Government examinations, which are held by the State Inspector of Schools at the end of each year. The convent is purely self-supporting and entirely independent of the Mission; its resources come from teaching music, French, &c. The Sisters only appeal to the public when new classes have to be built.

The Lady Superior St. Augustin, who arrived in Kuala Lumpur about three years ago to teach music, took charge of the convent as directress in January, 1907. The Lady Superior St. André, who started this convent on her return from France, which she had visited on account of ill health, was placed in charge of Taiping Convent.





RELIGION

THE CHURCH OF ENGLAND.



HE establishment of the Church of England in British Malaya dates back to 1817, in which year St. George's Church, Pinang, was built by the East India Company.

In 1834, at a meeting of residents presided over by Bishop Wilson, of Calcutta, it was resolved to erect the Church of St. Andrew's, Singapore. The building was completed in 1838, and was consecrated on September 10th of that year by Bishop Wilson, who came from India for the ceremony. The cost of erection—close upon 11,000 dollars—was met by contributions from the Government, the Society for the Propagation of Christian Knowledge, the Bishop of Calcutta, and the Calcutta Church Building Fund, while a certain sum remained over to be collected from pew-rents. Early in 1853 the church was pronounced to be unsafe, and the foundation stone of the present cathedral was laid on March 4, 1856, by the Bishop of Calcutta, the Rev. W. J. Humphrey being chaplain. Captain Donald MacPherson, of the Madras Infantry, designed the plans for the new cathedral, which was erected at the cost of the East India Company. The consecration ceremony was performed by the Right Rev. Dr. Cotton, Bishop of Calcutta, on the Feast of the Conversion of St. Paul, Saturday, January 25, 1862. The Metropolitan stayed six days in Singapore, visiting and preaching in most of the local institutions.

In 1856 Bishop McDougall, of Labuan and Sarawak, in conjunction with the Chaplain, Mr. Humphrey, established St. Andrew's Mission in Stamford Road, Singapore. Bishop McDougall was the first Bishop of Labuan and Sarawak, and also the first colonial Prelate to be consecrated out of England, the ceremony in this case taking place at Calcutta.

The Society for the Propagation of the Gospel began its work in the Straits Settlements in 1861, the Rev. E. S. Venn being the first missionary. In 1874 the Rev. J. Moreton, the Chaplain of Pinang, and formerly a missionary of the society, drew attention to the need for missions in the Federated Malay States, and two years later the society set apart a grant for supporting a missionary chaplain in Province Wellesley. Services were arranged for the scattered

populations at various centres, and were held in police-stations, court-houses, and private dwellings, as was found most convenient.

The separation of the Colonial Government from the Indian *régime* took place in 1867, and the first Colonial Chaplain, the Rev. J. A. Beccles, was appointed in the following year. Following upon this change, the Chaplains, who up to that time had been appointed to local stations for short periods and then recalled to India, were made permanent incumbents. Ecclesiastical jurisdiction over the Straits Settlements was transferred in 1869 from the Bishop of Calcutta to the Bishop of Labuan and Sarawak. Dr. Chambers, who was consecrated in this year to succeed Bishop McDougall, was thus the first Bishop of the newly constituted see of Singapore and Sarawak. The Bishop visited the new portion of the diocese in 1870, arriving in the roads on February 13th on board the colonial steamer *Rainbow*. An address of welcome presented to the Bishop was signed by the Rev. J. A. Beccles, the Hon. J. F. A. MacNair, the Hon. J. Shelford, the Hon. Captain Shaw, Lieut. Brown, and others. At the time of this visitation the long-debated question of the hour at which evensong should be held on Sundays was discussed, and half-past five, the present hour, was fixed. The Bishop also acceded to the request to make St. Andrew's his cathedral.

The Rev. G. F. Hose, Colonial Chaplain of Malacca, became Acting Colonial Chaplain of Singapore in 1873, and was confirmed in his appointment in the following year. In December, 1874, he was also appointed the first Archdeacon of Singapore. In 1881 (May 26th) he was consecrated Bishop of Singapore and Labuan, and was installed in his present cathedral on November 27th of that year.

Spiritual jurisdiction over Chaplains and members of the Church of England in the island of Java was committed to the Bishop of Singapore and Sarawak in 1881. The Colonial Chaplain, the Rev. T. Meredith, was instituted Archdeacon of Singapore in 1882. The Rev. John Perham became Colonial Chaplain in 1891, and was instituted Archdeacon in the same year. He was succeeded by Archdeacon Dunkerley in 1894.

In recent years the Straits Settlements have greatly prospered, but their progress has been equalled, if not excelled, by the rise and growth of the Federated Malay States—Perak, Selangor, Negri Sembilan, and Pahang—in which are four resident European Chaplains and two Tamil priest-missionaries. In Borneo mission work among the Dyaks and Chinese has also made big strides. In

these circumstances it is generally felt that the time has come when the Straits Settlements and Federated Malay States should constitute a single see, distinct from Labuan, Sarawak, and British North Borneo. This scheme has been set on foot and has been largely supported by societies at home, but there still remains a considerable sum to be collected from local and private sources before it can be realised. At present the Bishop spends six months in Borneo and six months in Singapore. Both places having outgrown this arrangement, the work and organisation are suffering in consequence.

In Singapore there are a Colonial Chaplain and an Assistant Chaplain at the cathedral. The present Chaplain is the Rev. H. C. Izard, M.A. During his absence on leave the Rev. Frank J. Swindell, Chaplain of Malacca, is acting in his stead. The Rev. Andrew Smith is the Assistant Chaplain. There are two churches in Singapore in connection with the cathedral. One is St. Peter's Church, Stamford Road, originally St. Matthew's Mission Church, the priest in charge of which is the Rev. Richard Richards (S.P.G.), formerly stationed at Kudat, in North Borneo. The other is St. Matthew's, Sepoy Lines, consecrated on March 16, 1894, which is served from the cathedral and ministers to an outlying district where are situated the gaol and the General Hospital, with large European staffs in each establishment. There is a good mission school attached to St. Peter's Church, with a roll of 280 scholars.

Other institutions connected with the cathedral are St. Andrew's House—opened by H.E. Sir C. C. Smith on September 7, 1891—and St. Mary's Home. The first-named is a boarding-house for boys who are members of the Church of England and attend school in Singapore. It provides accommodation for 50 inmates. St. Mary's Home, situated opposite Government House gates in Tank Road, offers a home to girls attending school in Singapore or employed in business houses. It is also used as an orphanage and home for destitute children. There are now about 60 girls in the institution, which is largely dependent on public charity. The girls employed in business houses pay the maximum fees, and assist the matron as far as possible.

The activities of the Church of England in Pinang come under four heads: namely, St. George's Church, in the charge of the Colonial Chaplain, a Tamil Mission, a Chinese Mission, and several schools. The Tamil Mission dates from 1871, when a catechist was sent by the S.P.G. to form a Church among the Tamils resident in Pinang. There is now a Tamil congregation numbering 109, and including 56 communicants under the care of the

Rev. D. A. Peter, a Tamil priest. The Chinese Mission was started in 1887 by the late Rev. L. C. Biggs, who was then Colonial Chaplain at Pinang, and there is now a congregation of about a hundred, of whom between forty and

Selangor—

St. Mary's, Kuala Lumpor (S.P.G.).
St. Barnabas', Klang.
(Chaplain of Selangor and a Tamil missionary priest.)

Peter, Thomas, Bartholomew, and St. Andrew (tenor, 27 cwt.). The pulpit and the bells were dedicated on February 6, 1889, the seventieth anniversary of the settlement of the colony. The bells are from Taylor's foundry, Lough-



REREDOS.



THE CHOIR AND ORGAN.



THE CATHEDRAL.

ST. ANDREW'S CATHEDRAL, SINGAPORE.

fifty are communicants. This mission is conducted by a Chinese catechist appointed by the S.P.G. These missions are financially assisted by the congregation of St. George's Church and by the Society for the Propagation of the Gospel in Foreign Parts. The Church of England schools include St. George's Girls' School and the Anglo-Tamil Boys' and Girls' Schools.

THE ARCHDEACONRY.

There is an Archdeaconry of Singapore, but at present the office is vacant. The churches comprised in the archdeaconry are as follows :

Singapore—

St. Andrew's Cathedral.
St. Peter's, Stamford Road (S.P.G.).
St. Matthew's, Sepoy Lines.
St. John's, Jurong (served from St. Peter's).
(Colonial Chaplain and Assistant Colonial Chaplain.)

Pinang—

St. George's Church.
(Colonial Chaplain and a Tamil missionary priest.)

Malacca—

Christ Church.
(Colonial Chaplain of Malacca and Chaplain of Negri Sembilan.)

Negri Sembilan—

St. Mark's, Seremban.

Perak, South—

Holy Trinity, Batu Gajah (S.P.G.).
(Chaplain of Kinta.)

Perak, North—

All Saints', Taiping (S.P.G.).
(Chaplain of Taiping and a Tamil missionary priest.)

Province Wellesley—

St. Mark's Church, Butterworth (S.P.G.).
(Chaplain of Province Wellesley.)

ST. ANDREW'S CATHEDRAL, the premier English church in the colony, is an imposing pile, situated on the Esplanade, Singapore, in a spacious enclosure. It is of Gothic design and is crowned by a graceful spire, which serves as a landmark to mariners many miles out at sea. The building was begun in 1856 and was consecrated in 1862. Though thus not yet half a century old, the exterior of the sacred edifice has assumed a venerable appearance by reason of stress of weather and rapid tropical decay—an aspect the realism of which is heightened by the bright verandage of the lawn. In respect of its interior, the cathedral conforms to the best accepted ideas of beauty in ecclesiastical architecture. The pulpit was presented by the Governor, the late Sir Cecil C. Smith, G.C.M.G. The bells, eight in number, were the gift of the heirs of Captain J. H. Fraser, of the Honourable East India Company. The names of the bells are : St. Matthew (treble, 4 cwt.), Saints James, Paul,

borough. The organ was built by Walker, and originally stood in the west gallery, whence it was removed to its present position in 1887. The choir-stalls were presented as a thank-offering by Mrs. J. J. McBean in 1901. A beautiful reredos was erected to the glory of God and in loving memory of Emily Harriet Hose, the wife of the Bishop of Singapore and Sarawak, who died in 1904. It was designed by Mr. Charles Blomfield, and depicts in a large central panel "The Adoration of the Shepherds." This central panel is supported on either side by two figures, also in panels, of St. Andrew and St. Peter, St. Andrew being the patron saint. The altar is flanked on either side by four small panels of monograms. All the panels are of *opus sectile*, and show exquisite colouring. The sanctuary rails were erected in memory of Thomas Sheldford, C.M.G., who died in 1900, while the brass eagle lectern, bearing the date 1873, perpetuates the memory of Flora Hastings Sheldford. The gallery at the west end of the church—the singing gallery—was a later addition to the building, and was erected in August of 1862 to accommodate the new organ and the choir. In 1867 a new choir-organ was erected in the chancel, which was then arranged to accommodate the choir.

ST. GEORGE'S CHURCH, PINANG, is in the Doric style of architecture and was built by the East India Company in 1817. The thick walls and generally substantial nature of the

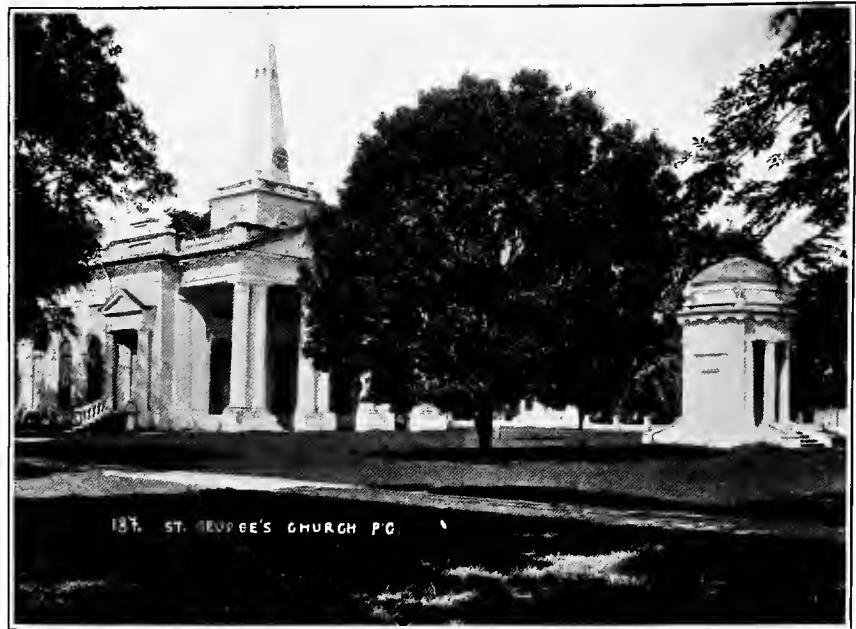
edifice are due to the fact that it was built entirely by convict labour. An inscription over the entrance reads: "By the munificence of the English East India Company and under the auspices of their Governor, W. E. Phillips, Esq., the foundations of this Church were laid in the year of Our Lord 1817, and in the following year, under the administration of his successor, Colonel Alexander Bannerman, the erection was completed by Captain R. Smith, Engineer." In the middle of the churchyard is a memorial to Captain Francis Light, the founder of Pinang. The church and the site on which it stands are Government property, and are maintained at the Government's expense. In the early part of 1907 the church was re-roofed. It is lighted by electricity, and electric fans have been installed. Round the walls of the church are several interesting carved memorial tablets. Seating accommodation is provided for between 200 and 300 persons.

CHRIST CHURCH, MALACCA, was built by the Dutch in the seventeenth century. It was consecrated by the Bishop of Calcutta in 1838. The church contains many interesting old monuments and tablets, erected both by the Dutch and English residents. There are only two representatives remaining of the old Dutch families—Miss Baumgarten and Mrs. Neubronner—both of whom belong to the Church of England. The rest of the congregation consists of Government officials and planters. Between twenty and thirty generally attend evening service. The photograph of the building that we reproduce was kindly lent to us by Mr. Howell.

The Colonial Chaplain at Pinang is the Rev. Frank William Haines, eldest son of the late Mr. William Haines, manager of the Old Bank, Oxford. Born in that city in 1858, he received his education at Christ College, Brecknock, and at Jesus College, Oxford, where he graduated in 1885. He was ordained deacon in 1887, and priest in the following year.

Government Tutor and Chaplain, and Inspector of Schools in the State of Selangor. In 1899 he was appointed by the Secretary of State to the Colonial Chaplaincy of Malacca, and

Cambridge, where he graduated B.A., and he took Holy Orders in 1861. During the same year he became curate of Roxton with great Barford, Beds, and four years later accepted



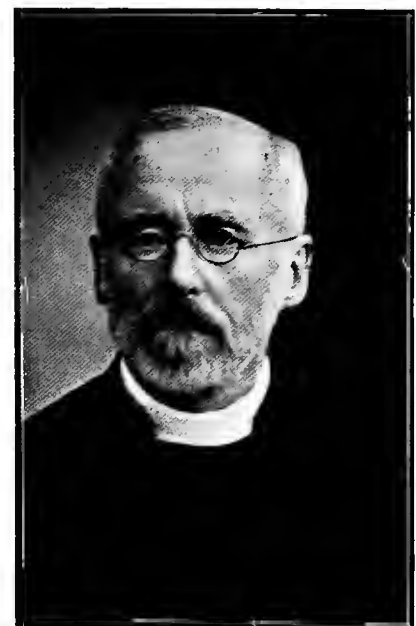
ST. GEORGE'S CHURCH, PINANG.

was promoted to the Pinang Chaplaincy in June, 1901. The Rev. Frank Haines is a surrogate of the diocese, and is also Chaplain and Hon. Captain of the Pinang Volunteer Corps.

a curacy at Holy Trinity Church, Marylebone, London. In 1868, after taking his Master's degree, he came to Malacca as Colonial Chaplain, and five years later was transferred to Singapore in a similar capacity. He was



THE ENGLISH CHURCH, MALACCA.



THE RIGHT REV. BISHOP HOSE.

From 1887 till 1889 he was curate of Thornbury, Gloucestershire, and after serving for a short time as Chaplain of Sunningdale School, Berks, he was appointed in 1889

The Bishop of Singapore, Labuan, and Sarawak, the Right Rev. George Frederick Hose, M.A., D.D., was born in September, 1838. He was educated at St. John's College,

made Archdeacon of Singapore in December, 1874, and was ordained Bishop in 1881, having the degree of D.D. conferred upon him in the same year. He was largely instrumental

in founding the Straits branch of the Royal Asiatic Society, of which he is the president.

The Rev. F. G. Swindell, Acting Colonial Chaplain, Singapore, was born in December, 1874, at Worcester, and was educated at



REV. FRANK G. SWINDELL, M.A.
(Colonial Chaplain.)

Pocklington School, and at St. Catherine's College, Oxford. He was ordained deacon in 1898, held the curacies of Boxley and Maidstone, and, after being ordained priest, was,

to St. Andrew's Cathedral, Singapore, to act for the Rev. H. C. Izard (on leave). He is a son of the Rev. T. G. Swindell, Vicar of Sedgely, near Dudley.

The Rev. Hubert Collison Henham has been S.P.G. Missionary in Province Wellesley since 1892, but at the time of writing he was acting as Colonial Chaplain of Malacca and Negri Sembilan. The son of the late Mr. John Henham, of Kent, he was born at Crundale in that county in October, 1863. He received his education at King's School, and at St. Augustine's College, Canterbury. In 1888 he was ordained deacon and went to Bombay as an S.P.G. Missionary. In 1892 he was transferred to Province Wellesley, and two years later was ordained priest.

THE ROMAN CATHOLIC CHURCH.

The Roman Catholic Church in the Straits Settlements and the Federated Malay States, as in most Eastern countries, dates back to the seventeenth century, when Portugal was the dominating power in the Far East, the establishment of missions under royal patronage being an integral part of the colonising policy of the Portuguese. Her missionaries were the first to settle in Indo-China and Manila, and a Church was founded in the seventeenth century.

But the principal force in the development of the Church in Malaya has been, and still is, the French Society known as the Société des Missions Étrangères, and it is impossible to follow succeeding events without noting the origin of this body. It was founded in Paris in 1659 to fill a long-felt want—a supply of secular priests who would undertake the training of native clergy—at the instance of a Jesuit missionary, Father F. Derhodes, who was stationed in Tonkin at the time. From the first there was much jealousy between the Portuguese and the new Society, whose missionaries, on account of Portugal's command

later. There they established a house, but it occurred to them that they had not founded a head institution in Paris to keep them well supplied, and so, despite the fact that there was no such thing as a mail service, one of their number returned to establish a headquarters.

The original idea was to have Houses of Refuge for missionaries in times of trouble, as well as training centres for native clergy, and during the war in Tonkin these houses were crowded to overflowing, and again during the Boxer rebellions in China. Now that such troublous times are happily past, the houses are used as seminaries.

During the first ten years the new Society sent 23 missionaries to the East, and this number had risen to 96 by the beginning of the eighteenth century. Between 1840 and 1888 64 missionaries had been sent to the Straits; 13 had died in Singapore, 3 in Malacca, and 20 in Pinang. Before 1840 the names of the clergy were included in the Mission of Siam. For 240 years the Société des Missions Étrangères has carried on the mission in the Far East, and now has establishments in Japan, Tonkin, Cochin-China, Siam, Korea, Tibet, Pondicherry, the Malay Peninsula, and Burma. According to its annual report for 1906, the Society now has in all 34 bishops and 1,324 missionary priests on the foreign field. From 1666 until 1688 the Eastern headquarters of the Society were at Pondicherry, from 1700 to 1732 at Canton, and from 1732 to 1847 at Macao. Since 1847 they have been at Hong-kong, and at the present time all the mission literature is printed there, and publications are issued in as many as a dozen Eastern languages and dialects. The principles upon which the Society is conducted are that each priest must be satisfied with his yearly allowance for his support and the assurance that in case of extreme old age or illness he will not be neglected. It is an inherent obligation that no missionary may possess landed property of his own in the mission to which he is appointed, except with the consent of the Bishop, and even if this be gained, the property must pass at his death to the mission or to a church or school in connection with it.

The first Roman Catholic missionary to visit Singapore seems to have been the Rev. Father Imbert, who was asked by the Bishop of Siam to obtain information about the state of religion in the new settlement on his way to China in 1821. In 1824 the Catholics in Singapore wrote to the Bishop to send a priest, and he, fearing it might be said that he had no jurisdiction in the place, applied to the Sacred Congregation of the Propagation of the Faith in Rome, and a decree was sent giving him authority. In the meantime a Portuguese priest, named Francisco da Silva Pinto e Maia, who came from Goa, in India, whither he had been sent from Macao, established himself as the Roman Catholic pastor of the place. When shown the jurisdiction granted to the Bishop of Siam, he admitted its authenticity, but refused to recognise the Bishop's jurisdiction. This led to continually recurring contentions between the French and Portuguese clergy, which only ended in 1886, when the whole matter was set at rest by a long concordat by Pope Leo XIII., dated Rome, June 23rd. This gave ordinary jurisdiction to the French Mission, but gave to the Bishop of Macao jurisdiction over the Portuguese congregation and the premises actually occupied by the Portuguese clergy. The result has been that all have since worked with great harmony for the good of both communities, and the Straits Settlements and Federated Malay Straits have been placed under the jurisdiction of "the Titular Roman Catholic Bishop of Malacca resident in the Straits Settlements."

It would be impossible to get a better idea of the condition of affairs in the early days than is



THE CATHOLIC CHURCH, TAIPING.

in 1902, appointed S.P.G. Chaplain at Kuala Lumpur, in the Federated Malay States. After remaining there for four years he served for a year at Malacca, and was transferred in 1907

of the seas, were compelled to come to Malaya *via* Persia. The first missionaries of the Missions Étrangères left Europe in 1660, and succeeded in arriving at Bangkok two years

afforded by a memorandum written over half a century ago, relating to the Roman Catholic clergy in the Straits, which says: "Priests nearly all French secular clergy, belonging to the Société or Congrégation des Missions Etrangères. Sole object, religious; no earthly motives, no political intercourse with their country, no interference in political service. They profess to belong to no party, no political creed, no ambition but the propagation of the Christian religion, and, with it, education and civilisation. For maintenance, they receive 120 dollars a year. There are twenty in the Straits with a Bishop. Admission to Society a great favour. Small pay, no pension. When coming out, expected that they entertain no idea of ever quitting it [the Society], and that they are prepared to die in the scene of their labours."

Two characters are outstanding in the history of the Roman Catholic Church in Singapore itself. One is the Rev. Pierre Paris, who formed the Société des Missions Etrangères in 1854. He left Antwerp for the Straits Settlements on June 27, 1855. After a short stay in Pinang, he went to Malacca, where he learnt the patois spoken by the Portuguese there, and Tamil, and Chinese (several dialects). Coming to Singapore, he spent long hours trudging about in the jungle between the different huts of his congregation. He might be seen on Sunday morning trudging along Serangoon Road with his Chinese umbrella in one hand and a stick in the other. He had said Mass and preached in Chinese at Serangoon, and was walking seven miles into town to hold service in Tamil at eleven o'clock. After that, he would hold a service in the gaol; at two o'clock he taught the catechism to Chinese children, and at three o'clock he conducted evening service in the Chinese church of St. Peter and St. Paul. The week he spent seeing his flock at his house, or in their own little huts, teaching the catechism, and giving other instruction. He died at the age of 61, in 1883, after twenty-eight years' arduous labours in the Straits. The second notable padre is the Rev. Father Beurel, who laboured for thirty years, (1839 to 1868) in the colony. The establishment of the Brothers' School, now known as the St. Joseph's Institution, particulars of which are given elsewhere, was entirely due to him; and he spent the whole of his private means, which were not inconsiderable, on church buildings.

At the present time the Bishop of Malacca, Mgr. Barillon, resides in Singapore. He is assisted in evangelical work in the Straits Settlements and Federated Malay States by some thirty-five European missionaries, who all belong to the Missions Etrangères. The development of the Church has been commensurate with the economic progress of the colony. The adherents and communicants belong to various nationalities, and meet in the same building where there is only one church. But in towns like Singapore, Pinang, and Kuala Lumpur, where there are several churches, particular churches are assigned to the various sections of the community, according to the language spoken—English, Tamil, or Chinese. The number of Roman Catholics in the Straits Settlements and Federated Malay States connected with the French Mission at the last Church census, in August, 1905, was 24,200, of whom there were about 5,000 in Singapore. The total number is approximately composed of the following nationalities: Europeans, 1,000; Eurasians, 5,000; Tamils, 5,000; and Chinese (mostly Khehs, Teichings, and Cantonese), 12,000. The majority of the Christian Tamils were baptized in India, but most of the Chinese were baptized in the diocese. At Ayer Salak (near Malacca) and near Port Dickson there are small communities of Christian aborigines, but the Malays have been found to be inaccessible.

The French Mission is supported partly by funds sent from Europe, where religious societies collect alms for the purpose, and partly by local funds. Generally speaking, a community becomes self-supporting after a short time, especially when it is Chinese.

There are three principal churches in Singapore—the Cathedral of the Good Shepherd, (English), the Church of St. Peter and St. Paul (Chinese), and the Church of Our Lady of Lourdes (Tamil). There are two smaller churches on the island—St. Joseph's at Bukit Timah, and St. Mary's at Serangoon, both of which are used by Chinese worshippers. The foundation stone of the Church of the Good Shepherd was laid on June 18, 1843.

The community of Malacca is gradually decreasing, and the beautiful church of St. Francis Xavier there affords accommodation for at least twice the present number of communicants. In Negri Sembilan there is a church at Seremban, and there are chapels at Port Dickson, Mantin, and Titi.

In Selangor there are two churches at Kuala Lumpur—St. John's (English and Tamil), and the Church of the Holy Rosary, a fine building in pure Gothic style, and there is a little chapel at Kadang.

In Perak there are three churches at Taiping—the Sacred Heart (English), St. Paul (Chinese), and St. Louis (Tamil), and churches at Ipoh, Batu Gajah, Tapah, Teluk Anson, and Bagan Serai.

The town of Pinang has three churches—the Assumption (English), St. Francis Xavier (Tamil), and Our Lady of Sorrows (Chinese)—and there are two other churches in the island, namely, at Pulo Tipus and Balik Pulan. There are three in Province Wellesley—at Bukit Mertajam, Machang Buboh, and Matang Tinggi.

Johore and Pahang have no resident missionaries. The latter State is visited at intervals, and Johore Bahru has regular services once a month.

SCHOOLS.

Every mission, however small, has a school or schools attached. In large towns they are

given during school hours, and the Roman Catholic pupils are sometimes in a minority. The Christian Brothers have schools in Pinang, Taiping, Kuala Lumpur (in course of erection), Malacca, and Singapore, and in some cases orphanages are attached. The schools are maintained by Government grants, school fees, and, in a small degree, by subscriptions from Europe. Mention ought to be made here of two Roman Catholic institutions that are not directly connected with the diocese of Malacca, namely, the General College of the Missions des Etrangères at Pinang, and the Procure



CHINESE ROMAN CATHOLIC CHURCH
KUALA LUMPUR.

House at Singapore. The former was founded in 1807, with the object of educating clerical students, and twenty years ago there were there some 150 students from Japan, Korea, China, Annam, Siam, and Burma, who used the Latin language for ordinary conversation. Now that the Far East affords protection to every one, each of the Missions has its own clerical college, so that the Pinang institution has been shorn of its former splendour, and contains now only twenty students, most of whom come from Burma. The Procure House, Singapore, was established in 1857, and is the



ST. PAUL'S CHURCH, SEREMBAN.

under the management of Christian Brothers (for boys) and the Sisters of the Holy Infant Jesus (for girls). These schools are not denominational; religious instruction is not

residence of the Procureur or Procurator, who manages the temporal affairs of the Society. Procure houses were also used formerly as stopping-places for the clergy passing from

one diocese to another, and as resting-places for invalids.

In addition to and distinct from the above-mentioned churches and schools, there are in

Bishop D. E. Barillon, the head of the Roman Catholic Church in Singapore and of the diocese of Malacca, was born on October 18, 1860, at Lemau, in the diocese of Chartres,

at Grancy-sur-Ource (Côte d'Or), France, and was educated at the ecclesiastical colleges of Langres and Paris. He first came to the East as Vice-Procurator of the Missions des Etrangères at Hongkong in 1878, and two years later became the Procurator for the same body at Singapore. He is one of the best-known social and financial figures in the Straits Settlements, and has charge of the real estate belonging to the Mission. He is considered one of the ablest financial experts in the Far East, and, although he is a French citizen, he was selected by the Government as Assessor to sit with Chief Justice Sir Lionel Cox in the case of the expropriation of certain property belonging to the P. and O. Company and Messrs. Jardine, Matheson & Co., and required for the construction of the Singapore and Kranji Government Railway in 1904.



CATHEDRAL OF THE GOOD SHEPHERD, SINGAPORE.

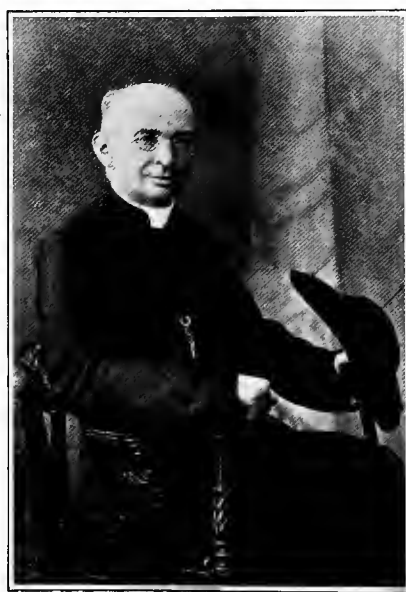
Singapore and Malacca two Roman Catholic Churches under the Portuguese jurisdiction of Macao. Each of these has about 2,000 adherents, composed mostly of Eurasians of Portuguese descent. The Church of St. Joseph, Singapore, was pulled down in 1906, and its place is being taken by a much larger edifice. Schools for boys and girls are attached to these missions.

CATHEDRAL OF THE GOOD SHEPHERD.—The principal Roman Catholic church in Malaya is the Cathedral of the Good Shepherd at Singapore. This edifice was erected in 1845 at the corner of Bras-Basah Road and Victoria Street, on a site granted to the Missions des Etrangères. It lays no claim to architectural beauty, being simply a cruciform building of plain Renaissance style, with a steeple at one end. On each side of the altar is a small chapel behind a row of Greek pillars; these two chapels form the arms of the cross. The interior of the church is so extremely plain that it might be mistaken for a public hall. The floor is paved with white marble, and the slightly concave ceiling is of plaster, gilded in a very simple pattern. Along one side of the cathedral are half-a-dozen stained glass windows, which were inserted a couple of years ago at a cost of 1,000 dollars, and round the walls are a series of small oil-paintings representing the stations of the Cross. The cathedral cost about 20,000 dollars to build, and provides seating accommodation for 1,000 persons.

CHURCH OF ST. PETER AND ST. PAUL, MALACCA.—The Roman Catholic Church of St. Peter and St. Paul at Malacca is believed to have been erected by the Portuguese some four hundred years ago. It is built upon twelve pillars, representing the twelve Apostles. The front portion of the building was reconstructed in 1819. The vicar is the Rev. Father A. M. des Santos, and he is assisted by two other priests in ministering to a congregation numbering 500.

in France. He was educated there and ordained priest in 1884, after which he came out to Singapore as a missionary. After some years' experience out here, he was called back to France and made a professor in the Seminary for Foreign Missions. In 1904, however, he returned to the Straits Settlements as Bishop.

Father Couvreur.—The Rev. Nicholas Justin Couvreur, Procurator of the Missions des Etrangères at Singapore, was born in 1855



REV. FATHER COUVREUR.

(Procurator de la Société des Missions Etrangères, Singapore.)

THE AMERICAN METHODIST EPISCOPAL CHURCH.

It would be no exaggeration to say that the rapid growth of the American Methodist Episcopal Church in British Malaya is one of the most remarkable developments among the foreign missionary enterprises of the world. Twenty-two years ago two American Methodist missionaries arrived in Singapore; they had not been sent to form a Mission, nor were they invited to do so by the few Methodists who then resided in the colony. But when they saw the possibilities of the field, they decided to stay and labour in it. From this humble origin has sprung the largest Free Church in Malaya, a Church which owns property in the Straits Settlements and Federated Malay States worth at least a million dollars, prosecutes missionary work in nine languages, has its own Mission press, and educates in its schools between four and five thousand children.

It was in February, 1885, that the two pioneer missionaries arrived in Singapore. They came as the guests of the late Mr. C. Phillips, who was then in charge of the Sailors' Home. One of them was the well-known Dr. J. M. Thoburn, who has since served as one of the Missionary Bishops of American Methodism; the other was the Rev. William F. Oldham, who is now the Methodist Bishop in Malaya. By permission of the Municipal Commissioners these gentlemen were granted the use of the Town Hall in which to hold services in the English tongue. Many people of various races were attracted to these gatherings, and after a few weeks the first organisation of a Methodist Episcopal Church was attempted. The Rev. W. F. Oldham was the first pastor and Messrs. J. Polglase, F. J. Benjafield, and Maurice Drummond were the Church officers. It is interesting to note that Messrs. Polglase and Benjafield still hold office in the Church.

From the beginning this little company undertook to conduct a self-sustaining Church without any help from the Home Societies. Services were continued in the Town Hall with Mr. Oldham in charge. The congregation was composed of many races, but the English language, in which all the services were conducted, served as a common tie.

At this time Mr. and Mrs. Oldham opened a small private school in the house in which they lived for the instruction of the children of European and Chinese merchants. This step led in time to the establishment of the series of important schools which are now the mainstay of the missions financially. When the number of scholars was too large for Mr. Oldham's house, a small school was opened in Amoy Street for the teaching of Hok-kien Chinese and English. The school grew rapidly, and through the kindness of Sir Cecil Clementi-Smith, the then Governor, a grant of land in Coleman Street, at the foot of Fort Canning Hill, was made to the Mission, and the Chinese

merchants of Singapore, headed by Messrs. Tan Keong Saik, Tan Jiak Kim, Tan Kim Seng, Song Ong Siong, and others, helped Mr. Oldham to erect a school and dwelling-house upon the site. Shortly afterwards the same gentlemen assisted the Mission to purchase the fine property in Orchard Road, now occupied by the boarding-school named, after its founder, "Oldham Hall."

Mission work was carried on in Malay and Tamil, and a numerous congregation in each of these languages was gradually built up. The Malay-speaking Babas now worship in their own church in Middle Road in what was formerly the Christian Institute, owned and conducted by the late Mr. C. Phillips and a few others. (Mr. and Mrs. Oldham were joined in 1888 by several other missionaries, notably by the Rev. R. W. and Mrs. Munson, and the Rev. B. F. West, M.D., and Mrs. West. The Munsons left the Mission some years ago, but Dr. and Mrs. West still remain, and for nineteen years have been devoted missionaries in the colony.)

In 1890 the Rev. J. C. Floyd became superintendent of the Mission and Mr. C. E. Kelso principal of the school. Dr. H. L. E. Luering was deputed to open a mission on the Kapuas river, in Borneo, and Revs. D. D. Moore and B. H. Balderston were appointed to Pinang, where an Anglo-Chinese school and English and Tamil Churches were soon established.

In 1891 a printing press was set up under the management of Mr. W. G. Shellabear, who resigned his commission in the Royal Engineers to join the Mission, with which he has ever since been identified. Mr. Shellabear is a fine Malay scholar, and has done most of the later Malay revision for the British and Foreign Bible Society. He has also written several Malay hymns, a series of text-books, vocabularies and a dictionary.

In 1893 a "Mission Conference" was formed. This cut the Mission off ecclesiastically from India and gave it an independent life.

In 1895 the first Methodist Missions were opened on the Malay Peninsula, William T. Stagg being appointed to Ipoh, while Batu Gajah and Teluk Anson were visited from time to time. The Mission spread rapidly to other centres and Kuala Lumpur, Taiping and Bukit Mertajam were soon occupied. At Ipoh an Anglo-Chinese School was opened and in Pinang the indefatigable Dr. West added a theological school to his other labours. The formation of a strong Methodist Boys' School in Kuala Lumpur in 1904 completed a chain of schools from Singapore to Pinang.

In 1900 the Mission embraced the Philippine Islands, but four years later the Philippine Mission was converted into a distinct ecclesiastical entity, though it still remains under the same episcopal supervision. In 1903 and 1904 two colonies of Chinese agriculturists in Sibu, Borneo, and Sitiawan, Perak, respectively, came under the religious care of the Mission, which, in 1906, was extended to Java, where the Rev. and Mrs. J. R. Denyes, and, later, the Rev. and Mrs. C. S. Buchanan, have occupied mission stations in and about Batavia and Buitenzorg and on the Tjisaroea estate. In West Borneo a small mission is under the care of the Rev. C. M. Worthington.

Soon after the opening of the Mission in Singapore, Miss Sophia Blackmore, of Sydney, Australia, was appointed to work amongst women in the settlement, and, as the Mission extended, the lady missionaries were increased in numbers, with the result that they are found in nearly all the stations of the Mission. These ladies have opened girls' schools wherever they have gone, and the Rev. J. A. B. Cook, in his "Sunny Singapore," ascribes the initial growth of Chinese female education in this region to the labours of the women of the Methodist Episcopal Church.

The record of the "Malaysia" Methodist

Mission during the twenty-two years of its existence is one of continual expansion, made possible by the gifts of friends on the field and in America, supplemented by help from England, Germany, and Australia. The Mission workers have been drawn from all these lands, and not the least valuable and effective are the young men and women of many races who have been found and trained on the field.

A rapid survey of the Mission as it now exists (1907) shows that the chief forms of activity are three: educational, evangelistic, and propagandist.

The educational work includes the schools for boys known as the Anglo-Chinese Schools in Singapore, Pinang, Ipoh and Kuala Lumpur, with several smaller schools elsewhere. More than three thousand five hundred boys are enrolled on the school registers. The Theological School, which has been partly endowed by Mr. S. Hamilton, of Pittsburgh, Pennsylvania, is known as the Jean Hamilton Training School for native preachers.

There is also an admirable group of girls' schools in Pinang, Taiping, Kuala Lumpur, Malacca, and Singapore. These are boarding and day schools, and the girls are taught in the vernacular as well as in English. Nearly a thousand girls, ranging from infant classes to young women taking the Cambridge Local examination, are found in these well-appointed institutions.

Evangelistic work is carried on in the four districts of the Conference under the general oversight of the presiding elders, the Revs. W. T. Cherry (Singapore), H. L. E. Luering (Pinang), W. E. Horley (Federated Malay States), and J. R. Denyes (Netherlands Indies). These men, assisted by the missionaries, native pastors and helpers, are engaged in preaching in nine languages and dialects to the heterogeneous community. From among these peoples has been gathered a Church-membership of about

Singapore under the direction of the Rev. A. J. Amery, pastor of the English congregation. Much preaching is done outside of the stated places of worship, and it may be safely said that during the year there are from five to ten hearers to one Church member. The population, however, is shifting and migratory, and in several stations the records show that the percentage of removals each year is from twenty to twenty-five. It is therefore necessary to gain 100 per cent. every four or five years to keep any given Church-membership from showing a decrease. Far more important than any array of figures is the planting of orderly Christian homes where the mother shares with the father the affection and respect of the household; where marriage holds sanctity, and parenthood means moral obligation to train the children properly. Such homes are found throughout the Mission, speaking many languages, but holding common sentiments of life and duty.

The use of literature is greatly prized by this Mission, which is painstakingly and laboriously building up a Mission Press under the care of the Rev. W. T. Cherry. The ultimate object of this press is to create and diffuse religious literature in the polyglot tongues of the land. To do this with but small initial plant and no endowment is a task to try the stoutest heart; but it is being done. The little press first begun by Mr. Shellabear is now producing many books and tracts, and is issuing several religious monthly papers. A large and well equipped building is in progress of erection in a commanding locality, and the Mission is full of hope that at no distant future a continuous stream of healthful literature in English and in the vernaculars will issue from its portals.

Bishop Oldham.—The Rev. William Fitzjames Oldham, B.A., D.D., has been Bishop of the American Methodist Episcopal Church in South Asia—from Madras to the Philippines—



PLAN OF THE AMERICAN METHODIST EPISCOPAL CHURCH, SINGAPORE.

two thousand five hundred persons, who worship in eighteen church buildings and in several rented houses. Among these churches is the well-appointed structure now being erected in

since 1904. He received his education at Alleghany College, Pa., and at Boston University, where he graduated B.A. and D.D. In 1885 he came to Singapore primarily for

educational purposes, but, upon his own initiative, he founded a self-supporting Mission of his Church as well as the Anglo-Chinese School. He remained for five years, and, after

Bishop of South Asia he was Assistant Missionary Secretary in Chicago.

THE PRESBYTERIAN CHURCH.

The Presbyterian Church of Singapore dates from 1856, but Presbyterians were among the very first, along with other Free Churchmen, to hold Christian services in the settlement. Sir Stamford Raffles no sooner founded the colony in 1819 than, being a man of real Christian character and sympathies, he invited the London Missionary Society, then at Malacca, to send a missionary. The Rev. Samuel Milton arrived in the same year to work among the Chinese and Malays and to minister to the small European community.

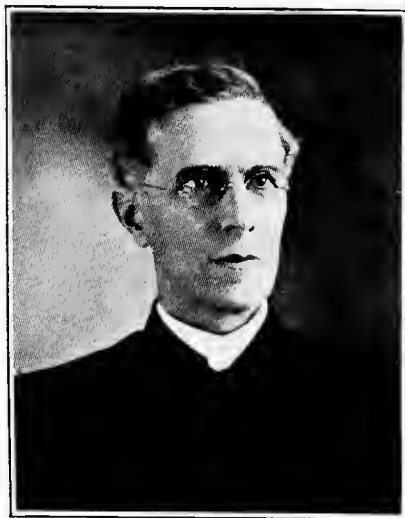
By 1847 the London Missionary Society's connection with the Straits ceased, all their workers having been passed on to China, except the Rev. B. P. Keasberry, who elected to remain at his own charges until his death in 1885.

After a period of worshipping first with the London Missionary Society's missionaries and then with the Episcopal section of the community, the Presbyterian Churchmen decided to have a minister of their own order, and the Rev. Thomas McKenzie Frazer, M.A., arrived on October 25, 1856. He was chosen by the famous Edinburgh preacher, the Rev. Thomas Guthrie, D.D. Then followed this goodly succession of able men: the Revs. John Mathison (1861-66), William Jeffrey (1866-69), Matthew J. Copeland (1870-71), William Dale (1871-75), now the Foreign Missions' Secretary of the Presbyterian Church of England, William Aitken, M.A. (1876-83), Alexander Stuart MacPhee, B.D. (1883-89),

now of Durban, Natal, George Murray Reith, M.A. (1889-96), now of Edinburgh, S. Stephen Walker, M.A. (1896-1906), now of Bristol, and the present minister, John Adam Gray, M.A. (1906).

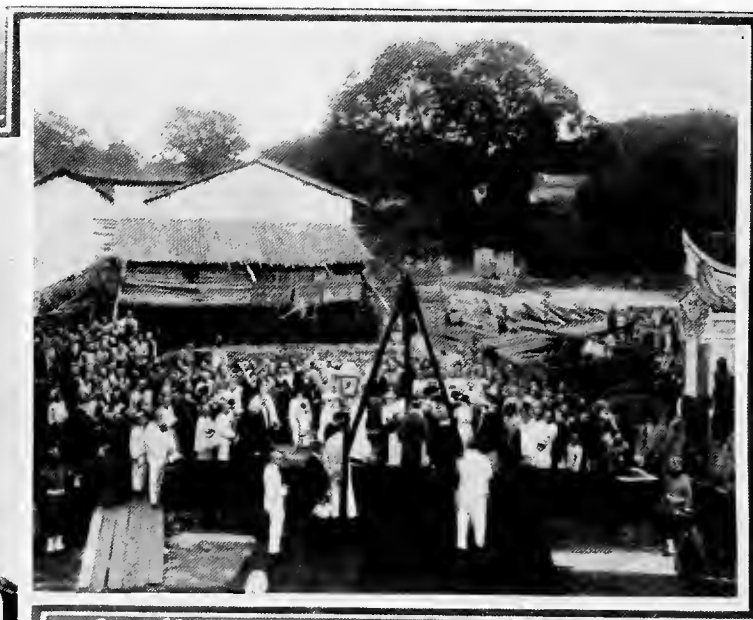
This Church, since 1872, has been under the Presbytery of London, but all its ministers, so far, have been Scotsmen. The members, elders, and deacons have been of many nationalities. Many of the office-bearers have been prominent business men, who took a keen interest in the welfare of the colony and its institutions. Among them may be mentioned Dr. Conper, William Scott, John Anderson, Dr. Robert Little, Matthew Little, Dr. Robertson, James Guthrie Davidson, Isaac Henderson, Alexander Johnston, William Young, Robert Park, Charles Phillips (a most devoted voluntary Christian worker here for over forty years), and William Alexander Pickering, C.M.G. (the founder of the Chinese Protectorate), Jasper Young, Thomas Cuthbertson, Andrew Currie, Robert Jamie, Colonel Samuel Dunlop, R.A., C.M.G., William McKerrow, J. M. Allinson, Frank Warrack, Robert Allan, W. Grigor Taylor, Robert Yates, A. Richardson, R. Risk, J. S. Robertson, John Graham, B. L. Frost, Theodore Page, and George M. Preston.

The church, in Orchard Road, Singapore, was built in 1878, and has a good organ, the gift of Mr. Thomas Cuthbertson. There are no endowments, but the Church is self-supporting by voluntary contributions. There have seldom been any benefactions, but the Manse was the bequest of the late John Baxter, and the late Dato' Meldrum of Johore left a legacy which yielded some 3,000 dollars, but this will soon be more than exhausted in making



BISHOP W. F. OLDHAM, D.D., LL.D.

seeing the Mission firmly established, returned to the U.S.A. and accepted a pastorate. In 1894 he founded the chair of missions in the Ohio Wesleyan University, Delaware, and for four years previous to becoming Methodist



CHINESE PRESBYTERIAN CHURCH OF ENGLAND, SINGAPORE—H.E. THE GOVERNOR, SIR JOHN ANDERSON, K.C.M.G., LAYING THE FOUNDATION STONE.

necessary repairs to the church buildings. The services on Lord's days are at 8 a.m. and 5.30 p.m., and on Wednesdays at 5.15 p.m.

The Synodical Committee of the Presbyterian Church of England sent its first ordained missionary (the Rev. J. A. B. Cook) to Singapore in 1881. He has had as his colleagues for work among the Chinese the Revs. Archibald Lamont, B.D., 1890-97 (now of Wembly, London), Campbell Moody, M.A., 1901 (of Formosa), and, since 1902, William Murray, M.A., who was formerly minister of Pinang, which Church, as well as that of Rangoon, is also in the London Presbytery. The work is carried on entirely in Chinese, except at the Prinsep Street Church, which is the headquarters of the Chinese Christian Association. Here English and Malay are used. The other churches, under the episcopal oversight of the Mission, are at Muar and Johore on the mainland, and Bukit Timah, Seranggong, Paya Lebar, Gaylang, Tek-kha and Tanjong Pagar Road, where there is also the "Su Po Sia," or Chinese Reading Room, in which some eventful meetings of great importance have taken place. There are many Presbyterians in British Malaya, who associate with the Church life of the places in which they find themselves.

THE BIBLE SOCIETY.

The British and Foreign Bible Society have been carrying on their unobtrusive propaganda in the Oceanic Archipelago for close upon a century. The first auxiliary was formed in Java in 1814, when that country was a British possession, and Sir Stamford Raffles became its first President. In 1816 branches were formed in Malacca and Pinang, and two years later Sir Stamford Raffles established an auxiliary at Bencoolen, and, in addition to being its President, acted for awhile as hon. sec. In about 1824 a committee was appointed in Singapore to direct the Society's operations in the Straits Settlements, the Federated Malay States, Java, Sumatra, Celebes, the lesser Dutch Islands, Borneo, and the Philippines. In their vast area, which has an estimated population of 36,000,000, close upon a million and a half copies of the Scriptures have been circulated during the last twenty-five years. The present staff consists of 5 European agents and sub-agents, and about 30 native colporteurs.

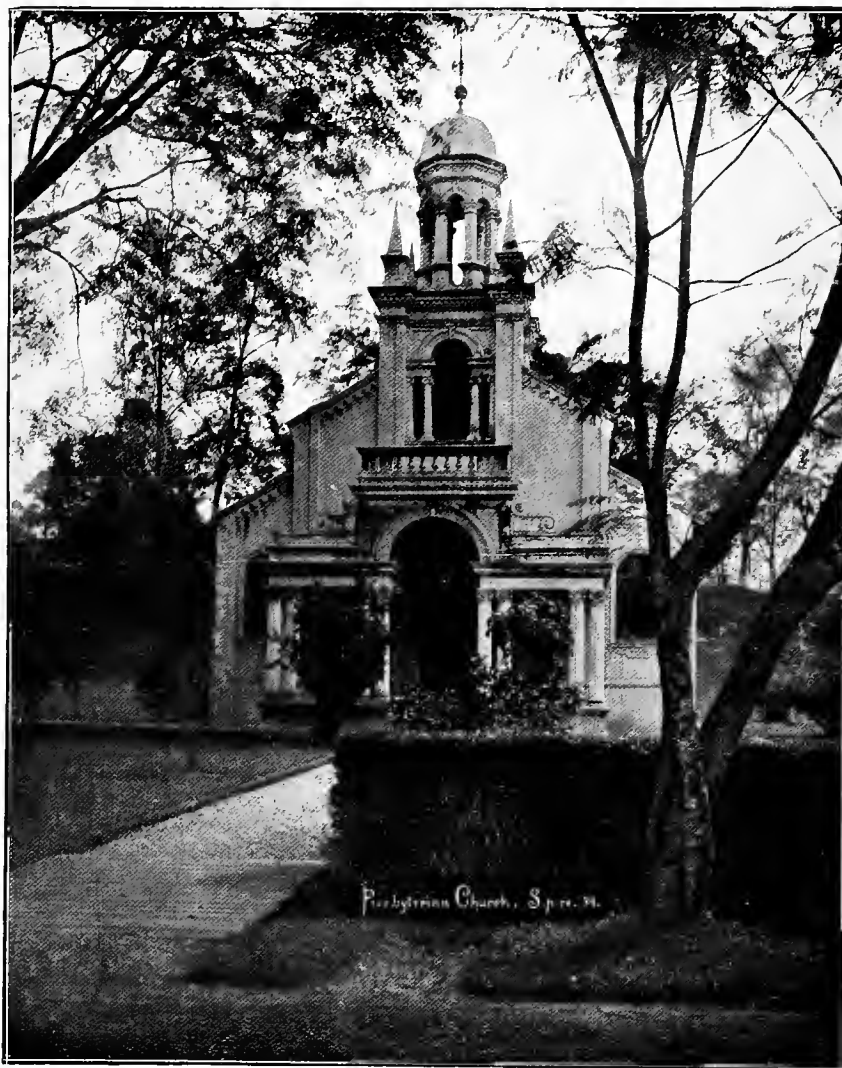
The first translation of the Bible into Chinese was carried out under the Society's auspices, and was printed and issued at Malacca. In the same year the revision of the existing Malay version of the Gospels and of the Acts and the completion of the remainder of the New Testament was undertaken, and a few years afterwards these were being widely circulated. Since then several other Malay translations and revisions have been made, and at the time of writing what is expected to become the standard translation of the whole Bible into Malay was nearing completion. Translations have also been made for practically all the native peoples of the Oceanic Archipelago, including all sections of the natives of India and China, the Javanese, Dyaks, Bugis, Madurese, Sanguirese, Nias, Macassar, Pangasinans, and Tagalogs.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

The establishment in Singapore of a branch of this valuable and worldwide institution is of very recent date. It was in the closing year of the nineteenth century that a number of missionaries and other Christian workers petitioned the English National Council of Y.M.C.A.'s for the establishment of a branch

for the young men of Singapore. In response to this appeal the National Council sent out Mr. R. D. Pringle in the spring of 1903, and in the following June a branch was opened with rooms at the corner of Stamford Road and Armenian Street. The first president was the Hon. W. R. Collyer, I.S.O., Attorney-General of the Straits Settlements, and the Association was controlled by a body of directors which included the Archdeacon of Singapore, the ministers of the Methodist and Presbyterian Churches, civil servants, and representative business men in the city. The

The year 1906 saw the inauguration of a new forward movement. The Association having outgrown its premises, his Excellency the Governor granted a valuable site in Stamford Road for the erection of a new building. The preliminary plans for this structure provide for a basement and two main floors, which will comprise reading, recreation, refreshment, and class rooms, a gymnasium, soldiers' and sailors' rooms, and fourteen bedrooms. It is hoped that funds will permit the provision also of a sea-water swimming bath. The estimated cost of the scheme is 60,000 dollars (a little



THE PRESBYTERIAN CHURCH, SINGAPORE.

Association has always received the warm support of the Government, and the merchants of the city have shown their warm and practical sympathy by furnishing the rooms from top to bottom, and by contributing generously towards the funds. Early in the history of the Association, Government permission was granted to use a portion of the old gaol site for tennis and of the Raffles' Reclamation for football. A valuable feature of the Singapore work is the boarding-house carried on in the Association premises. This is of great service to young men newly arrived in the colony as a temporary residence until they can find a permanent home.

over £7,000), towards which the members will themselves contribute at least £1,000. A canvass of the city has already resulted in the promise of several handsome donations; and in the spring of 1907 Mr. R. D. Pringle, the General Secretary, went to England on furlough, intending to obtain financial assistance for the new scheme from the Old Country.

The branch is under the patronage of his Excellency the Governor (Sir John Anderson, K.C.M.G.), the Rt. Rev. the Bishop of Singapore and Sarawak, and the Hon. E. C. Hill. It is controlled by a board of directors consisting of the Hon. W. H. Shelford (President); Mr.

J. Polglase (Vice-President); Mr. S. Tomlinson (Hon. Vice-President); Mr. A. W. Beam (Hon. Vice-President); Mr. Percy Gold (Hon. Treasurer); the Revs. H. C. Izard, J. A. Gray, and P. N. Hunter, and Messrs W. D. Ashdown, H. L. Coghlan, F. J. Benjafield, R. J. Bartlett, A. Proctor, R. D. Stamford, and J. H. Whitaker; with Mr. R. D. Pringle as General Secretary.

From Singapore the work of the Association has spread to Kuala Lumpur and Pinang. The Kuala Lumpur branch was publicly opened on October 27, 1905, by Mr. Justice (now Sir W. H.) Hyndman Jones, and the

due share of attention. A library was started by the Vice-President, Mr. H. C. Redges, Protector of Chinese, who generously presented three hundred volumes. The President is Mr. James Craig, M.I.M.E., and the Hon. Sec., Mr. Edward Carter. The branch is managed by a board of directors representing the Protestant Churches of the town.

The birth of the Pinang Association dates from the early part of 1905. The first premises were situated in Beach Street. In 1906 it was found necessary to take larger rooms, and these were found in a spacious house in

YOUNG WOMEN'S CHRISTIAN ASSOCIATION.

The Y.W.C.A. in Singapore owes its origin to Miss Cooke, mistress of the Chinese Girls' School, and a few European ladies, who in 1875 gathered together a handful of Christian Straits-born Chinese girls and held meetings in the schoolroom. The membership, originally only 18, is now 170. A branch has been formed in Pinang, and associated also with the parent body at Singapore are little bands of members meeting in different parts of the Federated Malay States and Sarawak.

Since its formation the Singapore Association has been housed in various temporary premises. In 1896 it was reorganised and placed on a sounder footing by Miss Eyre, and in 1906 a large and admirably situated house in River Valley Road was taken. This house has served a double purpose, as a boarding-house and a meeting-place. The membership includes Europeans, Eurasians, and Chinese, but Europeans constitute the largest section. All meet on an equality, and no racial difficulty has ever been experienced. The Association has confined itself to work among English-speaking women, and it has sought to assist members spiritually, intellectually, socially, and physically. Regular devotional services are held, a well-selected library of books is at the service of the members, periodical social gatherings and picnics are held, and the grounds of the house are laid out for tennis, badminton, and croquet. The boarding facilities are not much used by permanent residents, but serve a useful purpose in accommodating ladies who are passing through the port.

The Association is in a sound financial position. A sum of 2,000 dollars has been set aside to assist members who have to return home, and there is a fund for the benefit of necessitous travellers. The Association is affiliated to the World's Committee of Y.W.C.A.'s, by whom the General Secretary (Miss F. Ellis) was sent out. It is under the patronage of the Bishop of Singapore and Sarawak, and is locally managed by the following committee: Lady Evelyn Young, Mrs. Dewar, Mrs. Fisher, Mrs. Watkins, Mrs. Wreford, Miss Gage-Brown, Miss Blackmore, Miss Brown, and Miss Norris.

The Pinang Association was started only a few years ago, and after passing through a period of depression, has recently been reorganised by Miss Fairburn. It has now a membership of about forty. The Y.W.C.A. members in the States arrange occasional gatherings among themselves, and keep in touch with the Singapore headquarters.

CONFUCIANISM, BUDDHISM, TAOISM.

BY DR. LIM BOON KENG.

The early Chinese settlers in Malaya brought with them the religion which they had observed in their native land, namely, Confucianism, Buddhism, and Taoism.

Chinese Buddhism, which has been propagated in Korea, Annam, and Japan, more closely resembles the Thibetan Lamaism, through which it has undoubtedly filtered, than the pure, æsthetic, and philosophic religion of Buddha. Throughout Malaya, and especially in Pinang and Singapore, there are several monastic orders and imposing Buddhist temples. In many of the temples there are, in addition to images of the Buddha and Buddhist saints and deities, gods and goddesses which are indigenous to China. Ma Tsu Pu, who is worshipped in China by all seafaring men, is regarded by Straits Buddhists as their patron goddess. The God of War, Kuan Ti,

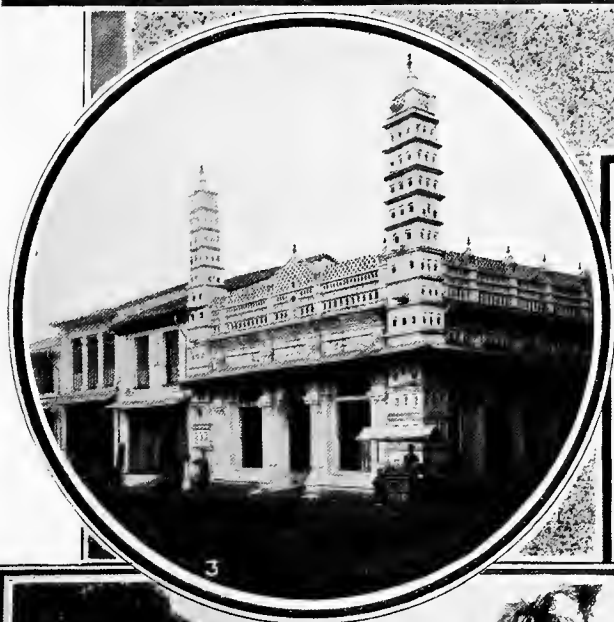


CHINESE ROCK TEMPLE AT IPOH.

membership at the commencement was 150. Suitable rooms were secured in Watkin Street, and these have been since added to by the incorporation of the next house, in order to meet the growing needs of the Association, which now has 390 members on its books. It has been decided to build much larger premises at a heavy cost, and it is hoped that the Government will grant a suitable site. Classes in book-keeping, building construction, magnetism and electricity, and shorthand have been generously conducted gratis by prominent residents of the town, and have attracted no fewer than 130 pupils. Athletics and the other features of Y.M.C.A. work have also received their

Burma Road, where accommodation for boarders has also been provided. The Pinang branch has been run on similar lines to that at Kuala Lumpur, and it is noteworthy that the Association football team, during the first years of its existence, won the League Championship.

The total membership of the Y.M.C.A.'s in British Malaya is now about 600. Of these there are 170 at the Singapore headquarters, and 50 at a new Chinese branch that was opened in the city quite recently; 300 at Kuala Lumpur, and 80 at Pinang. The membership includes men of many races—Europeans, Americans, Eurasians, Indians, Ceylonese, Chinese, Japanese, and Malays.



1 & 3. MALAY MOSQUES.

2 & 5. HINDOO TEMPLES.

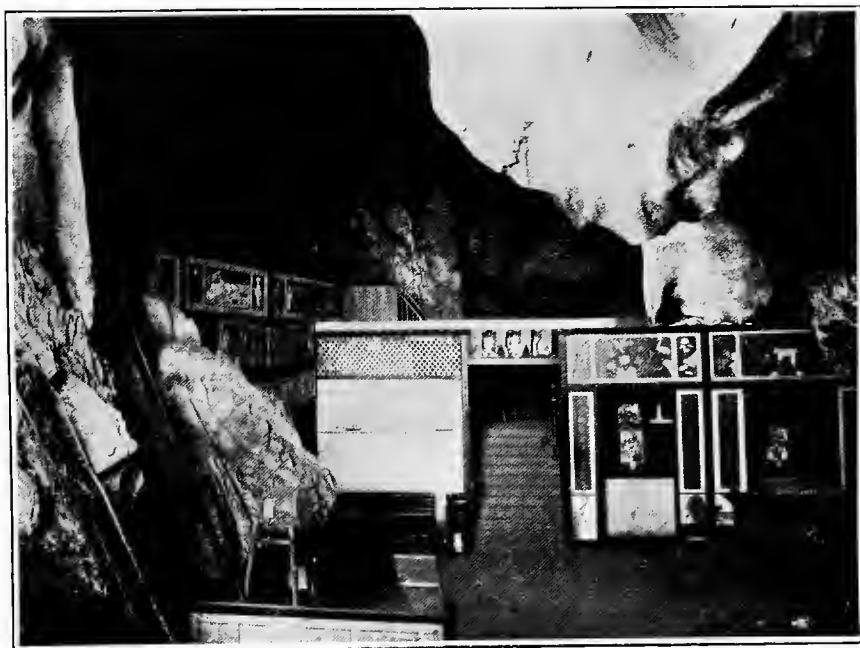
4. CHINESE TEMPLE.

the patron saint of the Manchu Dynasty, is also commonly worshipped, although there are no temples in Malaya specially dedicated to him. The fact that Kuan Ti and Ma Tsu Pu are merely deified individuals, the records of whose lives are known to students of history, indicates that, to a large extent, Chinese

number and variety all the gods of the Pantheons of either ancient Greece, Rome, Babylon, or Egypt. The faith, however, is quite decadent in modern China and its adherents are drawn from the lower classes of the community. The Taoist professors, of whom there are very few in Malaya, are occa-

is generally represented by the figure of an old man holding a staff, and on every Chinese grave there is a small shrine dedicated to him.

All educated Chinese in Malaya are Confucians. They despise those practices of Buddhists that are vulgar, although many of them, for conventionality's sake, allow their womenfolk to call in the aid of Buddhist priests in the event of a death taking place in the house. The majority of Chinese, however, profess to reconcile the three religions—in fact, to reconcile all religions. All gods, according to them, are to be revered, and were it not for the exclusiveness of Christians and Mahomedans, both Christ and Mahomed would long since have been included among the gods worshipped in their temples. As a matter of fact, it is a common thing for Chinese in Malaya to attend Christian churches and Mahomedan mosques, although they are not adherents of either faith, and frequently votive offerings are made by non-Christian Chinese to the Roman Catholic Church at Easter and to Mahomedan mosques and Hindu Temples on the occasion of festivals. A striking instance of their catholicity of mind is afforded by the fact that already Marco Polo, the Venetian traveller, is worshipped in Canton as a sort of saint. The real Confucianists, however, are agnostics; that is to say, they profess ignorance of the supernatural and of a future life. Firmly believing in Destiny and Providence, they confess the inability of the human mind to comprehend the infinite, and Confucius advises that caution should be exercised in believing in ghosts or spirits. He defines knowledge as a recognition of what is really known, and a humble confession of what we do not know. In his own life he strictly carried out this teaching. He was punctilious in his worship of spirits according to the custom of



CHINESE ROCK TEMPLE AT IPOH.

Buddhist worship is a sort of hero-worship. The Buddhist religion, however, exercises very little influence over the people, although children are taught by their parents the simple truths of Buddhist teaching, such as the necessity for leading a just life, being kind to animals, and charitable in judging other men. The Chinese invoke the aid of the Buddha just as Roman Catholics invoke the aid of their saints. The Buddhist priests are illiterate and do no preaching. They live on the credulity of the public, who consult the images of the Buddha by a kind of sortilege, and obtain prescriptions for diseases as well as advice on all sorts of matters. The method adopted is to shake a number of sticks until one falls out. This is presented to the priest, who selects a corresponding one from a stock upon which are written picturesquely worded prescriptions and advices composed by sages of previous ages, and interprets its meaning to the suppliant. The wording of these sticks displays considerable ingenuity. A European gentleman, who, for curiosity's sake, sought to know whether his impending journey from Singapore to China would be accomplished safely, received the cryptic answer: "There is a man pursued by a tiger. The bright stars in the heaven shine brilliantly." The first sentence was interpreted to portend danger, and the second to indicate that the danger would be encountered successfully. A Chinese gentleman whose mother had been pronounced by the doctor to be dying desired to know if her life would be spared. The answer given him by the priest read: "The autumnal tints are appearing upon the trees. The fruits are being gathered. The grain is ripe unto harvest." The meaning ascribed to this was that the woman would die, and the prophecy was fulfilled!

The Taoist religion has a Pantheon of spirits, genii, immortals, gnomes, &c., that equals in



CHINESE PRIESTS AND CEREMONIALS.

tionally called in to exorcise evil spirits from haunted houses and to deliver persons who are believed to be possessed of a devil. The two chief Taoist deities are Yü Huang Shang Ti, ("the Pearly Emperor"), who is the supreme ruler of the Taoist heavens, and Ta Pe Kung ("God in the spirit of the earth"). The latter

his time, but that, in his opinion, was merely a conventional conformity to social custom. It was in accordance with his teaching that no established custom of a community should be upset without grave and reasonable cause, and unless some definite good was to be the result. Confucius seems in this respect to be a con-

servative, but in reality the spirit of his teaching was far in advance of anything that has existed in China. The book called "The Great Study" is a short programme of the work which Confucianism has awaiting humanity. In that little work it can be seen at a glance that progress is the watchword of Confucianism. Unfortunately, the followers of Confucius, like those of other great teachers, have blindly taken up isolated precedents for their guidance and neglected fundamental principles. Confucius lived in a time of general decay and great unrest, when disorder and immorality were sapping the foundations of civilisation. The best thing to arrest anarchy at the time was such a conservatism as would serve to keep together institutions, which, however defective, might still be depended upon to restrain the lawless from violence and rebellion. This conservatism, instead of being regarded in the true light of a temporary expedient adopted in special circumstances, has been regarded by many as the very foundation of Confucius's teaching. The real truth is that Confucianism is a growing culture, and changes with the needs of the times. Distinction must be made between the pure principles of Confucianism, as enunciated in the classical books, "The Four Books and Five Classics," and the scholastic Confucianism of the literati

of China. One may compare these for illustration with the Christianity of the Gospels and the ecclesiastical government of the Roman Church. By the unjustifiable apotheosis of Confucius, the Emperor of China is elevated to a sort of Pontifex Maximus, and the Mandarins and literati become a species of high priests who alone are good enough to enter the precincts of the Temple of Confucius in order to offer sacrifices to the saints. Temples of Confucius have been erected in every provincial centre and town of importance in China. They are always Government institutions and the highest officers must dismount when passing them, while the manes of Confucius are accorded the same honours as are given to the reigning Emperor. Confucius has therefore been styled "The Throneless King"; he is also known as "The Most Holy Teacher of Myriad Ages."

The essence of Confucian teaching is, however, very simple. Based on filial piety, it includes a sincere altruism which, nurtured in the family circle, will, in course of time, extend gradually to the neighbourhood, to the country, and to the world. It teaches that the performance of human duty is the highest excellence to which man can attain. It looks forward to an age of culture, when every man and woman will be enlightened, and when universal peace will reign among the nations.

This consummation can only be arrived at when every individual has learnt fully his duty to his parents, to his family, to his country, and to himself as a man.

Confucianism remained comparatively a dormant power until some ten or fifteen years ago. Since then it has shown a wonderful power of revival, and has stirred up the minds of the scholars, and has influenced the policy of the Government in China. The majority of Straits Chinese are undoubtedly strongly in favour of it, and in British Malaya and Java an extensive propagandist work has been maintained.

In Japan, also, there has been a great revival of Confucianism, and in the spring of 1907 a numerously attended meeting was held in Tokio to express the indebtedness of Japanese civilisation to the teaching of the sage and to revive the celebration of the annual feast in his honour.

In British Malaya Confucianism is practised in all its purity as an ethical cult, and there is no attempt at the deification of the teacher as in China. It has no temples and no priesthood. Sacrifice to the dead on the anniversaries of their births and deaths is the only form of adoration observed. Confucius agreed to the retention of this primitive form of worship because he believed that it would do good to the heart of the living.



CHINESE PRIESTS AND CEREMONIALS.



POLICE

THE STRAITS SETTLEMENTS.

BY CAPTAIN W. A. CUSCADEN, INSPECTOR-GENERAL OF POLICE, STRAITS SETTLEMENTS.



HE Straits Settlements Police Force is a large and well-disciplined body of more than 2,000 men under the control of an Inspector-General (Mr. W. A. Cuscaden), who is assisted by a Resident

Superintendent in each of the three settlements of Singapore, Pinang, and Malacca.

a jemadar or sergeant, and eight peadas or constables, with another jemadar and nine peadas supported from a night-watch fund subscribed to for this particular purpose by the merchants. In 1841 the force had increased to 3 European constables, 14 officers, and 110 policemen, but so frequent had armed robberies and attacks upon the person become about this time that a public demand was made for additional protection. Shortly afterwards the force was placed under the

officers and men, and from that time onwards it has kept pace with the growth of the colony in area, population, and commercial importance.

The force now embraces European, Sikh, Malay, and Kling contingents. Its authorised strength at the end of 1906 was as under :—

Europeans.

Inspector-General of Police ...	1
Superintendents ...	3
Assistant superintendents ...	8
Police probationers ...	3
Chief detective inspectors ...	2
Chief inspectors ...	3
Inspectors ...	21
Sergeants ...	23
Constables ...	42

Natives.

Jemadar ...	1
Sub-inspectors ...	2
Sergeant-majors ...	14
Sergeants ...	43
Corporals ...	133
Lance-corporals ...	149
Police constables ...	1,807

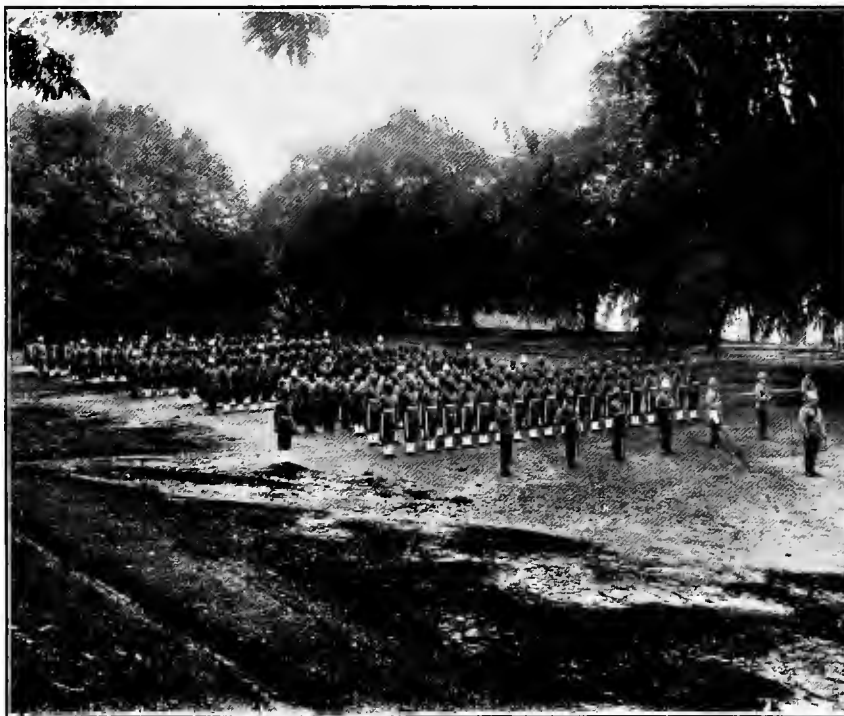
Total ... 2,255

The rates of pay per year are as under-mentioned :—

Inspector-General of Police	£900 to £1,000
Superintendents ...	£420 to £720
Assistant superintendents	£360 to £420
Probationers ...	£225 to £350
Chief detective inspectors	£330 to £360
Chief inspectors ...	£270 to £330
Inspectors ...	£200 to £225 to £240
Native officer ...	\$600
Sergeant-majors ...	\$360 to \$420
Sergeants ...	\$252 to \$312
Corporals ...	\$180 to \$228
Lance-corporals ...	\$144 to \$180
Constables ...	\$108 to \$144

The laws and rules which regulate the police are Ordinance 1 of 1872 and 11 of 1885, together with general regulations and police regulations framed from time to time by the Governor in Council.

The control of the force is vested in the Inspector-General of Police, subject to the orders of the Governor. Formerly the senior appointments were generally given by the Secretary of State to officers transferred from



SINGAPORE POLICE FORCE.

In 1821, two years after Singapore passed into the hands of the British, the police work was entrusted to Mr. F. J. Barnard, whose staff consisted of a Malay writer, a gaoler,

control of Mr. T. Dunman, who effected great improvements in its organisation and discipline, as well as in the suppression of crime. By the year 1849 the force comprised 218



1. THE OFFICERS AT SINGAPORE. 2. THE OFFICERS, INSPECTORS, AND SERGEANTS AT PINANG.
 3. THE CENTRAL POLICE STATION, PINANG. 4. THE CENTRAL POLICE STATION, SINGAPORE.
 5. THE OFFICERS AND INSPECTORS AT MALACCA.

the police forces of other colonies, but now candidates are selected only from men who have passed a Civil Service examination similar to that for Indian police cadetships.

Each settlement—Singapore, Pinang, and Malacca—forms a separate police district under a superintendent, who is the chief police officer. Each district is divided into divisions under an inspector, these are divided again into sub-divisions under non-commissioned officers, and each subdivision is divided into beats over which constables have charge during the time they are on duty. Each division has an appropriate local name and

means of two steam launches at Singapore and one at Pinang.

STATE OF CRIME.

During 1906 there was less crime than formerly, owing, no doubt, to the banishment of habitual criminals. The number of arrests made by the police was 22,613, a decrease of 1,769 as compared with the preceding twelve months. This reduction was due principally to instructions having been given to the police to proceed by summons for petty offences. The number of offences reported to the police

records, thus bringing the total up to 12,716. Of 4,893 persons examined, 658 were identified by means of finger-impressions as having been previously convicted.

In former years a good deal of trouble was given by the Chinese secret societies, but this was not the case in 1906. Gambling was kept fairly well in check. No attempts were made to open "Wayseng" or "Wah-Way" or other public lotteries on a large scale. Gambling in Chinese clubs, however, was prevalent in Pinang. The secretaries were called before the Secretary for Chinese Affairs, and were warned that if they continued to allow the clubs to be used as ordinary "gambling-hells" their conduct would be brought to the notice of the Government. It had a good effect.

Until November 13th Singapore was free from any disturbances. On that date a quarrel took place between some Hokiens and Teochew boatmen which culminated in a series of disturbances. At first it was confined to the town, and the police were able to handle it without much difficulty, but, unfortunately, it soon spread to the country as far as Tiong Bharu, Siglap Gaylang, and Seranggong, where attacks were made by gangs of men on each side on isolated dwellings, and it was only when strong patrols of police under European officers were sent out that this was put a stop to. The heavy sentences imposed by the magistrates on persons caught in the act had a salutary effect. The disturbance had nothing whatever to do with secret societies, as was alleged by some at the time. The president and members of the Chinese Chamber of Commerce, both Hokiens and Teochews, deserve the greatest credit for the help which they so readily gave to the police by going from house to house, speaking to the people, and getting them to open their shops and thus restore confidence. The Singapore Tramway Company also rendered every assistance in moving bodies of police from place to place during the riots. The police worked well during this trying time, and the Governor showed his appreciation of their services by granting them three days' pay. The Chinese detectives, however, showed up badly, and it was well that the police had not to depend much upon them for any information. In a subsequent despatch received from the Colonial Office, Lord Elgin said: "I note with satisfaction the conduct of the Inspector-General and the officers under his command in connection with the disturbances amongst the Chinese in November."

Morphia was introduced into the colony by some European chemists and administered as an antidote for the opium habit. The cure, however, proved to be worse than the disease. The poorer classes soon found that morphia was cheaper than opium, and the European chemists did a roaring trade. The opium farmer, to protect himself, began importing the drug; but as soon as it was brought to the notice of the Government he was prohibited from doing so, and the last farmer was not allowed to import it at all. All the same a large illicit trade was carried on, and morphia was imported from London and Germany. This trade was only exposed by the finding of certain correspondence at Ipoh in connection with a seizure of morphia at Pinang. The source of supply is now from China and Japan.

During the year under review 627 cases were disposed of by the chief police officers, and 21,109 by the magistrates, while 124 were sent for trial to the Supreme Court. This is an improvement upon the preceding twelve months, when the figures were 23,648 and 191 respectively.

The return of crime in the force itself showed a decrease of 802 in the cases disposed of by the chief police officers and of 6 in the number of dismissals.



1. MAJOR H. BARRY DE HAMEL.
(Chief Police Officer, Pinang.)

2. W. A. CUSCADEN.
(Inspector-General of Police, Straits Settlements.)

3. J. D'ARCY TRAVERS SYMONDS.
(Chief Police Officer, Malacca.)

is also designated by a letter, as "A" Central, &c. In every division there are several police stations, situated as conveniently as possible in the centres of population, and each station has its own men and number. The administrative and executive staff occupy central offices in South Bridge Road, Singapore, opposite the Police Courts building.

The police are employed on guard and escort duties as well as on beats, and are liable to be called out to quell serious disturbances. The Sikhs and Europeans are armed with Martini-Enfield rifles and bayonets, the Malays with Snider rifles and sword bayonets.

The police harbour work is carried on by

was 16,885 or 346 less than in 1905. The decreases in the principal offences reported in the three settlements were as follows: murder 4, rape 2, unnatural offence 6, causing hurt 72, gang robbery 34, robbery 62, house-breaking 106, theft 320, forgery 3, extortion 2. The increases were principally in less serious offences.

The number of persons banished was 509 (of whom 434 were criminals, and 16 morphia injectors), as against 460 in the previous year. This method of dealing with aliens proves very effective, but it cannot be enforced against British subjects. The finger-impressions and records of 2,558 prisoners were added to the

FEDERATED MALAY STATES.

BY CAPTAIN H. L. TALBOT, COMMISSIONER OF POLICE, FEDERATED MALAY STATES.

AT the present time the policing of these States is carried out by a force composed of Asiatics, principally natives of the Punjab and Malays, officered by Europeans. The force is under the supreme control of the Commissioner of Police, who is responsible only to the Resident-General.

The authorised establishment of the uniformed branch for the year 1907 is as follows:—

One Commissioner, 2 Deputy Commissioners 11 Assistant Commissioners, 5 Probationers, 2 Chief Inspectors, 44 Inspectors (all Europeans except one Assistant Commissioner, Raja Alang, son of the Sultan of Perak); 2 native officers, 110 non-commissioned officers, 1,258 constables, and 12 buglers—Indians; 2 sub-inspectors, 164 non-commissioned officers, and 1,103 constables—Malays. There are also 145 detectives, principally Chinese.

Attached to the force and under its orders for discipline, &c., are: (1) A small body of Indian mounted men forming the Sultan of Perak's bodyguard; (2) some marine police—Malays; and (3) a small veterinary force. In addition, numerous "extra" and "additional" constables are engaged, under Sections 17 and 18 of the Police Force Enactment (Selangor 8 of 1905), to perform the duties of firemen, watchmen, &c.

The force is divided into five detachments or contingents:—

(1) Perak. (Deputy Commissioner, Mr. W. W. Douglas.)

(2) Selangor. (Deputy Commissioner, Mr. H. M. Hatchell.)

(3) Negri Sembilan. (Assistant Commissioner, Mr. W. L. Conlay, Acting.)

(4) Pahang. (Assistant Commissioner, Mr. D. Butler, Acting.)

(5) The Depot, Kuala Lumpur. (Assistant Commissioner and Adjutant, Captain A. McD. Graham.)

The extent of country to be policed is about 26,330 square miles, and there are some 195 police-stations or posts. Pahang, the largest of the four States, has but 25, while Perak has 80. The contingents are divided into police districts which, as a rule, are under a European officer (Inspector).

The Federated Malay States force may be termed an armed police force. It is under strict discipline, and is given a fair training in drill. The very great amount of police duty which the men are called upon to perform in large towns like Kuala Lumpur and Ipoh, and in all mining districts, interferes considerably with their "military" training. They fire an annual course of musketry at the nearest range up to 500 yards. All recruits have to pass a certain musketry test before being drafted out. The men are armed with the .303 M.-E. carbine and rifle, but the latter is being gradually replaced. Previous to this the arms were M.-H. rifle and carbines. These weapons are retained for use in stations as being more suitable for escort and patrol work.

Men are enlisted anywhere in the Federated Malay States, and, provided they pass a satisfactory medical examination, they are sent to be trained at the depot, Kuala Lumpur. The standard of height and chest measurement is—for Indians 5 feet 8 inches, and 33 inches; and for Malays—5 feet 2 inches and 32 inches. Some difficulty is experienced in obtaining suitable recruits and, consequently, in turning out fairly trained men quickly enough to complete the increased establishments. The plague in the Punjab has had the effect of considerably reducing the numbers of Indians

offering themselves for service, while the opening of estates, railways, &c., in the Federated Malay States, and the consequent demand for labour at high rates of wages, keeps away the better-class Malays. Another factor that operates against recruiting is the dislike of the Malay for discipline and fixed hours. Notwithstanding this, a well-trained and keen Malay is about the best native policeman obtainable, and there are some excellent men in the Federated Malay States force. For beat duty, patrols, and sentry work, however, the Indian is eminently superior.

On engagement Indians have to sign an agreement for five years, but Malays sign on for three only. After ten years' service, and provided he is forty-five years of age, every man is entitled to a pension amounting to

pensionable establishment with £180 a year salary, free partly-furnished quarters, and uniform. Subject to passing an elementary examination in Malay and professional subjects they are transferred to the pensionable establishment and their pay is increased to £200 per annum, with £15 per annum personal allowance every three years till they are promoted to the first class, in which they receive £250 a year. The pay of the Chief Inspector commences at £300. Appointments to the higher or "commissioned" grades are made from probationers appointed after an open competitive examination held in London for appointment to Indian, Hong-kong, Straits Settlements, and Federated Malay States forces. On arrival, probationers have to study some dialect in Chinese, and,



THE POLICE AND CADET CORPS, MALACCA.

fifteen-sixtieths of his annual salary, with one-sixtieth extra for every year over ten, up to forty-five-sixtieths. The men are paid well, the commencing salary being 12 dollars per mensem, with free quarters, uniform, &c. Indians, however, only draw 11 dollars till they are considered fit for ordinary duty. In Pahang, owing to the expense of living, there is a 15 per cent. non-pensionable allowance.

The pay of native officers or sub-inspectors, the highest position to which natives can rise, is 60 dollars per mensem. Men get free medical attendance and very good quarters, and are very well off, all things considered.

EUROPEAN OFFICERS.

Inspectors are appointed locally on the recommendation of the Commissioner supported by the Resident-General with the approval of the High Commissioner, or else they are engaged at home from suitable applicants from the Royal Irish Constabulary or Metropolitan Police.

Those engaged locally have nearly all been either in the army or navy or some police force. They are at first placed on the non-

after six months proceed to China for about two years and pass a very stiff examination. On their return they are attached to a headquarter office, and have to qualify in Malay and law and finish all their examinations within 3½ years of their arrival. They are then made Assistant-Commissioners at a salary of £360 per annum, and may in the dim future rise to £840 per annum.

The system of probationers has only recently been started. Formerly officers were appointed by the High Commissioner with the approval of the Secretary of State. At the present time five of the ten senior officers actually serving were formerly inspectors. In very deserving cases when there is marked ability promotions will, no doubt, continue to be made from the inspectors to the higher grades.

Police officers are for leave and pension purposes under the same regulations as other officers in the Federated Malay States Service, except that not oftener than once in seven years inspectors are granted twelve months' half-pay leave with free second-class return passages to Europe, for themselves, their wives, and two children.

A RETROSPECT.

It is only since September, 1896, that the Federated Malay States force has become federal. In that year Mr. H. C. Syers was appointed Commissioner of Police, and instructed to reconstruct on similar lines the police forces of Perak, Selangor, Pahang, Sungei Ujong, and Negri Sembilan. Mr. Syers was at that time Captain Superintendent of the Selangor Force. Unfortunately, and to the regret of all who knew him, Mr. Syers was killed by a seladang in July, 1897, before he had time to accomplish his task. On his death, Captain H. L. Talbot, second in command of the Malay States Guides, was appointed Commissioner, in which appointment he has remained ever since.

In 1903 the estimates for the whole force appeared under the one head, "Federated Malay States Police," for the first time. Prior to that each contingent had its own estimates, &c.

PERAK.

In 1896 Perak was policed by a very efficiently trained Military Police Battalion, called the 1st Perak Sikhs, under Lieut.-Colonel R. S. F. Walker, C.M.G. From this body of men was formed, on July 1, 1896, the nucleus of that very fine regiment the Malay States Guides. The Indians not specially selected for the Guides formed, with their Malay fellows, the Perak Police Force, which in 1903 was merged into the Federated Malay States Police Perak Contingent. The Perak Sikhs were formed from the Perak Armed Police in July, 1884, under the command of local Major R. S. F. Walker (Captain 28th Foot). The Perak Armed Police were, apparently, first so called in about 1879, when they comprised a

distributed over the States as follows: 250 in the Larut District under an Assistant-Superintendent and two Inspectors; 150 in the Kuala Kangsa district under an Assistant-Superintendent and an Inspector; and 100 in the Bandar Bharu district under an Inspector. They were armed with short Snider rifles and bayonets. Lieut. Swinburne, of the 80th Regiment, was placed in command of this force and of the Resident's bodyguard of 200 men that was enrolled at the same time. The total annual cost of the police force was 57,000 dollars, and of the Guard 26,220 dollars, if the salary of the superintendent (3,000 dollars) be divided equally between them. It is interesting to note that the total force in the Kinta district twelve months later was 75 of all ranks, whereas now, thirty years later, it has grown to 570, and this is not really sufficient.

Before the time of Major Swinburne and his force some police were brought over from Pinang immediately after the Perak War. The headquarters in Perak were originally at Bandar Bharu. In about 1879 they were removed to Taiping, where they remained until June last, when they were transferred to Ipoh, as the most central and convenient place.

SELANGOR.

In consequence of the unsettled state of affairs that prevailed in Selangor, the Sultan in 1874 requested the Colonial Government to send him officers to assist in the government of the country. In reply to this appeal, Mr. Davidson was despatched to Klang and Mr. Swettenham to Kuala Langat. A police force was established by Mr. Davidson, with headquarters at Klang.

No authentic record can be found of this force, but according to Sir Frank Swettenham

men, all of whom were Malays. Some time afterwards Indians were added.

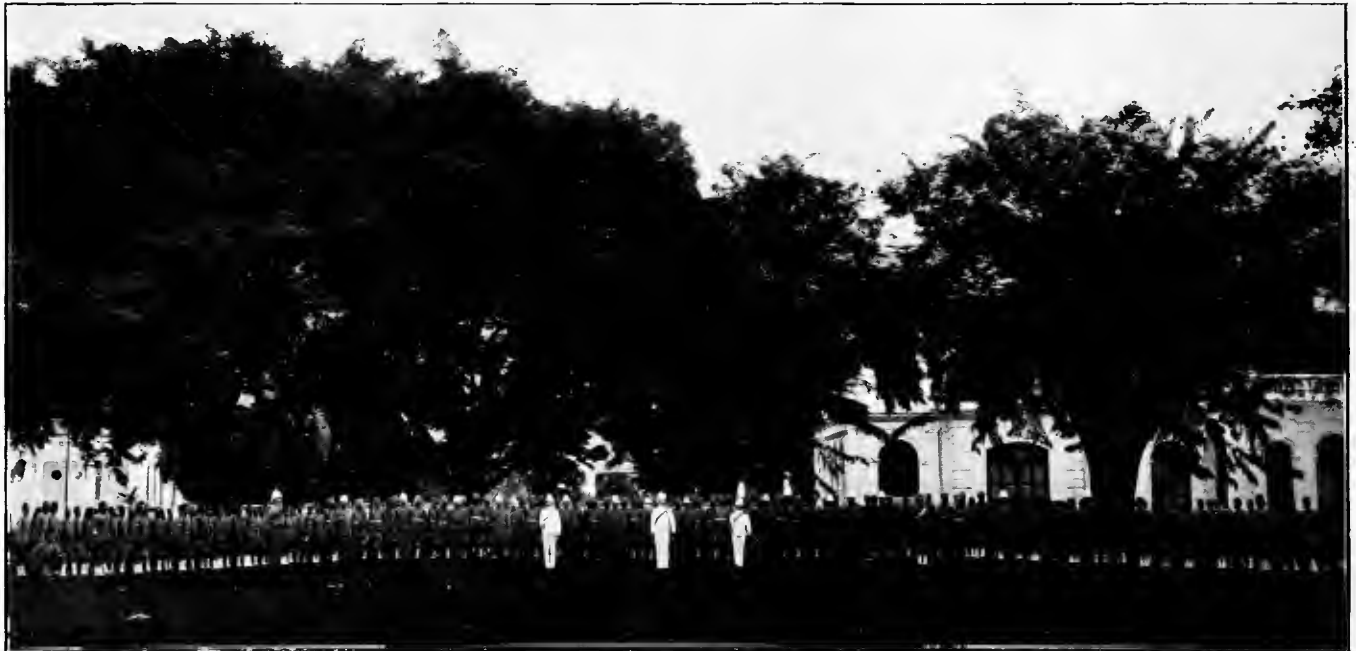
The force was armed with Snider carbines, Martini-Henri carbines coming into use much later. These, in turn, were superseded by the '303 weapon at present in use. The men received 8 dollars per mensem. The only European officer at this time was Captain Syers, who joined on March 1, 1875, and was, unfortunately, killed by a seladang in Pahang on July 13, 1897.

In 1881 the force was composed of a superintendent (salary 150 dollars per mensem), a senior inspector (salary 80 dollars per mensem), a junior inspector (salary 70 dollars per mensem), 2 sergeant-majors, 31 non-commissioned officers, and 143 constables.

The headquarters were removed to Kuala Lumpur from Klang in 1882.

NEGRI SAMBILAN.

It has not been possible either in the Headquarters Office or in the Secretariat to find any records of the force in Sungei Ujong farther back than 1889. It is, however, on record that Mr. W. W. Douglas was appointed Superintendent of Police, Sungei Ujong, on October 1, 1881. At that time the Sungei Ujong force was separate from the Negri Sembilan force. The Negri Sembilan force was probably directly under the Resident, who lived in Kuala Pilah. At one time the police in Jelebu were administered under the superintendence of the Resident of Selangor. All these units were merged into one force, the Negri Sembilan Police, under Captain Mackenzie, somewhere about October, 1891. They were originally armed with Sniders, M.-H. carbines being substituted later. No Police Force Enactment can be traced earlier than 1897.



PINANG POLICE FORCE.

body of some six hundred men, under the command of Major Paul Swinburne.

The formation of the police force was authorised in a letter from the Colonial Secretary of the Straits Settlements to the Acting Resident, dated October 21, 1876. The strength was fixed at 500 non-commissioned officers and men, who were

("British Malaya," page 221), reliable police forces were only established in each State in 1878, the non-commissioned officers and men being obtained from the British forces that were stationed in the colony at the time.

The first Residents were also Chiefs of Police. The first authentic report (dated October, 1879) shows that the force was composed of 227

In 1885 the strength of the Sungei Ujong force was: 1 superintendent and 1 inspector, 8 non-commissioned officers, and 124 constables—Malays; 2 non-commissioned officers, 41 police-constables, and 3 buglers—Sikhs.

In 1897 the combined force comprised: 1 superintendent and 1 inspector, 24 non-commissioned officers and 210 constables—

Malays; 4 non-commissioned officers, 50 constables, and 3 buglers—Sikhs.

At the present time the European staff consists of 1 Assistant-Commissioner and 5 inspectors, and the men are armed with '303 M.-E. carbines.

PAHANG.

Pahang did not come under British protection "officially" till the appointment, in October, 1888, of the first British Resident (Mr. J. P. Rodger). A police force was organised, apparently, by Mr. H. C. Syers, then Superintendent of Police at Selangor, who, about the end of March, 1889, proceeded to Pahang (Pekan) with some Sikh Volunteers from the Selangor force. In any case, the Pahang force may be considered to have come into being early in 1889, its first chief being Mr. D. Lockart, who died about November, 1891. It was armed with Sniders, replaced at the present day by M.-E. '303 carbines.

Mr. H. Sumner, who joined the force as an inspector in October, 1889, was in charge from November, 1891, to March, 1892, and again from June, 1895, to February, 1896. He was appointed Chief Inspector on September 30, 1897, and was promoted Assistant Commissioner and Chief Police Officer on January 1, 1900. It is practically entirely due to Mr. Sumner that the men of the Pahang contingent are such a fine, well-disciplined, and well-trained body as they are. They did excellent service in the Pahang disturbances of 1892 and 1894. Mr. Sumner himself did particularly good work when with the Resident and the Sultan up the Semantan in 1892, and later on with Lieut.-Colonel Walker and Mr. Hugh Clifford. Mr. Sumner, who was connected with this contingent practically from its formation, died, universally regretted, from heart failure on August 23rd, 1907.

CRIME.

Compared with those of previous years, the criminal statistics for 1906 give cause for satisfaction. During the twelve months 33,452 cases engaged the attention of the police, whose efforts in 25,444 of these cases were successful. The percentage of reports to "discoveries," therefore, worked out at 76.4, while, excluding breaches of labour contracts, the percentage was as high as 85.2. The figures for each of the four States except Negri Sembilan showed an improvement upon those of the previous year, as will be seen from the following table :

	Reports.	Discoveries.
Perak	883 decrease	463 increase
Selangor	1,107 increase	1,587 increase
Negri Sembilan	266 decrease	325 decrease
Pahang	589 decrease	367 decrease

There was a striking decrease of 18 per cent. in the number of thefts committed in 1906 when compared with the total for 1905, the figures being respectively 5,589 and 6,836.

Of serious crime there were 325 fewer reports and 88 more "discoveries" than in 1905. There was a great decrease in housebreaking, highway robbery, and serious thefts, and an appreciable decrease in gang robberies. The number of murders recorded was also a little lower, though the total of 38 was almost as high as that for the United Kingdom. This is all the more surprising in view of the fact that there were no murders in Negri Sembilan or Pahang. The percentage of "discoveries" to reports was 34, which may be considered satisfactory in view of the facilities that exist for escaping justice. It is gratifying to observe that, whereas in 1897 there were 1,735 reports of serious crime, with 486 "discoveries," the figures for 1906 were 658 and 278 respectively.

During the twelve months under review 411 persons (of whom 387 were Chinese) were banished as against 97 in 1905. Considering

these figures in relation to the great reduction in serious crime, it appears quite clear that the freer use of the Banishment Enactment has been of the greatest benefit.

In the Commissioner's office at Kuala Lumpur there is an up-to-date Criminal Bureau, where the finger impressions of all persons arrested on a seizable offence are



A MALAY POLICEMAN.

classified and registered. This bureau was organised and brought to its present valuable and efficient state by Mr. W. L. Conlay, Assistant Commissioner.

The total expenditure of the force for the year 1907 was estimated at 945,086 dollars.

W. A. Cuscaden (Inspector-General of Police).—The Inspector-General of Police, Mr. William Andrew Cuscaden, was formerly Captain and Instructor of Musketry in the 4th Battalion of the Royal Dublin Fusiliers. In 1879 he was Assistant Inspector of the Gold Coast Constabulary, and in the following year Civil Commissioner of the Taquah gold-mining district. He first came to the Straits Settlements in 1883 as Chief Inspector of Police, and between 1883 and 1897 was Acting Superintendent at Pinang, Malacca, and Singapore. In the latter year he was made Superintendent Acting Inspector-General of Police of the Straits Settlements. He is a Municipal Commissioner of Singapore.

Major H. B. de Hamel.—The Superintendent of the Police of Pinang and Province Wellesley is Major Hargrave Barry de Hamel, an old Charterhouse scholar, and a son of Mr. F. H. de Hamel, late of the Board of Trade. He was born in London in December, 1871, and received a commission as second lieutenant in the Londonderry Artillery in 1889. After having held the rank of captain for three years, he was seconded for service, in 1895, on the West Coast of Africa, and commanded the Hausas, of the Denkeria Levies, in the Ashanti expedition in 1895-96, for which he received a star and a gratuity. From thence he came to the Straits, and was appointed an Assistant Superintendent of Police in June, 1897. He acted in that capacity in Singapore, Pinang, and Province Wellesley until 1905, having meanwhile been gazetted major, and, in the

latter part of 1905, was seconded as Acting Commissioner of Police in the Kinta district of Perak. He has held his present appointment since May, 1907.

Mr. Ralph Mathew Legge Dulton, the present Acting Assistant Superintendent of Police at Pinang, has a practical acquaintance with Far Eastern colonies. Born in Yorkshire, in 1882, he was educated at King's School, Canterbury, and at the Royal Military Academy, Woolwich. He entered the Royal Artillery as second lieutenant in July, 1903; was gazetted first lieutenant in July, 1905; and served with the Royal Garrison Artillery at home, in Hongkong, and in the Straits Settlements. In June, 1907, he was seconded for duty with the Straits Settlements Police. His recreations are sailing, swimming, and riding.

Captain W. M. L. Bower, Assistant Superintendent of Police, Province Wellesley, is the second son of Mr. Harold Lance Bower, of Liverpool, and was born in 1878. He was educated at the Merchant Taylors' School, Liverpool; joined the 3rd Volunteer Battalion Liverpool Regiment as second lieutenant; was promoted to the rank of captain in March 1900, and transferred in 1902 to the 4th Liverpool Regiment, Militia Battalion. In 1902 he was attached to the Cheshire Regiment, at Chester, and accompanied a draft of South Wales Borderers to South Africa. In the succeeding year he was seconded for service in the Straits Settlements Police. Captain Bower, who is a member of all the Pinang clubs, is an enthusiastic musician and acts as conductor of the Pinang Choral and Orchestral Society. His residence is at Butterworth.

Captain D'Arcy Symonds, Superintendent of Police, and Commandant of Malacca, comes from a family which has for many generations been associated with the services. He is a son of the late General Symonds, a cousin of the late Admiral Sir Thomas Symonds, K.C.B. (late Admiral of the Fleet), and was born on October 20, 1855, at Southsea. He was educated at the Royal Navy School, New Cross, and at Victoria College, Jersey. In 1876 Captain D'Arcy Symonds joined the 5th Royal Irish Lancers, and in 1879 volunteered for service with the 17th Lancers in the Zulu War. He took part in the cavalry action at the battles of Erzenyuan and Ulundi, and received the medal and clasp. Subsequently he transferred to the 9th Lancers for service in the Afghan War, and served in India from 1880 till 1885. Two years later he received a commission in the 16th Lancers, and in 1887, was placed on the reserve list. He was then appointed to command the Gold Coast Civil Police, but resigned in 1890 upon being invalided home. He was appointed by the Secretary of State Assistant Superintendent of Police for Pinang in May, 1891. Captain D'Arcy Symonds is also Superintendent of the Fire Brigade, Coroner for the town of Malacca, and a Justice of the Peace.

Captain H. L. Talbot.—One of the most popular men in the Federated Malay States Civil Service is Captain H. L. Talbot, the Chief Commissioner of Police. Born in 1863, he is the eldest son of the late Lieutenant-Colonel H. L. Talbot, of the Royal Artillery. After passing through Wellington and Sandhurst, he joined the army as a lieutenant in the Royal Dublin Fusiliers in 1883. Eleven years later he received his company in the King's Own Royal Lancaster Regiment, but resigned his commission in November of the following year. He served in the Bombay Staff Corps, and subsequently entered the service of the Perak Government as Assistant Commissioner of the 1st Perak Sikhs. He was sent to Pahang in command of the detachment of the Perak Sikhs at the time of the second series of disturbances in 1894; but two days after his arrival on the scene of hostilities he was severely wounded, and spent eight weeks in

the General Hospital at Singapore. Since his appointment as Commissioner of Police, Federated Malay States, in 1897 he has been largely responsible for the many improvements in the force, and in 1903 he began bringing into line the different police systems obtaining in the four States. He has followed practically every kind of sport. He played cricket for Bedfordshire in the early eighties, and during his residence in the East has, at different times, captained the Perak, Selangor, and Singapore teams, as well as teams representing the Federated Malay States and Straits Settlements. Football also claimed him as a devotee in his younger days, and latterly he has held the position of president of the Selangor Golf Club after serving for four years as hon. sec. He has taken an active part in horse-racing ever since its introduction to the Federated Malay States, and has been interested in such well-known horses as "Touch Not," "Why Not?" and "Essington." For three years he was hon. sec. of the Selangor Turf Club, and he has served on the Selangor Racing Association Committee practically since its formation. Captain Talbot married Edith Clementi, a daughter of Sir C. C. Smith, G.C.M.G., a former Governor of the Straits Settlements. He is a member of the Naval and Military, Sports, and M.C.C. Clubs, and of several clubs in the Federated Malay States, including the Lake Club at Kuala Lumpur, of which he has been president for the past five years. His address is Kuala Lumpur, Selangor.

Captain A. McD. Graham.—The Assistant Commissioner and Adjutant of the Federal Police Force is Captain Alfred McDowell Graham. Born in 1869, and educated in Dublin, Captain Graham came to Perak in 1892 as an Inspector of the Perak Sikhs. He saw active service in 1894, and later in the same year acted as Adjutant of the Perak

Sikhs. He was transferred to the Malay States Guides Regiment in 1896, was Adjutant for four years, then Wing Commander, and acted as second in command. In 1904 he was appointed to the Federated Malay States Police as Adjutant of the force. He was gazetted Second Lieutenant, 3rd Battalion Highland Light Infantry, in 1901, and Lieutenant (local and temporary), and Captain (local and temporary) in the same year. Captain Graham, who resides in Kuala Lumpur, and belongs to most of the local clubs, is a polo player of no little skill; in former days he played football (both Rugby and Association) and cricket.

Mr. Howard Montagu Hatchell, born in 1870, Deputy Commissioner of Police for Selangor, came to the State in 1890 as chief clerk in the District Office, Kuala Klu. After holding other positions and passing in the Malay language, he became Acting Assistant Superintendent of Police, Kuala Lumpur, and subsequently Acting Deputy Commissioner of Police for Selangor.

Mr. W. W. Douglas.—The Deputy Commissioner of Police in Perak is Mr. William Willes Douglas, who has been discharging police duties in the native States since 1878, when, at the age of eighteen, he was made an Inspector of the Perak Armed Police. His subsequent career embraced the offices of Superintendent of Police and Prisons, Negri Sembilan; Collector and Magistrate, Port Dickson; District Officer, Klang; and Acting Commissioner of Police under the Federal Government. In 1906 he received, in addition to his Federal appointment, the post of Superintendent of Prisons, Taiping.

Mr. George Percy Cuscaden, Assistant Commissioner of Police at Taiping, is the son of Captain W. A. Cuscaden, Inspector-General of Police of the Straits Settlements. He was born in Dublin in 1883, and was educated at Corrig School, Kingstown, Ireland. For a

few months in 1902-3 he was attached to the Royal Irish Constabulary. He came out to Malaya as Acting Assistant Superintendent of Police, Straits Settlements, in December, 1903, but in the following May transferred to the Federated Malay States Civil Service as Assistant Commissioner of Police at Taiping. For some time he filled a similar position in Selangor, but reverted to his former appointment in 1907. He acted as Chief Police Officer in Negri Sembilan during part of May and June, 1906, and passed in Malay in July of the same year. He is a Justice of the Peace for the Straits Settlements and is a member of all Taiping and Kuala Lumpur Clubs.

Mr. William Lance Conlay, Assistant Commissioner of Police, Negri Sembilan, arrived in the Federated Malay States in 1893. He had previously qualified in Hindustani and Persian, and seen service in Great Britain and India with the 21st Hussars. In the following year he took part in the expedition to Pahang, where later he acted as European Instructor. He remained in Pahang until 1902, holding various appointments in Raub, Rompin, Temerloh, Kuantan, Pekan, and Ulu Pahang, and then entered the Federal service as Assistant Commissioner of Police and Superintendent of Prisons, Negri Sembilan.

Mr. D. Butler, Assistant Commissioner of Police at Pahang, began his career in the Federated Malay States as an engineer in connection with the Railway Construction Department, Perak. For a time he was Inspector of Mines at Larut, and was then attached to the Land Revenue Department. In 1903 he was appointed Assistant Commissioner of Police at Taiping under the Federal Government. He held several similar appointments until, in September, 1907, he succeeded the late Mr. H. Sumner as Assistant Commissioner of Police, Pahang.





PRISONS

THE STRAITS SETTLEMENTS.



GOVERNMENT prisons are established at Singapore, Pinang, Malacca, the Dindings, and Christmas Island. There are also thirteen "lock-ups" scattered over the various parts of the colony. During 1906 11,323 persons were incarcerated for civil and criminal offences, and of these 11,482 were released or died during the twelve months, leaving at the end of the year 1,273 still in confinement. The daily averages were:

		1906.	1905.
Singapore	Criminal	920'00	995'00
	Civil	53'90	84'83
Pinang	Criminal	300'91	385'31
	Civil	25'19	32'81
Malacca	Criminal	24'07	36'81
	Civil	9'53	8'35

Four hundred and four criminals were banished during the year. The number of Asiatics sentenced to terms of imprisonment

exceeding one year was 142, as compared with 256 in the previous twelve months. There were 1,473 re-convictions, as against 1,795 in 1905.

At the end of the year the number of prisoners at Singapore in the middle grade, in which prisoners pass the greater part of a long sentence, had fallen to 278. The short-sentence grade was swollen temporarily by 150 commitments for rioting. The continual drop in the numbers of the lower grade will, it is believed, be followed by a reduction in the middle grade, as long sentences expire; and it is thought that the decrease in long sentences is probably due to the removal of large numbers of habitual criminals from the colony.

In the latest report of the Superintendent of Prisons in Pinang (Mr. E. Howard), it is pointed out that at the end of 1906 there were in prison 51 vagrants, about whom the following observations are made: "The gaol is not the proper place for these men. They are physically very dirty, and ought to be kept entirely apart from the other prisoners. Morally, on the other hand, they are not criminals, so that the association, to a certain

extent unavoidable in the Pinang prison, is obnoxious both to vagrants and prisoners."

In his report for 1906, the Acting Inspector of Prisons (Mr. G. Hall) states that during the year it was made lawful to compel persons sentenced to simple imprisonment to do some kind of work. Rules were also framed for keeping prisoners serving sentences not exceeding two years at stone-breaking all their time, and for providing a special diet for prisoners sentenced to 14 days' imprisonment or less.

The majority of the short-sentence prisoners are required to perform daily tasks of stone-breaking; while those undergoing lengthy terms of confinement are engaged indoors as tailors, carpenters, blacksmiths, masons, white-washers, printers, dhobies, mat-makers, rattan workers, and painters. In 1906 the prisoners in the colony manufactured articles to the value of 11,961 dollars, in addition to breaking stones. On Christmas Island prisoners undergoing rigorous imprisonment perform outdoor work, such as felling timber, clearing ground, &c., in the Government reserve. The total cost of maintaining the prisons of the colony during the twelve months was 192,394 dollars.

FEDERATED MALAY STATES.

THROUGHOUT the Federated Malay States the prisons are constructed upon the most modern lines, and are staffed by efficient European warders, assisted by native assistant warders, who are mostly recruited in the North of India. In the four States there are twenty-two prisons, besides temporary "lock-ups" attached to the district police-stations.

On January 1, 1907, there were 1,689 prisoners—166 civil and 1,523 criminal—in the gaols of the Federated Malay States, as compared with 1,925 at the beginning of 1906. Four hundred and forty-eight long-sentence and 3,897 short-sentence prisoners were sent to Federated Malay States prisons in 1906, as against 396 long-sentence and 4,680 short-sentence prisoners in the previous year. Of re-convictions there were 1,210 in 1906, or 113 less than in 1905. The reduction in the number is largely attributable to the increased number of habitual criminals who were banished during the year under review. All prisoners in the Federated Malay States who are physically able are employed at some form of

revenue-earning labour. Those who are only undergoing short sentences are engaged in breaking stones for use on the Government roads; while those serving long terms are employed indoors in industrial occupations such as rattan-working, printing, and book-binding. In the convict establishment it is intended shortly to teach trades to the prisoners in order that they may be able to earn an honest living upon their release, and that they may defray a part of the cost of their maintenance in prison. After deducting the revenue derived by the Government from work done by prisoners, the total cost of maintaining the Federated Malay States prisons in 1906 was 239,010 dollars.

In Perak there are prisons at Taiping, Batu Gaja, Selama, Kinta, Grit, and Tanjong Malim. At Taiping is the chief convict establishment of the Federation, and it is now undergoing enlargement. When it is completed it will afford accommodation for 630 inmates. All prisoners sentenced to imprisonment for terms of twelve months or over in any of the States are to be incarcerated there; and for all the

long-sentence prisoners from Selangor, Negri Sembilan, and Pahang sent there an equal number of short-sentence prisoners from Perak are to be transferred to the gaols of the other States. The number of long-sentence prisoners in the Taiping convict establishment on January 1, 1907, was 491.

The prisons in the State of Selangor are at Kuala Lumpur, Klang, Kuala Selangor, Kuala Langat, Kuala Kubu, Serendah, and Kajang. The largest of these is the State prison at the Federal capital, which has accommodation for 540 prisoners. On January 1, 1907, there were altogether 504 prisoners in all the gaols of the State, as compared with 605 on January 1, 1906.

The principal prison of Negri Sembilan is at Seremban, the capital. There are also prisons at Jelebu, Kuala Pilah, and Tampin. The total daily average number of prisoners in the State in 1906 was 166, as compared with 158 in 1905 and 110 in 1904. A new ward to house 24 prisoners was added to the Seremban prison in 1906.

The prisons of Pahang are at Lipis, Raub,

Bentong, Pekan, and Kuantan. Excluding Kuantan, the return for which is not available, there were 142 prisoners in the State prisons on January 1, 1906. During the year 344 were admitted, 360 were discharged, and 11 escaped, leaving 132 still incarcerated on January 1, 1907.

Mr. Leonard Powney Ebdon, B.A. Cantab., Barrister-at-law, who is at present acting as Legal Adviser and Public Prosecutor in the Federated Malay States, in place of Mr. F. Belfield, holds the substantive appointment of Inspector of Prisons, Straits Settlements, and First Magistrate, Pinang. He was born

which he has been posted; for instance, he was one of those chiefly instrumental in designing and laying out the public gardens in Kuala Lumpur.

Lieut.-Colonel R. S. F. Walker, C.M.G., Commanding Officer of the Malay State Guides, is the Inspector of Prisons in the Federated Malay States. A sketch of his career appears under the heading "Military and Volunteers."

Mr. E. S. Hose is the Inspector of Prisons in Selangor. His biography will be found under the heading "Kuala Lumpur Sanitary Board," of which body he is the chairman.

Mr. John Fortescue Owen has seen close

Senior Magistrate, Registrar of Titles, and Superintendent of Prisons, and to these duties were added, in 1907, those of Chief Assistant District Officer, Kinta, and Registrar of Titles, South Perak. Mr. Owen also acts as Officer in Charge of the State during the absence of the Resident from headquarters. He resides at Kuala Lipis.

Mr. A. B. Voules.—The Superintendent of the Convict Establishment at Taiping is Mr. Arthur Blennerhasset Voules, B.A. Cantab., who was born in 1870, and was appointed at the age of twenty-two a junior officer in the Perak Civil Service. Early in his official career



FEDERATED MALAY STATES CONVICT ESTABLISHMENT.

1. HOSPITAL.

2. BOOKBINDING DEPARTMENT.

3. RECREATION.

4. RATTAN WORKSHOP.

in 1864, and was educated at Charterhouse. His first appointment was that of Assistant District Officer, Rawang, and Acting Secretary to the Resident of Selangor, in 1880. Subsequently he held the posts of Acting Magistrate, Kuala Lumpur; Acting Third Magistrate, Pinang; Collector of Land Revenue and Registrar of Titles, Selangor; Warden of Mines, Perak; Collector of Land Revenues, Larut; Acting Senior Magistrate, Selangor and Negri Sembilan; District Officer of Larut and Krian; and senior Magistrate of Selangor and Negri Sembilan. Mr. Ebdon has taken the greatest interest in the development of the districts in

upon thirty years' service in the Federated Malay States, and for the greater portion of the time his duties have lain in Pahang. He came out in 1880, and held the post of Acting Collector and Magistrate of Kuala Pahang. He occupied similar positions in Rompin, Temerloh, and Kuantan, until 1896, when, on return from leave, he became Superintendent of Ulu Pahang. He was transferred to Negri Sembilan as District Officer, Coast, in 1899, and on his return to Pahang he acted as Secretary to the Resident, Senior Magistrate, Warden of Mines, and Protector of Chinese. In 1903 he became Acting District Officer, Kuala Lipis,

he held collectorships in Larut, Kuala Kangsa, and Krian, and magistracies in Matang and Larut. He was transferred to Selangor as Registrar of Courts in 1899, and later in the same year came under the Federal Government. Chief amongst his numerous appointments have been those of Acting Assistant Secretary to the Resident-General, Acting Inspector of Schools, Acting Commissioner of Mines, and Registrar of the Supreme Court. He acted as Senior Magistrate for Selangor and Negri Sembilan from May, 1904, to the end of the following year, and in July, 1906, was given the position which he now occupies.





RAILWAYS



IN no direction has the beneficent result of British influence in Malaya been more strikingly manifest than in the opening up of the territory, with all its rich commercial possibilities, to the outer world by the introduction of rapid means of communication between the important mining and agricultural centres and the coast. This enterprise has served not merely to cheapen the cost of transport, and give a remarkable fillip to trade, but it has also yielded a large and direct revenue. Credit for its conception is mainly due to Sir Frank Swettenham, a former Governor of the Straits Settlements and High Commissioner for the Federated Malay States, who was responsible for the Malay States lines, with the exception of the eight-miles branch in Larut, from Taiping to Port Weld, and the twenty-four-miles branch in Sungei Ujong, from Seremban to Port Dickson, which was built by a private company. When he first recommended the construction of the Province Wellesley line it was disapproved, but when he repeated all the arguments in favour of the project and pressed

to be allowed to undertake it, Mr. Chamberlain, who was then Secretary of State for the Colonies, gave his sanction on the ground

that, if the value of a great work could be satisfactorily demonstrated, the sooner it was taken in hand the better.



IPOH STATION.



ENGGOR BRIDGE.

Until a quarter of a century ago railways were unknown in the jungle-clad peninsula, but within the next year or so a line will traverse the whole of the east coast States from Prye on the mainland, opposite Pinang in the north, to Singapore in the south, a distance of nearly five hundred miles, with outlets to the seaboard at Port Weld, Teluk Anson, Port Swettenham, Port Dickson, and Malacca. At the present time the line terminates on the frontiers of Johore, but, with the consent of the Sultan, who is an independent ruler, a railway of 120 miles in length is now in course of construction through this State.

When this is completed a night passenger service will be inaugurated, and the question of conveying the mails overland will, no doubt, be considered. Some day in the future it is probable that through communication will be established with Calcutta by means of a link-line through the intervening territory. In the meantime consideration will have to be given to the East Coast States—Kelanian, Trengganu, and Pahang—if they are to share in the prosperity which is now enjoyed by their neighbours. Railway routes through a part of this country have already been surveyed.

THE FEDERATED MALAY STATES RAILWAYS.

Like the history of the Federated States themselves, the history of railway enterprise and development in the Malay Peninsula affords an instance of remarkable progress in

Malay States Railway became one concern, establishing through communication between Pinang and Seremban. The first through passenger train from Perak was that conveying H.H. the Sultan of Perak and suite from Kuala Kangsa to Kuala Lumpur on July 17th of that year to attend the Conference of Chiefs of the Federated Malay States. The regular service

added, bringing the total up to 31,060,657 dollars, apportioned roughly as under :

	\$
Perak	19,000,000
Selangor	10,000,000
Negri Sembilan	2,000,000

The dividend earned on this capital was 6.06 per cent., as compared with 5.88 per cent. in 1902. The average capital outlay per mile of line open was 91,365 dollars. The total revenue amounted to 3,685,834 dollars, and the working expenses to 1,804,149 dollars. The proportion of working expenses to gross receipts was 48.95 per cent., compared with 53.44 in 1902, and was the lowest for ten years.

The continuation of the main trunk line from Seremban to Tampin, and thence to Malacca during 1905 constituted another notable advance in railway communication in the Federated Malay States. A through daily mail train service was started on February 1st between Kuala Lumpur and Pinang, calling at the principal stations. The distance, about 242 miles, was covered in 11 hours 2 minutes, the longest stops being at Ipoh, 10 minutes, and Taiping, 8 minutes. Another service started towards the close of 1905 was from Kuala Lumpur to Malacca, and *vice versa* in the day, a distance of 196 miles for the return journey.

In October, 1906, the last section of the main line between Tampin and Gemas, a distance of over 32 miles, was opened, thus completing the railway to the southern frontier station of the Federated Malay States, a total length from Prye (on the mainland opposite Pinang) of 351 miles. In addition to the 429 miles of main and branch lines that were open to traffic at the end of the year, there were 61 miles of sidings, thus bringing the total mileage of railroad in operation up to 490 miles. Excluding the sidings, the railway system now comprises :

	M. Ch.
Main Line, Prye to Gemas Station ..	351 13
Branch lines (77 miles 54 chains)	
Taiping to Port Weld	7 17
Tapah Road to Teluk Anson	17 05
Batu Junction to Batu Caves	5 21
Kuala Lumpur to Port Swettenham ...	27 01
Tampin to Malacca	21 10
Total	428 67



THE YARD, KUALA LUMPUR.

recent years. Railway construction was started in a modest way in Perak, and the first section—an eight-mile line running between Taiping and Port Weld—was opened for traffic in June, 1885. The construction was carried out by two divisions of Ceylon Pioneers, lent by the Government of Ceylon. Before this work was completed a more ambitious scheme was embarked upon by Selangor, with the result that Kuala Lumpur was connected with Klang, 21 miles distant, in 1886, and with Port Swettenham three years later. The track lay through difficult country, with a considerable bridge over the Klang river. The colony advanced the necessary funds, but long before the line could be completed the colony, being in want of money, applied for immediate repayment, and it was fortunate that the rapid progress of the State made it possible to satisfy this demand and complete the line out of current revenues. Soon afterwards the railway was opened for traffic, and earned a profit equal to 25 per cent. on the capital expended. For both the Selangor and the Perak railways a metre gauge was adopted, and that system has been maintained in all subsequent railway construction in the Malay States; but the weight of the rails, originally 46½ lbs. to the yard, has been increased. A very high standard of excellence was adopted in this early work, no gradient being steeper than 1 in 300, and no curve more severe than 15 chains radius. Later on, however, it was found advisable to relax these conditions.

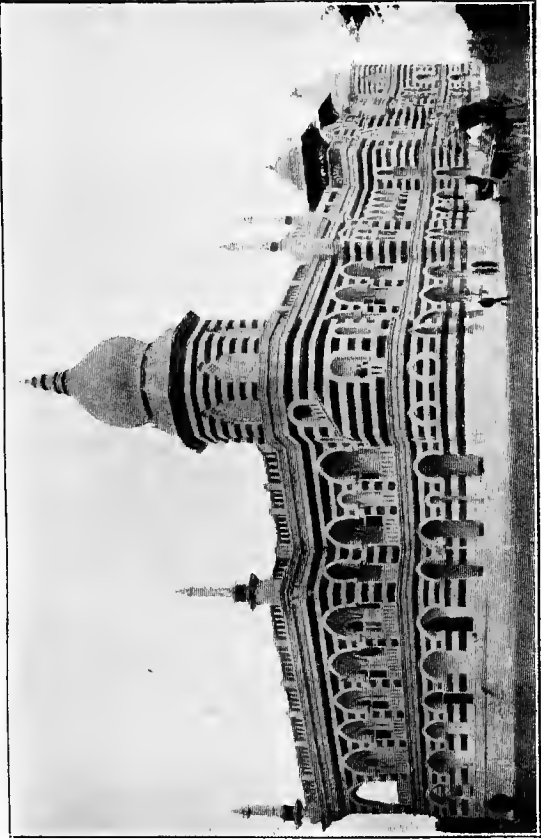
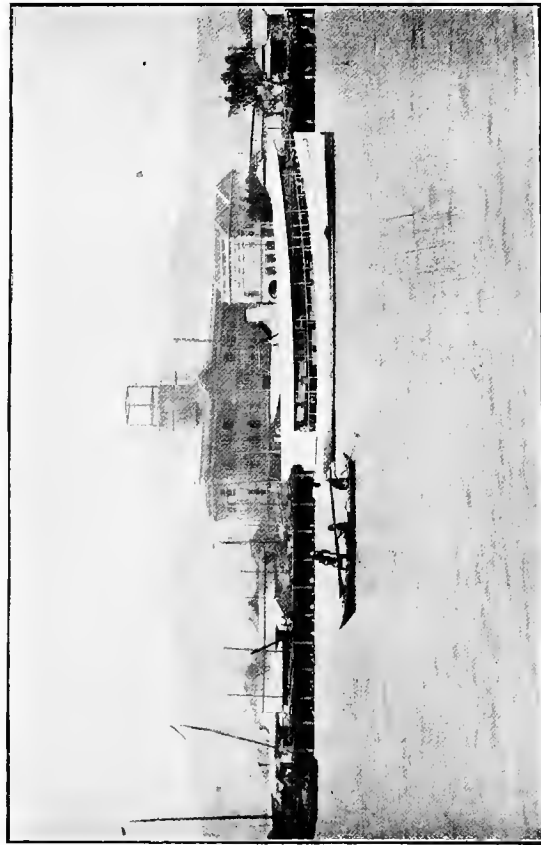
Extension of the systems proceeded but slowly until after the federation of the Protected Malay States, in 1896, when increased activity in the work was evinced. The disconnected sections of railway in the States were linked up by a main trunk line, and the Federated

commenced a month later. At that date there were 339 miles of line open for traffic, 65 miles having been completed since the beginning of the year.

Up to 1903 the capital account of the Federal railways was 22,734,816 dollars, and in that year a further sum of 8,325,841 dollars was



CENTRAL WORKSHOPS, KUALA LUMPUR.



NEW OFFICES, PINANG.

FEDERATED MALAY STATES RAILWAYS.
ERECTING SHOP, CENTRAL WORKS, KUALA LUMPUR.

HEAD OFFICES, KUALA LUMPUR.

The passenger fares are 6, 4, and 2 cents per mile for the first, second, and third classes respectively.

During 1906, 4,013,083 dollars was added to capital account, which on December 31st stood at 41,275,000 dollars, the apportionment in

Federated Malay States. The average capital outlay per mile of line open was 96,248 dollars at the end of 1906, or 2,248 dollars more than in the preceding twelve months. The gross receipts amounted to 4,774,124 dollars. To this sum passengers, goods, &c., contributed

Tapah town, introduced at the beginning of that month; while a sum of 57,140 dollars was added to capital account as first capital expenditure on the introduction of road automobile services to run in connection with train services. Working expenses for the year under review amounted to 2,991,762 dollars, being an increase of 714,211 dollars over those for 1905. Of this increase, 516,744 dollars was due to re-laying certain sections with heavier rails, 80 lbs. to the yard, and the balance to the cost of maintaining a longer length of line than in 1905. The proportion of working expenses to receipts was 65.55 per cent., as against 57.80 per cent. Train mileage totalled 1,851,516 miles, an increase of 307,890; goods carried amounted to 589,580 tons, an increase of 75,354; passengers numbered 6,171,596, an increase of 657,147; and live stock 98,973, an increase of 25,386. Out of 16,590 tons of goods traffic forwarded from Prye station, coal (which during the year was introduced as fuel in the mines in the Federated States) accounted for 11,965 tons. The following list is interesting as showing the principal items of goods traffic forwarded during 1905 and 1906 respectively:

	1905	1906.
Rice (bags) ...	1,193,710	1,215,494
Tin (slabs) ...	294,024	286,152
Tin ore (bags) ...	1,332,991	1,213,093
Opium (chests) ...	4,346	4,800
Coffee (bags) ...	25,538	23,650
Kerosene (tins) ...	598,749	653,900
Poultry (baskets) ...	33,884	44,635
Pigs ...	68,182	78,065
Firewood (trucks) ...	19,148	19,742
Timber (trucks) ...	5,724	5,383



SEREMBAN STATION.

respect of all works executed and lines constructed being as follows:

	\$
Pinang (including steam ferries) ...	578,200.15
Province Wellesley ...	2,247,235.69
Perak ...	17,075,108.51
Selangor ...	12,032,856.71
Negri Sembilan ...	7,621,892.76
Malacca Territory ...	1,719,712.03
	\$41,275,005.85

4,564,099 dollars, an increase of 715,438 dollars over the figures for 1905. The net weekly earnings per train mile were 85 cents, as against 1.07 dollars, the decrease of 22 cents being due principally to charging to revenue the cost of re-laying part of the line with heavier rails during this year. Between September and December of 1906, 25,554 dollars was paid into the treasury to the credit of general reimbursements, Federated Malay States Government, instead of to the railway

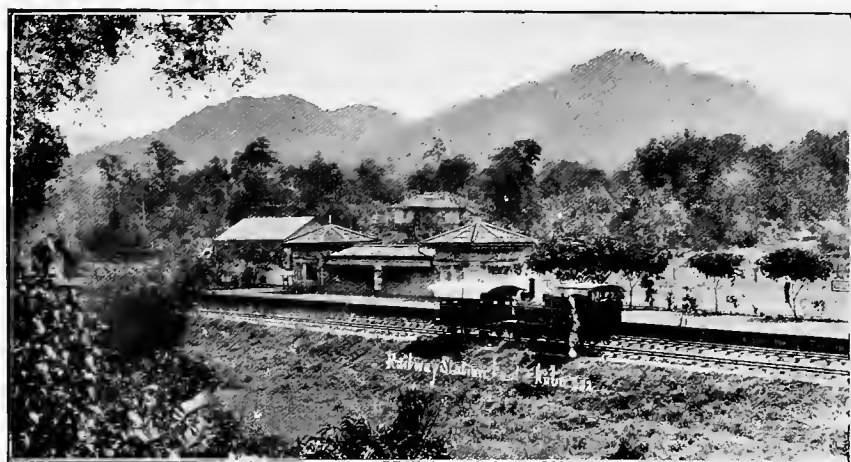
In connection with the great growth that has taken place in the goods traffic over the whole system, one of the most interesting developments has been the rise of Port Swettenham, where ocean-going steamers now load and unload direct, instead of transhipping freight into smaller craft as formerly. Thirteen ocean-going steamers called here during 1906 with cargoes direct from England.

The total engine mileage in 1906 was 2,074,441 compared with 1,757,719 during 1905, an increase of 326,722, or 18 per cent., with fewer engines available to do the hauling. The consumption of engine fuel (bakau firewood) was 18,220 tons more than during 1905, and the cost per engine mile was 13.99 cents compared with 12.51 cents in 1905, the cost per train-mile being 15.67 cents compared with 14.25 cents. The increase in the cost of fuel per engine and train-mile is attributed to the decrease in the steaming quality of the wood, which was cut from less mature trees, and to the heavier loads hauled per train. At the beginning of 1907 coal fuel was introduced on the northern division of the railways, but wood is still used in the southern section.

The mileage of the ferry boats was 37,720 compared with 33,804, the cost per mile being 1.08 dollar, as against 92 cents.

Six new stations were opened to traffic during the twelve months, thus raising the total to 93. There were also seven flag stations, making 100 stations in all. The number of telegraph offices was increased from 87 to 93. The length of railway telegraph, telephone, and bell wires was extended from 794 to 862 miles, and 83 additional miles of postal telegraph wires were erected on railway poles, making a total of 745 miles.

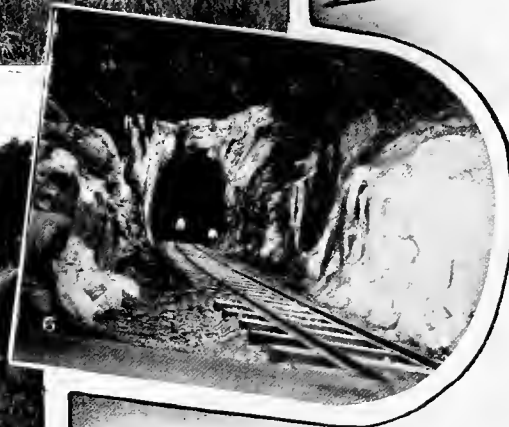
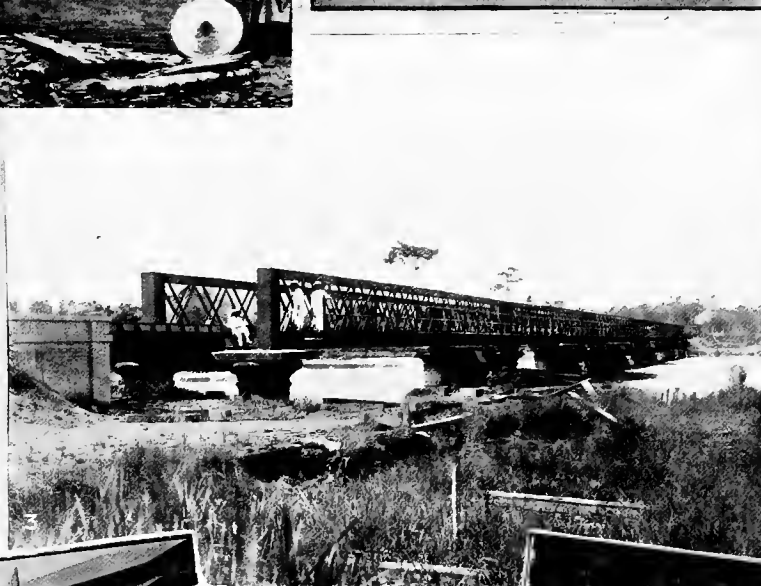
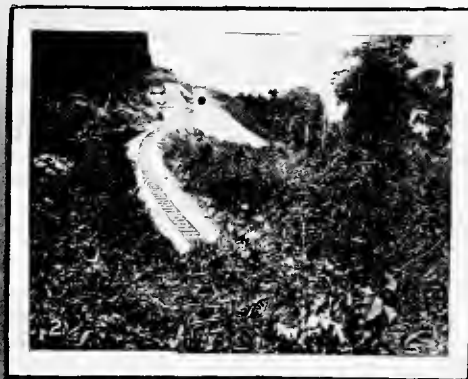
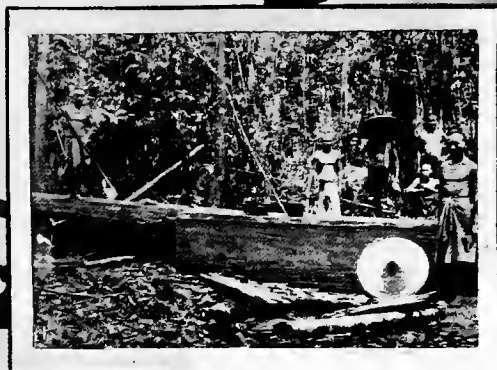
Seven engines of a new type, weighing 75 tons 6 cwt., i.e., 24 tons heavier than the six-wheeled coupled tender engines then available, were ordered, but did not arrive until after the



KUALA KUBU STATION.

The net profit for the year's working was 1,572,337 dollars, being 3.81 per cent. on the capital, as compared with 4.46 per cent. in 1905. The net profits earned since 1885 amounted to 15,064,024 dollars, or 36½ per cent. of the total outlay on railways in the

revenue, which had hitherto been the practice. A sum of 960 dollars was received from the automobile service, being the collection for December for the conveyance of 223 first-class and 2,545 third-class passengers on a single-hus service between Tapah Road station and



FEDERATED MALAY STATES RAILWAYS.

1. FELLING TIMBER FOR SLEEPERS.

2. CUTTING ON SECTION TAIPING-PADANG RENGAS.

3. BIDOR BRIDGE NEAR TELUK ANSON

4. A TROLLEY.

5. BUKIT PONDU, NEAR PADANG RENGAS.

6. A TUNNEL.



MARBLE HILL, IPOH.

close of the year. Fourteen new bogie carriages, 26 four-wheeled goods wagons, and three goods brake-vans were added to the stock, which at the end of the year comprised 66 engines, 153 bogie passenger-coaches, 55 four-wheeled coaches, and 1,572 goods wagons. A new and much improved type of bogie pas-

senger coach was introduced, running on 2 feet 9½ inches diameter wheels, instead of 2 feet diameter wheels, such as the old stock have. The coaches are 56 feet 11 inches over headstocks, 8 feet 9½ inches wide over mouldings, and the height from the rail level to the top of the roof is 11 feet 7½ inches. These coaches weigh

about 20 tons, and are the largest and most comfortable on any metre-gauge extant.

The new railway workshops at Kuala Lumpur are very extensive and most up-to-date. At present they are equipped with machines removed from the old Perak and Selangor Railway shops, supplemented with modern tools. The power employed is electricity, and the intention is to obtain up-to-date heavy high-speed machines capable of dealing with any class of railway work. Coaches and wagons are constructed here with the exception of the steel under-frames, wheels, axles, &c., which are obtained from England. When the new plant is installed these shops will be in a position to turn out coaches and wagons complete in every respect. Locomotives are dismantled, thoroughly overhauled, and re-



NEW TYPE COACHING STOCK.

paired, but it would not pay at present to build new locomotives.

The total expenditure during the year 1906 on construction and surveys of new lines in the Federated Malay States, Johore, and Malacca amounted to 3,924,728.39 dollars, compared with 3,629,914.60 dollars, and was made up as follows :

Negri Sembilan Extension	...	\$ 490,266.79
Malacca Branch	...	116,942.81
Johore State Railway	...	3,221,761.51
Gemas-Kuala Semantan Permanent Survey	...	60,494.53
Kuala Semantan to Kuala Lipis (stopping at Kuala Tembeling)	...	
Trial Survey	...	6,665.13
Ditto <i>via</i> Bentong	...	11,047.55
Kuala Semantan to Kuantan	...	11,183.78
Light Railway Permanent Survey, Tronoh to Ipoh	...	4,796.74
Light Railway Temoh to Chen-deriang	...	1,569.55
Total	...	\$3,924,728.39



KUALA LUMPUR STATION.

The most important feature of railway development in the Malay Peninsula at present is the Johore State Railway, in course of construction. This railway, which is 120½ miles in length, is a continuation of the main trunk line connecting Pinang with Singapore. It commences at the River Gemas on the northern frontier of Johore and terminates at Johore Bahru on the southern frontier of Johore, opposite the terminus of the Singapore-Kranji Railway at Woodlands, situate on the island of Singapore. The two railways will be connected by a wagon or train ferry, and the recent extension of the Singapore-Kranji Railway to the Docks opens up through communication between the towns of the Federated Malay States and the Singapore wharves at Tanjong Pagar. The Federated Malay States Government, through its Railway Department, is constructing the Johore Railway for the Government of Johore and is advancing the necessary money, estimated at 12,460,881 dollars. Up to the end of 1906, 4,286,429 dollars had been spent, of which sum 3,221,761.51 dollars was expended during the year under review. The work done included the clearance of 110½ miles of jungle, the construction of 3,778,189 cubic yards of earthwork, or well over one-third of the total quantity; and the completion of 13 bridges and 131 culverts. There were also 13 bridges and 55 culverts in progress. The permanent way was linked in for 25½ miles—viz., 10 at Gemas and 15½ at Johore Bahru—not counting the length



TAIPING STATION.



OLD STYLE ENGINE AND PRESENT-DAY LOCOMOTIVE.

of sidings. The telegraph line for 70 miles and the majority of the buildings were completed.

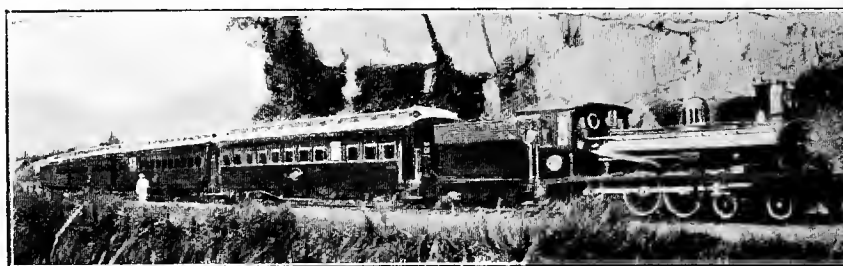
In connection with this line the question of carrying the railway over the Straits between Singapore Island and Johore (about three-quarters of a mile wide) by a bridge was considered, but, in view of the heavy expenditure that would be incurred (about 1,400,000 dollars), the project was abandoned. The General Manager advocated a train ferry for all traffic, but this suggestion did not meet with

the Government's approval; and it has now been decided to build a wagon-ferry for the transport of goods trains across the waterway. This will cost, approximately, three-quarters of a million dollars.

At the present moment the Federated Malay States railways have the heaviest engines and rails and the largest passenger carriages to be found on any metre-gauge railway in the world, a departure which has proved in every way successful. The rails used are 80 lbs. to the yard, and the engines weigh 75½ tons. Mr.

and trains can be run direct from Johore to Pinang, a night service will be inaugurated.

Altogether the Federated Malay States railways are forging ahead, and if the present progressive managerial policy is continued there will be great and important extensions and developments to record within the next few years. A notable fact in the history of these railways is that the whole of the expenditure for construction work has been met by the Federated Malay States out of current revenue.



MAIL TRAIN.



MOTOR BUS.

C. E. Spooner, the General Manager, had a great deal of opposition to overcome before he prevailed upon the authorities to replace the old 46½-lb. rails on the trunk line with heavier metal, but the wisdom of the step which he recommended has now been abundantly proved. The bridges are being strengthened and the main line will shortly be in excellent condition for fast traffic. On all sections of the line traffic is heavy, the railroads are working at high pressure, and already many goods trains are run every night. An all-night stop, however, is made at Kuala Lumpur by the mail train from Pinang to Malacca, the entire distance of 340 miles being covered in about sixteen hours. As yet no passenger trains are run at night, but as soon as the trunk line is opened from Johore into the Federated States,

SUNGEI UJONG RAILWAY.

The only privately-owned railway line in the Federated Malay States is that of the Sungai Ujong Railway Company. This line, which is 24½ miles in length, connects Port Dickson, in Negri Sembilan, with Seremban, the capital of the State. It was originally established under a Government guarantee, and in July, 1908, it is to be taken over by the Federated Malay States Railways. At present two or three passenger trains run daily between Port Dickson and Seremban, whilst goods trains are despatched as often as required. In the district through which the line passes there are a number of important rubber estates. The General Manager is Mr. James McClymont McClymont.



SUNGEI UJONG RAILWAY.

1. PORT DICKSON STATION.

2. THE PIER, PORT DICKSON.

(See p. 309.)

3. JAMES MCCLYMONT (Manager).

SINGAPORE AND KRANJI RAILWAY.

The Singapore Government Railway, which connects Singapore and Johore—by rail as far as Woodlands on the north of the island, and by ferry from Woodlands to Johore—was opened in 1903, and cost nearly two million dollars.

Though it is of quite recent construction, a line connecting Singapore with Johore was projected over thirty years ago. As far back as 1874 Sir Andrew Clarke raised the question with a view to guaranteeing, if necessary, any railway that might be constructed on the island, but nothing practical ensued, and the scheme was relegated to the limbo of forgotten things until 1889, when Sir Cecil Smith, speaking in

the Legislative Council, expressed the hope that the Government would soon be able to embark on the work of constructing a railway across the island to the Johore Straits. For a second time, however, the matter was shelved. A few years later a proposal was made to meet the long-felt want by private enterprise, but this suggestion was rejected by the Government, who in 1898 began seriously to tackle the question of constructing a line themselves. Plans were prepared, and the cost of the undertaking was estimated at a million dollars. Vigorous opposition was offered to the scheme in the Legislative Council by the unofficial members, who held that the prospective advantages did not justify so large an outlay. They pointed out that there would be practically no goods traffic, as there were cheap and adequate means of conveyance by water, and, although they admitted that the line would be useful for passengers, they said they could not agree to the expenditure of more than half the sum estimated. The project received the approval of Mr. Chamberlain, who was then Secretary of State for the Colonies; but, in spite of this, when the Budget was discussed in the Legislative Council on November 7, 1898, the estimates for the railway were rejected by a majority of one vote. This brought rejoinders from Downing Street, and, after negotiations and discussions, the scheme was eventually approved by the Legislative Council on August 22, 1899, with only two dissentients.

The ceremony of cutting the first sod was performed on April 10, 1900. With the exception of swamps, no special difficulty was met with in laying the line. The work was carried out by sub-contractors, under the supervision of a resident engineer appointed by



TANK ROAD STATION, SINGAPORE.

the Crown Agents, and Chinese labour was principally employed. The metre gauge (3 feet 3 $\frac{3}{8}$ inches) was adopted. A notable feature of the line is that in the comparatively short distance of 10 $\frac{3}{4}$ miles there are no fewer than fifty-five gate-crossings, including twenty-three public level-crossings, where gatemen have to be maintained.

It was on January 1, 1903, that the first section from Singapore to Bukit Timah was formally opened for traffic, and on April 10th the remainder of the line to Woodlands was available. Another four and three-quarter miles from the Singapore station at Tank Road to Passir Panjang, has quite recently been completed, under the supervision of Mr. C. E. Spooner, C.M.G., adviser on railway matters to the Colonial Government.

One of the chief arguments used in favour of the construction of the line was that it would diminish the congestion of Singapore by inducing people to live some distance inland, but this anticipation has not been realised to any great extent. In April, 1903, there were 19 season-ticket holders, and at the time of writing there are 223. The number of passengers carried, however, has increased from 426,044 in 1903 to 525,553 in 1905. The heaviest traffic is always on Sunday; for on that day the proprietors of the gambling farms of Johore pay the return fares of all who come from Singapore to gamble on their premises. As many as 500 third-class return passengers are carried on Sunday for gambling purposes, and the first and second class carriages are usually crowded.

The fares are 8, 5, and 3 cents a mile for first, second, and third class passengers respectively, with an extra charge to first-class passengers of 10 cents each way for the use of the ferry. The traffic is carried across the Straits of Johore in two steam ferry-boats, the *Singapore* and the *Johore*, each of which is capable of accommodating 160 passengers. The revenue from the general goods traffic has grown from 1,883 dollars in 1903 (eight months only) to 6,266 dollars in 1904, and to 8,940 dollars in 1905.

The rolling stock, which has all been made in England, comprises 25 passenger coaches, 46 six-ton goods wagons, 4 four-wheeled couple locomotives, with 10 by 16 inch cylinders and



RAILWAY BRIDGE OVER SINGAPORE RIVER.

side tanks, capable of pulling 99 tons up a gradient of one in a hundred at 15 miles an hour; and 2 larger locomotives, with 12 by 18 inch cylinders, capable of drawing 160 tons up a gradient of one in a hundred also at 15 miles an hour. The ferry-boats were built at the Tanjong Pagar Docks, Singapore.

The passenger service at the present time consists of nine trains each way (though one or two do not travel the whole distance). Formerly the goods wagons were attached to the passenger trains, but now a special goods train is run every day between the two termini.

Although the outlay has been nearly double the original estimate—up to December 31, 1906 (excluding the new section from Tank Road to Passir Panjang) it amounted to 1,967,495 dollars, or about £231,470—the line has yielded

a progressive revenue, with the exception of a slight falling off for 1906. This is shown by the following table:—

Year.	Total Revenue.	Dividend on Outlay Yielded.
	\$	Per Cent.
1903	135,928	2'27
1904	195,444	2'73
1905	203,031	3'56
1906	195,530	3'26

Considering the exceptionally heavy outlay, the undertaking may be said to have justified its existence, and to have yielded a satisfactory



RAILWAY STATION, SINGAPORE.

return; for it was never anticipated or desired by the warmest supporters of the scheme that a big profit should be made, and when the railway through Johore is completed, as it will be shortly, it will be of great advantage to the colony to have the town of Singapore connected by rail with all the Federated States.

Mr. Charles Edwin Spooner, C.M.G., L.E. (Ireland), M.I.C.E., General Manager and Chief Engineer of the Federated Malay States Railways, and Inspecting Engineer of Railways and Rolling Stock in the Straits Settlements, is a son of Mr. Charles E. Spooner, of narrow-gauge railway fame, and was born on November 22, 1853, at Hafod Tanyraig, North Wales. Mr. Spooner finished his education at Trinity College, Dublin, and after having received an engineering training, was appointed resident engineer of the North Wales narrow-gauge

Gaol, and the splendid Federal Governmental Buildings at Kuala Lumpur, celebrated as being the finest of their kind in the East, outside of India. He also engineered many other large public works, such as the trunk road into Pahang, 83 miles in length, which passes over the dividing range at an elevation of 2,700 feet.

But it is in connection with the Railway Department that Mr. Spooner has chiefly distinguished himself, and the remarkable progress which the Federated Malay States system has made under his management is an excellent testimonial to his energy and business abilities, as well as a proof of the discernment of Sir Frank Swettenham, who selected him for the work at a time when there was obvious urgent need for the adoption of more vigorous methods at headquarters. Mr. Spooner planned and superintended the construction of the present

Spooner has done much good work, which has received the commendation of authorities. The design that ornaments the side of the mail cars—a Malayan tiger springing out of the jungle at sundown—was painted by him, and is very appropriate in its character, as well as vigorous in its execution. He married Martha Brownrigg, daughter of Rev. James Chartres, of Ardermines, co. Wexford, Ireland, and has one son and one daughter. He owns two properties in co. Fermanagh, Ireland.

Mr. Edward Arthur Cook is the Traffic Manager of the Federated Malay States Rail-



C. EDWIN SPOONER, C.M.G.

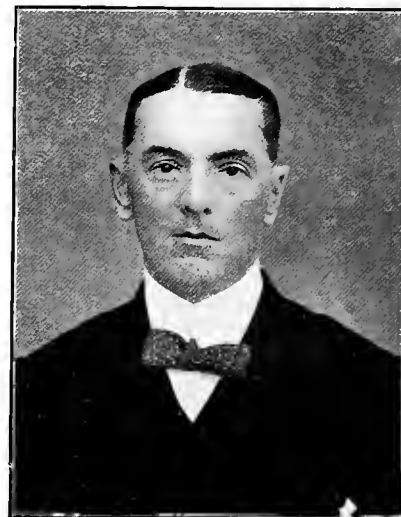
(General Manager, Federated Malay States Railways.)

railways, a position which he held from 1874 till 1876, when he joined the Survey Department of Ceylon. In the following year he became connected with the Ceylon Public Works Department, in which he remained till 1891, when he was seconded for service in Selangor, in the Federated Malay States, and was appointed State Engineer. In 1901 Mr. Spooner became General Manager of the Federated Malay States Railways, and has held that position ever since.

During the time Mr. Spooner was in Ceylon he carried out many irrigation schemes and superintended the construction of many important roads and works in the island. On being transferred to the Selangor Public Works Department, he did for that State a great deal of good work, the value of which has been recognised. He designed and constructed the Kuala Lumpur and Klang Waterworks, Pudu

fine suite of railway offices at Kuala Lumpur. The amalgamation of the State railways was consummated on August 5, 1903, by the establishment of a through inter-State connection, and it was in recognition of the accomplishment of this important work that Mr. Spooner in the following year received the decoration of C.M.G. Since that time he has added 89 miles to the system, and has now under construction the Johore State Railway—120½ miles long—the last link in the trunk line which will connect Singapore with Pinang.

Mr. Spooner is one of the keenest sportsmen in the Federated Malay States; he has done a lot of big-game shooting in the tropics, and possesses many fine trophies that have fallen to his gun and rifle. He is the first president of the Selangor Polo Club, and has captained many representative teams in the matches played by the club. As an amateur artist Mr.



E. A. COOK.

(Traffic Manager, Federated Malay States Railways.)

ways. Previous to coming East, in 1902, he was for eight and a half years in the service of the Great Northern Railway Company, of England. On his arrival in the States he was stationed in Perak, where for ten years he occupied the post of Traffic Superintendent of the Perak State Railway. On the amalgamation of the railway systems of the States he was transferred to Kuala Lumpur in 1903, and appointed Traffic Manager of the entire system. Mr. Cook has been largely responsible for the training of the railway running staff—not a very easy task, where the men had to be recruited from absolutely raw material, in a country where railways had never previously been worked.

Mr. G. W. Fryer, the Chief Resident Engineer of the Construction Department, Federated Malay States Railways, is stationed at Seremban. He was born in 1859, and joined the Perak Government Service in 1891 as Assistant Railway Engineer. His subsequent appointments included those of Divisional Engineer, Selangor and Negri Sembilan, and Resident Engineer, Negri Sembilan Extension. His present position dates from 1904.

Mr. Stephen Mesrope Gregory, chief accountant and auditor at the Federated Malay States Railway Offices in Kuala Lumpur, enjoys the distinction of having been in the service of the department longer than any other employee. He first came to Perak in 1885, and joined the State Railways when the line was opened from Taiping to Port Weld. After two years' service he was transferred to the State Audit Office, but returned to the Perak Railways in 1893 as accountant and auditor. When the railway lines were federated in 1903 he was appointed to the post which he now holds. Mr. Gregory is an Armenian. He is a son of the late Reverend Mesrope Gregory, who for some years, in the eighties, was the officiating clergyman to the Armenian communities in

the Straits Settlements, and a grandson of the late Rev. Minas Basil, at one time vicar of the Armenian Church in Calcutta. He was



S. M. GREGORY.

(Chief Accountant, Federated Malay State Railways.)

brought out to that city by his grandfather in 1877, and entered the Armenian Philanthropic Academy. Thence he passed into college and took the degree of Licentiate of Arts. He has seen the railway enterprise grow from its infancy, for at the time he joined the service there were only eight miles open to traffic.

Mr. Frank Mills, M.I.M.E., A.M.I.C.E., F.R.G.S., F.R.Z.S., District Engineer, Federated Malay States Railways, was born at Red Hill, Beaumaris, Isle of Anglesey, in 1872, and was educated at Victoria University, Liverpool. He was subsequently articled to Sir Douglas Fox, head of the well-known London firm of consulting engineers, and remained upon his staff until 1897. During that time he was engaged upon the Liverpool Overhead Railway, the Mersey Tunnel, the Wirral Railway, and on many other important works. He entered the



F. MILLS.

(Assistant District Engineer.)

Perak Government Railway Service in 1897, as Assistant Engineer, Larut and Krian lines; and became Assistant Engineer in the Federal

Service in 1903, and District Engineer in the following year.

Mr. Henry Cuthbert Barnard, M.I.C.E., is the Divisional Engineer on the northern section of the Federated Malay States Government railway from Pinang to Tanjong Malim, the boundary between the States of Perak and Selangor. After leaving the Crystal Palace School of Engineering he joined the Great Western Railway as pupil, and was afterwards an assistant engineer on the South London Tramways. In 1887 he was appointed Assistant Engineer in the Perak Government Public Works Department. He was transferred to the Railway Department in 1889, and appointed Resident Engineer and Traffic Manager in 1891, when he had also charge of the extension of the railway from Kamunting to Ulu Sapetang. He has held various appointments since then as an engineer on the Perak Government Railways. From September, 1901, to June, 1903, he acted as Resident Engineer, Perak, and had charge of open line and construction. When the linking up of the Perak and Selangor Rail-



H. C. BARNARD.

(Divisional Engineer, North.)

ways was completed in 1903 he was appointed to his present position. His headquarters are at Taiping, Perak.

Mr. William Tearle, the Manager of the Singapore and Kranji Railway, is the son of the late Edward Tearle, a brewer, of Brentford, near London. Born at Ealing in 1852, he received his education in Paris, and, having the roving instinct, went at the age of eighteen to the West Indies, where for close upon three years he was engaged in sugar-planting. Returning to England, he entered the service of the Great Northern Railway Company as a clerk in the traffic office at Leeds, and held various positions under the company, mostly in the West Riding of Yorkshire. Upon the opening of the Great Northern station at Keighley, he was appointed stationmaster. Later he became stationmaster at Halifax, until in 1894 he came out to the Federated Malay States as Traffic Superintendent of the Selangor Government Railway. Extensions were made from Kuala Lumpur to Kajang; and from Kuala Kubu to Tanjong Malim, Klang, and Port Swettenham. When the Singapore and Kranji Railway was opened in 1903 Mr. Tearle

became the first manager. He is the author of a volume entitled "Railways and Railwaymen," published by Messrs. Chambers about twenty years ago.



W. TEARLE.

(General Manager, Singapore and Kranji Railway.)

Mr. John Huw Williams, A.M.I.C.E., Acting General Manager of the Singapore and Kranji Railway, was born at Pentre Voilas, Bettws-y-Coed, North Wales, in 1874. He commenced his professional career in the shops of the Tredegar Ironworks, Monmouthshire, in 1889. After taking a full course in applied science and engineering at University College, Cardiff, he joined the London & North-Western Railway, and was on the engineering staff of the South Wales division for five years. In 1900 he joined the Federated Malay States Government Railways as District Engineer, a position which he filled for three years. During the recent extension of the line from Tank Road to the Tanjong Pagar Docks, Mr. Williams had charge of the operations as



JOHN HUW WILLIAMS.

(Acting General Manager of Singapore and Kranji Railway.)

Resident Engineer, and upon the retirement of Mr. Tearle in 1907, he was appointed General Manager.



PUBLIC WORKS DEPARTMENT

THE STRAITS SETTLEMENTS.



THE Public Works Department is responsible for carrying out all works of construction and maintenance undertaken by the Government of the Straits Settlements. It appears to have come into existence in 1867.

According to the Blue Book of 1868 it was then under the control of Major J. F. A. McNair, R.A., Colonial Engineer and Comptroller of Convicts, Straits Settlements, with the following staff: a Deputy Colonial Engineer and Deputy Comptroller of Convicts, an Assistant Engineer and Superintendent of Convicts, five Overseers of Public Works and Discipline Officers of Convicts, four Assistant Overseers of Public Works and Discipline Officers of Convicts, a foreman of artificers, and an office staff of twenty persons and four warders, Convict Department. The provision in that year for public works according to the estimates was \$148,000.

In 1873 the convict branch was formed into a separate department, and the Survey Department, which is now a large department, was placed under the charge of the Colonial Engineer. The designation of the Colonial Engineer appears in that year as Colonial Engineer and Surveyor-General, Straits Settlements, as at present. The estimates under the head of Public Works for that year amounted to \$196,215. Since 1873 the work of the department has increased very considerably, the estimates for 1907 amounting, approximately, to \$2,000,000.

The Colonial Engineers who have been in charge of the Public Works Department since the colony was taken over from the Indian Government are: Major J. F. A. McNair, R.A. (1867 to 1880); Major H. E. McCallum, R.E., C.M.G. (1881 to 1896); Colonel A. C. Alexander, R.E. (1897 to 1898); and Colonel Alexander Murray, C.E., Mem. Inst. C.E. (1898 to date). The head of the department, Colonel A. Murray, is, *ex officio*, a member of the Executive and Legislative Councils. His staff consists of the Deputy Colonial Engineer, Mr. F. J. Pigott, stationed at Pinang; three Superintendents of Works, seven Assistant Superintendents of Works, two Architectural Assistants, and the subordinate staff, consisting of an engineer-surveyor, clerks of works, draughtsmen, storemen, and overseers.

The staff is distributed over the Settlements as follows:—

Singapore.—The Honourable the Colonial Engineer; the Superintendent of Works, who is the Chief Executive Officer; three Assistant Superintendents of Works as Executive Officers, two in charge of the large number of Government buildings and works within municipal limits, and the third in charge of all roads, buildings, and works beyond municipal limits; and the Architectural Assistant, in charge of the Drawing Office, assisted by a chief draughtsman and several assistant draughtsmen. Attached to the drawing office there is a Photo-zincographic Branch.

Pinang.—The Deputy Colonial Engineer, who is responsible to the Colonial Engineer for all works of construction and maintenance carried out in Pinang and the connected islands, in Province Wellesley, and in the Dindings Territory; the Superintendent of Works stationed in the Province; and two Assistant Superintendents of Works, stationed in Pinang.

Malacca.—The Superintendent of Works, responsible to the Colonial Engineer. This officer also serves as the Municipal Engineer.

Labuan.—The Assistant Superintendent of Works, responsible to the Colonial Engineer.

This being the great spending department, it comes into contact with all other departments. In the preparation of projects and schemes the various heads of departments concerned are fully consulted, and plans and estimates are made to comply with their requirements.

The annual public works include maintenance of roads and inland navigation, repairs and additions to buildings, repairs of roads and bridges, the acquisition of lands and buildings, &c.

The total length of the roads maintained by the department is 591 miles, made up of 90 miles in Singapore, 80 in Pinang, 193 in Province Wellesley, 30 in the Dindings, and 198 in Malacca.

Amongst the most important works carried out by the Public Works Department may be mentioned the following:—

SINGAPORE.

Supreme Courts.—Additions and alterations were carried out between the years 1873-75 and 1900-1 at a cost of \$108,160.

Public Offices.—Additions and alterations between the years 1878 and 1889 cost \$102,550. The building now contains offices for the Governor, the Colonial Secretary and members of the Secretariat, the Attorney-

General, the Director of Public Instruction, the Colonial Engineer and Surveyor-General, the Principal Civil Medical Officer, and others.

The Criminal and Civil Prison.—Erected in the years 1879-82 and 1899-1901 at a cost of \$418,030. The prison will accommodate 1,200 prisoners.

The General Hospital for Europeans and Natives.—Erected in the years 1880-83, and extended in 1906 at a total cost of \$102,310. The hospital will accommodate 270 patients.

The Magistrates' Courts.—Erected in the years 1882-85 and extended in 1902-3 at a total cost of \$92,720.

The General Post Office and Savings Bank.—Erected in the years 1883-84, and extended in 1901-2 at a total cost of \$84,730.

Raffles' Library and Museum.—Erected in the years 1884-88, and extended in 1904-5 at a total cost of \$173,920.

The Lunatic Asylum, Sepoy Lines.—Erected in the years 1884-88 at a cost of \$250,000. Accommodation is provided for 218 patients of both sexes.

Johnston's Pier Reclamation.—Carried out in the years 1901-5 at a cost of \$248,000. An area of 71,000 square feet is enclosed by a granite sea-wall 1,000 feet in length. The reclamation will be used for the purpose of a road connecting Johnston's Pier and Collyer Quay with a new bridge over the Singapore River.

Central Police-Station and Court of Requests.—Erected in the years 1902-5 at a cost of \$115,000. This building comprises offices for the Inspector-General of Police, the Chief Police Officer and his staff, the department for the suppression of gambling and other departments affiliated with the Police, a Court for the Commissioner of the Court of Requests, &c.

Teachers' Training School, Outram Road.—Erected in the years 1903-6 at a cost of \$93,880. It contains 18 classrooms and an Assembly-hall, and provides accommodation for 600.

Fort Canning Lighthouse.—Erected in 1903 at a cost of \$64,420.

Reformatory at Bukit Timah.—Erected in the years 1904-6 for \$74,870. It includes dormitories for 120 boys, dining-shed, work-shed, play-shed, schoolroom, hospital, and quarters for the staff.

Government Printing Office.—Erected in the years 1904-6 at a cost of \$66,550.

Beri-beri Hospital, Pasir Panjang.—Erected in the years 1905-6 at a cost of \$84,000. The

hospital provides accommodation for 232 patients in three camps, containing three wards for paupers, one ward for paying patients, and one ward for prisoners, besides quarters for the staff.

Victoria Bridge School.—Erected 1905-6 at a cost of \$59,800, and contains twelve classrooms, accommodating 400 pupils.

Quarantine Station, St. John's Island.—A temporary station has been established on this island for a number of years to segregate contacts arriving from India and China, but in 1904-6 the whole station was rebuilt on the most approved lines at a cost of \$322,160, and it is now, perhaps, the finest and most up-to-date station east of Suez. It provides accommodation for about 2,000 persons, and contains twenty association wards, two isolation wards, an isolation ward for Europeans, a disinfecting house, an incinerator, quarters for the staff, &c. A distilling plant supplies the fresh water required for the island, the water being afterwards pumped up to a service reservoir, from which distribution-mains and services are laid throughout the island. Concrete surface drains are provided round all the buildings, the majority of which are connected with a common outfall drain discharging on the beach at high water. A new pier, 12 feet in width, and 336 feet in length, formed of dressed coral and having a landing stage of hardwood piles and decking at the head, gives access to the island.

The New Tan Tock Seng Hospital.—Now in course of construction. It will contain accommodation for 432 patients and the staff. Concrete surface drains will be provided to the whole of the buildings and will gravitate into two outfalls, where the drainage will be treated in septic tanks and be afterwards passed over continuous filters, the discharge from which will run into the neighbouring water-courses. The area of the site on which the hospital stands is 27 acres. The total estimated cost of the work, including acquisition of site, is \$484,485.

PINANG.

Central Police Station and Administrative Block.—A very old building, to which additions and alterations have been made since 1874 costing \$49,460. The Administrative block was built in 1880-90 for \$18,570.

Criminal Prisons.—Built in 1874 at a cost of \$71,930, and enlarged and repaired since at a cost of \$115,000.

Church Street Ghaut Wharf.—Built in 1897-98 for \$48,889, and repaired in 1906-7 for \$25,800.

Drill Hall for Pinang Volunteers.—Built in 1901-2 for \$24,995.

District Hospital.—A very old institution, of which no record of expenditure is traceable before 1877. Since that year \$58,317 have been expended upon additions and repairs.

Exchange and Club Buildings.—Built in 1901-2 for \$30,000.

Government Offices.—Commenced in 1884 and completed in 1889 at a cost of \$188,458. Extended in 1890-91 (Land-office wing) for \$40,170, and in 1901-3 (Post-office wing) for \$53,579.

General Hospital.—Commenced in 1881 and completed in 1883. The total sum expended on the structure is \$106,225.

Goods Shed, North of Iron Pier.—Commenced in 1904 and completed in the beginning of 1907 for \$130,650.

Jetty Sheds, Weld Quay.—Additions and various minor services executed up to 1900 to the amount of \$15,604, and new sheds added in 1901-3 at a cost of \$54,045.

Lighthouse, Muka Head.—Commenced in 1881

and completed in 1883 at an expenditure of \$38,775.

Opium and Spirit Farm Offices, Queen Street.

—Constructed in 1906 at a cost of \$48,767.

Opium and Spirit Farm Premises, Sungei Pinang.—Constructed in 1906 for \$78,995.

Pulau Jerejak Leper Asylum.—Cost of construction not known. Additional wards, &c., were provided between 1889 and 1893 for \$23,516. Other work done has cost \$15,595.

Residency.—Commenced in 1888 and completed in 1890 at a cost of \$79,988, including purchase of site (\$29,776).

Reclamation, Weld Quay.—Begun in 1883 and completed in 1889 at a cost of \$526,107. Since added to at a cost of \$129,276.

Pulau Jerejak Quarantine Station.—Built in 1875 and since added to at a total cost of \$42,871.

Reclamation, Sungei Pinang.—Commenced in 1889. Amount expended up to 1907, \$301,666.

Reclamation, North of Iron Pier.—Begun in 1901 and completed in 1905 for \$187,764.

Supreme Court.—Commenced in 1901 and completed in 1905 at a cost of \$206,678.

Swettenham Pier.—Commenced in 1889 and completed in 1904 for \$636,332.

Victoria Pier.—Begun in 1885 and completed in 1888 for \$38,697.

Batu Ferringi : Sungei Pinang Roads.—Work commenced in 1890 ; amount expended up to 1906, \$234,077.

Ghinting Pass.—Begun in 1885 and completed in 1886 for \$72,499.

PROVINCE WELLESLEY.

Bukit Mertajam Water Supply.—This important work was commenced in 1891 and completed in 1892 for an expenditure of \$31,095. The reservoir was improved in 1895 and reconstructed with settling tanks in 1897-99 for \$20,807. The service was extended to Butterworth in 1897-98 for \$33,914, and to Bagan Tuan Kechil in 1899 for \$2,996. Further improvements, including a syphon across Prye river, were carried out in 1904-6 for \$57,933.

Nibong Tebal Water Supply.—Commenced in 1884 and completed in 1887 for \$24,998. Extended in 1892 to Teluk Ipil at an expenditure of \$3,000. Improvements were made in 1899 for \$3,929, and again in 1903-6 for \$92,605.

MALACCA.

Stadthouse and Public Offices.—The Stadthouse, which comprised all the Dutch Government offices, is the chief public building in Malacca. The total sum spent on alterations and additions to it since 1873 is \$16,847.

Residency.—Situated on St. Paul's Hill. The old Residency was pulled down and a new one built, including the Guest House, at a cost of \$25,768, in 1905.

Criminal Prison.—Commenced in the year 1860. There is no record of the expenditure prior to 1872. Certain improvements were made in 1872-73 at a cost of \$9,414. Between 1881 and 1887 other work was executed at a total cost of \$9,043. An execution chamber was built in 1905 for \$1,485.

Durian Daun Hospital.—Commenced in the year 1882, when an expenditure of \$1,298 was incurred. Between 1882 and the end of 1905 a further sum of \$85,219 was expended upon additions and repairs.

Harbour Improvements.—Dredging by hand at the entrance to Malacca river was commenced in 1899, and \$43,448 has been expended on this work. Coral shields were made on the north and south of the channel to retain the dredgings, and the area now

fully reclaimed on the south is 26,439 square feet. The reclamation on the north is approaching completion. The total number of tons dredged up to date is 62,320, at a cost of 20 1/4 cents per ton ; and the cost of removing the dredgings to the reclamation has been 33 cents per ton. The building of permanent rubble groynes was commenced in 1903, when the sum of \$6,981 was expended. Between 1904 and 1907 \$58,086 more was spent on this work. A new Harbour Office was built in 1905 for \$2,000.

Water-works.—Preliminary surveys and works were carried out in 1884, 1885, and 1886 for \$3,252. Real work was commenced in 1890 and completed in 1893. Since that time improvements and extensions have brought the total expended up to \$253,167. This includes the service reservoir on St. Paul's Hill. The impounding reservoir is 165 feet above sea-level, and is situated at Ayer Keroh. With a head of 58 feet, the discharge is at the rate of 888 gallons per minute, or 1,278,720 gallons per day.

Pier.—Construction was commenced in 1886 and completed in 1888 for \$16,292. Special repairs have since been executed at a cost of \$7,749.

FEDERATED MALAY STATES.

BY R. O. N. ANDERSON, ACTING DIRECTOR OF PUBLIC WORKS.

The Public Works Department of the Federated Malay States, as at present constituted, came into existence in May, 1901, when Mr. F. St. G. Caulfeild, I.S.O., the State Engineer of Perak, was appointed Director of Public Works. The four States at the time had each a separate Public Works Department, which had grown to departments of considerable magnitude. The appointment of British Residents to Perak and Selangor was soon followed by the formation of Public Works Departments in these States, but in Pahang and Negri Sembilan works were carried out for years afterwards either by a Clerk of Works or Superintendent of Works, whose jurisdiction did not extend beyond a small district, and sometimes the work was supervised by the district magistrates.

In Perak Mr. P. Doyle was appointed first Superintendent of Works, and reported his arrival on April 1, 1878. He did not remain long, and was succeeded by Mr. F. St. G. Caulfeild in 1879. The title of the office was changed in 1884 to State Engineer and Surveyor, and to State Engineer in 1892. In the annual report of 1877 made by Mr. (afterwards Sir) Hugh Low, the British Resident in Perak, he described the condition of the roads thus : "The roads and bridges in Larut, although very large sums of money are charged as having been spent on them during the preceding three years, broke down directly the rains set in. They are of varying width, the main road of Taiping being in some places only 16 feet wide. They have never been drained though they pass through a level and swampy country ; and although a slight sprinkling of rotten gravel from the mines has in some places been spread over them, no attempt worthy of the name has ever been made to macadamise them."

When Mr. Caulfeild ceased to be State Engineer of Perak on his appointment as Director of Public Works, he left an excellent system of well-graded and well-surfaced roads, equal to those to be found in any country. In 1880, the first year of his administration, the expenditure of the department was 26,321 dollars ; in 1900, the last year in which he held the office of

State Engineer, the expenditure was 1,229,295 dollars.

Selangor started its Public Works Department ambitiously by the appointment in 1877 of Syed Zin bin Syed Puteh as Minister of Public Works. His staff consisted of two clerks and a storekeeper, but there is no record of the result of their labour. A more serious attempt at the formation of a department was made in 1879, when Mr. D. D. Daly was appointed Surveyor and Superintendent of Public Works. The expenditure in 1882 was 38,690 dollars. In the following year Mr. H. F. Bellamy became Superintendent, and the expenditure increased under his administration to 548,780 dollars in 1890. The following year Mr. C. E. Spooner was appointed State Engineer, and he remained in charge of the department till 1901, when he became General Manager of the Federated Malay States Railways. During the time he held office the expenditure grew to 833,722 dollars in 1900.

The Negri Sembilan were amalgamated in 1896, and Mr. H. Caldicott, who had been Superintendent of Works and Surveys, Sungei Ujong and Jelebu, was appointed Superintendent of Works, Negri Sembilan, his title being changed in 1901 to State Engineer. The expenditure on public works on 1896, the year of the amalgamation, was 176,619 dollars, and it rose to 360,641 dollars in 1900, the year before federation.

Pahang, though the largest, is the most backward of the four States. Its earliest works were carried out under the supervision of a Clerk of Works. Mr. W. R. Smith was appointed Superintendent of Works in 1888, having been Clerk of Works for eight years previously. The expenditure in the first year of his term of office did not exceed 50,000 dollars, and in subsequent years was generally less till 1899, when Mr. E. R. Stokoe was appointed Superintendent of Works, when the expenditure was 194,600 dollars. As in the other States, his title was changed to State Engineer in 1901.

As already stated, these independent departments were amalgamated in 1901, as a result of federation, with Mr. F. St. G. Caulfeild as Director of Public Works; Mr. J. Trump, State Engineer, Perak; Mr. P. B. McGlashan, State Engineer, Selangor (succeeded by Mr. E. R. Stokoe in 1904); and Mr. H. Caldicott, State Engineer, Negri Sembilan (succeeded by Mr. E. H. Wallick in 1904); and Mr. E. R. Stokoe, State Engineer, Pahang (succeeded by Mr. N. T. Gray in 1904). The growth of the Department has since then been continuous, and the number of engineers of all grades on the staff is about sixty.

Road-making is one of the largest items of each year's programme. Nearly 1,600 miles of metalled roads now exist in the States, beside many miles of earth roads and bridle paths.

These roads are generally of good grade and excellent surface, the Government allowing about 800 dollars a mile per annum for upkeep. The labour of locating roads in thick tropical jungle with no existing surveys to aid them is only to be appreciated by those who have tried it, and the Government of these States has reason to be satisfied with the results of past expenditure. Besides roads and bridge work a large number of water supplies to the various towns in the States have been constructed, of which the supplies to Kuala Lumpur and Ipoh are the most extensive. All public buildings and all Sanitary Board works in the States are in the hands of the Department.

The largest individual work carried out is the Krian Irrigation Works in Perak. It cost 1,600,000 dollars, and supplies water to 60,000 acres of padi land. An extension to supply partial irrigation and a fresh water supply to 20,000 acres of sugar and rubber land is now in progress. The scheme was proposed by Mr. Caulfeild, and was designed and carried out by Mr. R. O. N. Anderson, all the important and heavy work being executed departmentally, and so far it has proved a success.

The Electric Light Works for Kuala Lumpur, for which Messrs. Preece & Cardew were consulting engineers, is the next largest scheme carried out. It cost over 900,000 dollars. The motive power is water taken from the Gombak river, and electricity is supplied to the railway

STATEMENT SHOWING TOTAL PUBLIC WORKS DEPARTMENT EXPENDITURE AND MILEAGE OF ROADS IN EACH STATE FOR THE YEAR 1901.

Expenditure Detailed.	Perak.	Selangor.	Negri Sembilan.	Pahang.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Works and buildings	754,439 86	294,085 53	207,981 19	54,895 07	1,311,401 65
Roads, streets, and bridges	638,720 61	814,624 24	500,964 02	88,454 88	2,042,763 75
Federal	9,315 93	26,345 57	—	348 45	36,009 95
Salaries	76,416 68	107,543 85	30,218 35	21,425 17	235,604 05
Total	1,478,893 08	1,242,599 19	739,163 56	165,123 57	3,625,779 40
	Miles.	Miles.	Miles.	Miles.	Miles.
Metalled cart-roads	472'2	312'64	82	82'75	949'59
Unmetalled cart-roads	119'25	52'71	79	21	271'96
Bridle-roads... ..	493'75	180'02	172'5	72'75	919'02
Other paths	106'85	—	—	—	106'85
Gravelled	—	51'56	93	—	144'56
Total	1,192'05	596'93	426'5	176'50	2,391'98

STATEMENT SHOWING TOTAL PUBLIC WORKS DEPARTMENT EXPENDITURE AND MILEAGE OF ROADS IN EACH STATE FOR THE YEAR 1906.

Expenditure Detailed.	Perak.	Selangor.	Negri Sembilan.	Pahang.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Works and buildings	729,392 46	550,949 84	435,623 82	119,863 23	1,835,831 35
Roads, streets, and bridges	960,832 86	1,173,413 13	734,130 93	783,396 60	3,051,773 52
Federal	83,752 11	53,433 13	567 17	19,617 27	157,369 68
Salaries	114,191 50	147,143 49	57,296 72	44,874 90	363,506 61
Total	1,888,168 93	1,924,939 59	1,227,620 64	967,752 00	6,008,481 16
	Miles.	Miles.	Miles.	Miles.	Miles.
Metalled cart-roads	602'13	517'59	341'60	121'94	1,583'26
Unmetalled cart-roads	83'77	57'56	44'49	91'12	276'94
Bridle-roads	267'08	210'64	214'34	28'74	720'80
Other paths	410'46	3'25	—	145'00	558'71
Total	1,363'44	789'04	600'43	386'80	3,139'71

workshops during the day to drive their machinery.

Amongst the most important buildings carried out are the Government Offices, the Railway Offices, the Town Hall, and the official residence of the Resident-General, all in Kuala Lumpur; while in Perak the Government Offices, Taiping, a residence for the High Commissioner at Kuala Kangsa, and the Law Courts, Ipoh, are the most striking. A large number of substantial iron road bridges exist, of which the one over the Klang river at Klang, consisting of four spans of 140 feet, is the largest. It is at present in course of erection.

The accompanying tables show the expenditure for each State, and the total expenditure in 1901 and 1906 and the mileages of roads for the same years, from which a fair estimate of the progress of these States may be made.

Colonel A. Murray.—A sketch of Colonel A. Murray's career appears in the Executive Council section.

Mr. F. J. Pigott, M.Inst.C.E., the Acting Colonial Engineer and Surveyor-General, assumed the duties of that position in 1907, when Colonel A. Murray went home on leave. Born in 1865 and educated at Blackheath Grammar School, Mr. Pigott attended the Crystal Palace Company's engineering school from 1882 to 1883, afterwards commencing work as assistant engineer with Messrs. Lucas & Aird, Contractors, Westminster. From 1885 to 1886 he was assistant engineer on the Tilbury Dock Construction Works; in 1887 he entered the Public Works Department, Ceylon; and from 1888 to 1894 acted as District Engineer. In 1895 he was second financial and office assistant to the Director of Public Works; in 1896 was seconded to act as Municipal Engineer, Colombo; and from 1897 to 1901 again fulfilled the duties of District Engineer. After a year's service as Acting Provincial Engineer, Mr. Pigott was confirmed in this appointment, and in 1906 acted as Assistant Director of Public Works. He left Ceylon in 1905 to take up the appointment of Deputy Colonial Engineer and Surveyor-General, Pinang.

Mr. W. Campbell Oman.—In the architectural branch of the Public Works Department at Singapore, Mr. W. Campbell Oman, A.R.I.B.A., is the principal assistant. Born in 1875, he was articled to Mr. W. J. Chambers, architect and surveyor, London, and studied at the London County Council's School of Arts and Crafts, at the Regent Street Polytechnic, at the Royal Sanitary Institute, and under the auspices of the Architectural Association, London. He was architectural assistant in the Transvaal Public Works Department before he came to Singapore, in 1907.

Mr. Harry Venus Towner, Acting Superintendent of Works and Surveys at Singapore, is the son of Mr. George Towner, lace manufacturer, of Nottingham, and was born in January, 1876. After leaving Nottingham University College, he was articled to the Municipal Engineer of Ventnor, Isle of Wight. For three and a half years he was assistant to Mr. Bright, civil engineer, of Nottingham, and was appointed Municipal Engineer of Ilkeston. After being Assistant Engineer to the Walthamstow Urban District Council for a short time, he came to Singapore in 1901 as Assistant Superintendent of Works and Surveys. In 1903 he was Acting Superintendent of Works and Surveys at Malacca, and was confirmed in this position a year later, but has continued to act in his present capacity. He has passed the examination of the Association of Municipal and County Engineers with honours in building construction, and is a member of the Royal Sanitary Institute.

Mr. Harry Lupton, M.I.E., holds the dual office of Superintendent of Works and Surveys,

Public Works Department, in Malacca and Engineer to the Municipality of that settlement. He is eldest son of Dr. Lupton, Stratford-on-Avon, Warwickshire, and was born on August 13, 1875. He was educated at Epsom

Council, under Mr. H. P. Maybury, now County Surveyor for Kent; in 1900-1 served on the Ibadan-Jebba Survey for the Lagos Government Railway Extension under the late Mr. W. Gee, M.I.C.E., and at the end of 1901 was



1. F. J. PIGOTT, M.I.C.E. (Deputy Colonial Engineer and Deputy Surveyor-General).
2. H. V. TOWNER (Acting Superintendent of Works and Surveys).
3. COLONEL THE HON. ALEXANDER MURRAY, V.D., C.S., M.I.C.E. (Colonial Engineer and Surveyor-General).
4. J. VAN CUYLENBERG (Inspector of Marine Surveys). 5. R. H. YOUNG (Superintendent of Surveys).
6. W. J. TROWELL (Inspector of Marine Surveys). 7. E. GALISTAN (Marine Engineer).
8. F. DENT (Government Analyst).

College from 1887 to 1892, and was subsequently articled as a pupil with Mr. A. H. Campbell, M.I.C.E., then Engineer to the City of Canterbury. From 1896 to 1900 he was Assistant Engineer to the Malvern Urban District

appointed Assistant Superintendent of Works in Malacca. Mr. Lupton acted as Assistant Superintendent of Works in Singapore in 1902, returning to Malacca in 1903 as Assistant Superintendent of Works in charge of the Jasin

district. Since 1904 he has acted as Superintendent of Works and Surveys, Malacca. In 1903 he married the only daughter of the late Mr. J. Baker, of Calcutta, and has one daughter. In 1904 Mr. Lupton was made a Justice of the Peace for Malacca. He is also a Visiting and Licensing Justice, a member of the committee of the local library and of the club, chaplain's churchwarden, and a trustee of the Malacca Girls' School. His recreations are cricket, tennis, and hockey.

Mr. Robert Ogilvie Newton Anderson, B.A., A.I.B., now acting as Director of Public Works, Federated Malay States, was born in 1861, and, having received his education at Dublin University, came to the Federated Malay States in 1895 as personal assistant to the State Engineer of Perak. He remained in Perak for upwards of ten years, filling irrigation and executive engineers' posts, and was then transferred to Negri Sembilan as Acting State Engineer. On his return from leave in 1907, he assumed the duties of Director of Public Works, taking over the department from Mr. F. St. G. Caulfeild, who had filled the post since 1901.

Mr. Arthur B. Hubback, A.R.I.B.A., is the Architectural Assistant in the Federal Public Works Department. A short sketch of his career appears in the section of this work devoted to "Military and Volunteers."

Mr. J. Trump.—The State Engineer for Perak is Mr. John Trump, M.I.C.E., who resides at Taiping. Born in 1858, Mr. Trump was about thirty years of age when he entered the Ceylon Public Works Department. Five years later he came to the Federated Malay States as Officer Commanding the 2nd Division of the Ceylon Pioneers in Perak, and in 1886 he was appointed District Engineer, Kinta. In 1901 he became State Engineer, having on several occasions held the acting appointment. Mr. Trump has also held under the Federal Government the post of Acting Director of Public Works.

Mr. Edward Richmond Stokoe, State Engineer of Selangor, was born in July, 1863. He first came to the Federated Malay States in

1889, when he was appointed a district engineer in Selangor. In 1898 he was in charge of the construction and upkeep of the Pahang Trunk Road, and in the following year was promoted Pahang Works Department Superintendent. He became State Engineer of Pahang in 1901 and of Selangor in 1904.

Mr. E. H. Wallick, A.M.I.C.E., State Engineer and head of the Public Works Department, Negri Sembilan, came to the Federated Malay States about nineteen years ago. Among the principal undertakings carried out by his department during the past year was the completion of a new Residency, the improvement of the water supply for Seremban to meet the probable requirements of the town for some years to come, and the construction of a road to the border of Pahang.

Mr. Norman Tempest Gray, who was born in May, 1861, entered the Perak Government Service as a District Engineer in 1889. In the following year he acted as Deputy State Engineer, and in 1904 he was transferred in a similar capacity to Pahang. He was confirmed in that appointment in May of the same year. He is now on leave, and Mr. Kenny is acting for him.

Mr. W. E. Kenny.—Mr. William Eyre Kenny, A.M.I.C.E., who was born on August 15, 1867, began life in the New Zealand Public Works Department and New Zealand Artillery in 1883. Seven years later he went to Sarawak, where he was attached to the Survey and Public Works Departments, and in 1895 he entered the Straits Settlements Government Service as Assistant Superintendent of Public Works. After holding several acting appointments, he was transferred to Singapore for duty in connection with the Singapore-Johore Railway. He held the post of Acting Superintendent of Works and Surveys in Malacca for a time, and then a similar post in Singapore. In May, 1903, he became Acting State Engineer for Selangor, and subsequently Executive Engineer, first grade. He is at present stationed in Kuala Lipis as State Engineer for Pahang during the absence of Mr. N. T. Gray on leave.

Mr. Edward Leigh Bennett, who was

born in 1874 and educated at Haileybury, joined the Perak Government Service as an Assistant Engineer in the Public Works Department in 1902, and two years later was transferred to Pahang, where he now holds the appointment of Executive Engineer, being stationed at Raub. A keen all-round sportsman, Mr. Bennett is especially fond of football.

Mr. Walter Henry, A.M.I.C.E., the District Engineer of Kuala Selangor, was born in London on August 29, 1875, and educated at the Haberdashers' Company's School. He first served articles with Mr. John Knight, District Engineer, Mile End, and was afterwards in the employment of the London Brick Company, of Peterborough, as a surveyor for a year. Then he became Assistant Engineer under the Hackney local authority, and later on occupied a similar position at Cheltenham, where he was employed chiefly on the water works. In February, 1904, Mr. Henry passed the examination of the Institute of Civil Engineers and became an associate member of that body. He also passed the examinations of the Municipal and County Engineers and of the Sanitary Institute. In the following year he was appointed Assistant Engineer under the Public Works Department of Selangor, Federated Malay States, and a little while later received his present appointment. He is the son of Mr. Thomas Henry, retired merchant, of London.

Mr. William F. Dugdale is the son of Mr. Alfred Dugdale, a representative of the Shrewsbury and Challiner Noiseless Tyre Company, Limited. He was born at Bury, Lancashire, on August 19, 1877, and was educated at Manchester Grammar School and at the Municipal Technical School. He obtained his professional training under Mr. Thomas de Courcy, M.I.C.E., Surveyor to the City of Manchester, and when twenty-one years of age, he was appointed Assistant Surveyor. In 1904 he joined the Federated Malay States Service, and is now Acting Executive Engineer in the Public Works Department, Ulu Selangor. He is a member of all the local clubs, and his recreations are cricket, tennis, and swimming.



LAND SURVEY AND REVENUE.

THE STRAITS SETTLEMENTS.

By F. J. PIGOTT, M.I.C.E., ACTING SURVEYOR-GENERAL, STRAITS SETTLEMENTS.

THE administration of the Survey Department of the Straits Settlements is in the hands of the Colonial Engineer, who is also Surveyor-General. When the Settlements came under the government of the East India Company, Malacca was the only one that had any population or any land system. The Settlement being an old Malay kingdom, the natives had retained their customary tenure, paying as rent one-tenth of the crop. Dutch titles had also been issued over parts of the land. With the British occupation of Pinang and Singapore, land was given out on leases in fee-simple, and for terms of 99, 99, 60, 30 years, &c. Surveys of holdings had been made as far back as 1827 by McCarthy, Jackson, and Coleman, but these were of the roughest description, and more of the nature of sketches than an accurate representation of the ground. In 1837 a Commissioner was sent from Bengal to report on the land revenue system. As an outcome of his visit Act XVI. of 1839 was passed for regulating the assessment and collection of the rents payable to Government

in the Settlements of Prince of Wales (Pinang) Island, Singapore, and Malacca, and for the foundation of a proper Survey Department. Connected surveys, more or less reliable at the time, were begun and carried out under F. W. Thomson, J. Moniot (Surveyor-General in 1856), and Daniel Quinton.

On the retirement of Quinton, and under the policy of amalgamation initiated by Sir Harry Ord, the office of Surveyor-General was linked with that of the Colonial Engineer in 1871. The combined offices were first held by Major F. A. McNair, R.A., who in 1873 reorganised the department, with Captain W. Innes, R.E., as First Assistant Engineer and Surveyor-General in Pinang, and an assistant engineer and surveyor in Malacca. With the development of trade and agriculture in the Settlements, the importance of the Survey Branch increased. For the next decade the work of the department consisted mainly of surveys in connection with applications for land, and settlement of encroachments, and of surveys for building sites and engineering

purposes. Under the administration, from 1881 to 1896, of Major (now Sir) H. E. McCallum, R.E., marked advances were made in the several departments. More systematic methods were adopted, and operations were conducted on more scientific lines. The principal triangulation of the Settlements was completed, the reproduction of maps by lithography and zincography was introduced, and a Survey Class was established. This period may be regarded as an eventful one. In 1880 the Land Question engaged the attention of the Government, and the late Sir (then Mr.) W. E. Maxwell was deputed to visit Australia to study the practical working of the Torrens system of registration of titles. His Report in 1883 brought survey matters into prominence. Following this report, the services of an officer from the Survey of India were requisitioned by the Government in 1886 to report on the land survey.

A report by Lieutenant-Colonel W. Barron, Deputy Superintendent, Survey of India, appeared in 1887—just half a century after the

Bengal Commissioner's report appeared on a more or less kindred subject—and a despatch was received from the Secretary of State intimating that, after reference to the Director-General of Ordnance Survey, he considered it desirable to give general effect to the recommendations made by Colonel Barron. A change in the organisation and working of the Survey Staff followed. District Surveyors, with Assistant Surveyors under them, were stationed in the country in the settlements of Singapore and Malacca, under the control of the Chief Surveyors (now Senior Surveyors). Operations of the Revenue Survey, Pinang, were undertaken by a staff under a special Superintendent. The forward policy thus initiated received a set-back in 1894, for, according to the report of the Surveyor-General, "the Survey establishments at Singapore and Malacca were reduced at the beginning of the year to a strength estimated as being sufficient to deal with current work only." The unfinished work in Pinang was undertaken by the Deputy Surveyor-General as local head. The pressing need for a more comprehensive demarcation and for a prompt re-survey of Singapore was represented to the Government by Colonel Murray, and after some correspondence with India, Australia, and Ceylon, in regard to the equipment of a staff, it was decided to carry out the work departmentally with surveyors obtained locally and from Ceylon. A good start was made in April, 1904, and progress has been well marked under the Special Superintendent, Mr. R. H. Young. The minor triangulation of the island has now been completed, and the Survey School, which was abolished in 1894, has been re-established.

Surveys in the Settlements are classified under the following heads: (a) Applications for statutory grants and Mukim extracts, (b) subdivision and registration surveys, (c) defining boundaries under Crown Lands Ordinance of 1886, (d) block or Mukim, (e) traverse, (f) engineering and special. The procedure with the class of work under these heads is as follows:—

(a) The applicant for Crown land approaches the Collector of Land Revenue or District Officer, who requisitions the Survey Department to survey the land. On the completion of the survey the work is plotted on the Office Record marginal sheets. On the area being ascertained it is reported to the Collector of Land Revenue or District Officer, who in due course applies for the preparation of a grant. The survey numbers are entered on the grant form together with a description of the boundaries and a copy of the plan. The grant is then compared with the record sheets. The Surveyor-General attaches his signature, and finally transmits the grant to the Collector of

Land Revenue with a memorandum of the cost of the boundary stones. In Pinang the Deputy Colonial Engineer signs the grant and in Malacca the Superintendent of Works and Surveys. In these surveys the surveyor's first operation is to locate and demarcate the boundaries. Then a known point on the standard traverse is fixed upon to start work. Bearings are observed with a 4-inch Y or transit theodolite and read to the nearest minute. Distances are measured with a 100-foot tape, or a 100-links steel band, according as the work is in the town or in the country. The maximum error of closure is limited to 1 link in 4,000 links. The ground marking is done with granite boundary stones, 4 feet by 4 feet by 3 feet, with centre marks when they are used as survey stations. Obliteration, removal, or injury of any survey mark makes the offender liable to a penalty under the Boundaries Ordinance, 1884.

(b) Surveys required for registration purposes are given priority over all other work, and are dealt with as expeditiously as possible. When a deed is presented for registration the Collector of Land Revenue or the District Officer immediately notifies the fact to the department. The lot referred to is then entered in a list, and reference made to Survey Office Records to ascertain whether "a plan and sketch has been made and filed in the office of the Surveyor-General of such parcel, or subdivision of a parcel, taken from and based on the revenue survey of the settlement, or whether such parcel or subdivision has been otherwise ascertained to the satisfaction of the Surveyor-General or Deputy Surveyor-General." If necessary, a survey is immediately made and plotted on the record sheets, the area is computed, and a distinguishing lot number is given and then passed on to the Collector of Land Revenue or the District Officer for the necessary endorsement under the Ordinance. In computing lot areas each lot is calculated twice, and in cases where a difference of 1 per cent. occurs a third computation is made, while a fourth calculation is made when two out of the three do not agree within 1 per cent. The execution of subdivision surveys not only meets the requirements of the Registration of Deeds Amendment Ordinance, but serves also to keep the revenue survey maps of the Settlements up to date. Unless the changes in the boundaries of lots and frequent subdivisions of lots are surveyed and recorded in the maps, the latter would soon become obsolete, and in the course of a few years cease to be reliable. The Registration of Deeds Amendment Ordinance of 1886 was brought into force in Pinang on April 1, 1896, in Singapore on October 1, 1907.

(c) When it has been found necessary by the Collector of Land Revenue to serve a notice

on a person under the Ordinance, requiring him to keep defined the boundary between the land occupied by him and the adjoining Crown land, and this notice is not complied with within thirty days from the date of service, the Collector of Land Revenue or the District Officer requisitions the department to define the boundary, and twice the cost incurred is levied on the defaulter. By this means encroachments on Crown land are from time to time discovered and dealt with.

(d) and (e) Traverse and block surveys are started from and closed on trigonometrical stations. Near points of reference for the initiation and checking of surveys are established at intervals along the route traversed, by placing permanent granite centre marks. These marks are departmentally known as Traverse and Referring Stations. Bearings are observed with a 7-inch theodolite of Everest's pattern divided to 10 seconds of arc, and a 5-inch transit theodolite, graduated to read to 20 seconds of arc, according as the work is in town or in the country. Traverses have come out well in the computations by Gale's method, the average error not exceeding 1 foot in 10,000 feet in town and 1 link in 8,000 links in the country. Co-ordination is resorted to in order to facilitate plotting and checking. Mukims are marked on the ground by granite posts and concrete pillars, and areas computed by the universal theorem.

The office maps and marginal sheets are on a scale of 40 feet and 50 links to the inch in the town, 1 chain to the inch in the suburbs, and 4 chains to the inch in the country. The general index map is on a scale of 16 chains to the inch. The 40-feet and "50-link scale sheets" are required for plotting building allotments up to a size which will admit of showing the width of walls, bends, and other necessary details which cannot be indicated on small scale drawings. One-chain scale sheets are required for suburban allotments which do not admit of being plotted to a scale of 1 chain to the inch with any degree of accuracy. In addition to these Pinang has a charted survey of Georgetown and suburbs, to a scale of 200 feet to the inch, and Georgetown proper (least populous part) to a scale of 100 feet to the inch.

Maps have been published of Singapore, Pinang, and Malacca at various times. The dates of the latest publications are: Singapore Island, 1905; Pinang Island and Province Wellesley, 1897; Malacca Territory, 1903; Singapore Town within municipal limits, 1906; Georgetown and suburbs, 1895; Malacca Town, 1891. The scale of the first three is one mile to the inch; Singapore, Georgetown, and Malacca towns are 16 chains, 200 feet, and 4 chains to the inch respectively.

The appended table shows the progress of field work since 1897:—

SINGAPORE.

	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
A ¹	2,438	1,075	1,653	330	277	879	889	2,143	718
B	—	—	4	—	1,019	43	22	—	179
C	606	663	79	918	—	207	457	—	—
D	—	—	1,522	816	707	—	236	162	312
	3,044	1,738	3,258	2,064	2,003	1,129	1,604	2,305	1,209
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Expenditure	1,814	1,000	1,574	1,430	2,301	1,565	2,230	2,441	2,202
" E and F	721	2,104	1,472	1,792	1,329	2,709	2,578	1,380	1,412
Cost of office work	7,120	7,506	8,625	8,993	8,249	11,513	11,258	6,813	6,826
	9,655	10,610	11,671	12,215	11,879	15,787	16,066	10,634	10,440

* For explanation of this lettering see letterpress

PINANG, PROVINCE WELLESLEY, AND THE DINDINGS.

	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
A	583	—	113	—	241	—	306	—	—
B	11,852	10,081	11,431	9,121	7,247	7,888	10,353	5,858	5,072
C	—	—	—	—	3,000	7,624	—	—	—
	12,435	10,081	11,544	9,121	10,488	15,512	10,659	5,858	5,072
	§	§	§	§	§	§	§	§	§
Expenditure	13,496	12,389	13,249	8,205	9,871	11,143	9,377	9,466	10,785
„ E and F	928	2,473	605	1,659	1,949	522	1,480	—	—
Cost of office work	17,483	18,410	22,816	22,831	18,859	22,187	23,116	18,965	19,231
	31,907	33,272	36,670	32,695	30,679	33,852	33,973	28,431	30,016

MALACCA.

	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
A	8,101	13,183	10,939	12,727	8,534	12,399	7,116	3,977	4,200
B	247	95	216	828	—	1,238	—	48	—
C	—	76	1,452	603	—	285	—	987	107
D	—	4,331	1,000	1,193	3,817	966	2,650	514	1,273
	8,348	17,685	13,607	15,351	12,351	14,888	9,766	5,526	5,580
	§	§	§	§	§	§	§	§	§
Expenditure	3,769	5,081	5,619	11,223	9,433	13,369	9,689	7,415	4,227
„ E and F	1,523	689	508	562	9,384	10,443	9,153	2,993	3,810
Cost of office work	5,897	5,729	6,678	9,082	9,043	15,542	15,770	12,184	15,333
	11,189	11,499	12,805	20,867	28,460	39,354	34,612	22,592	23,370

Further details are furnished below of the re-survey work in the town, suburb, and country up to the end of 1905:—

With the increasing prosperity of the colony and the consequent opening up of the country, ample scope for the operations of the Land

1906 amounted to \$377,972, or \$11,605 more than in 1905. This total was made up of \$104,482 from Singapore, \$119,585 from Pinang, and \$153,905 from Malacca. During the past decade the annual income from land rents has increased from \$214,188 to \$305,559.

The expenditure of the Land Office was \$25,775—\$6,613 less than in 1905.

Land in Singapore, Pinang, and Province Wellesley is held from the Crown by grant or lease. The conditions of tenure vary according to the policy of the Government at the time the documents were issued. In Singapore there are eighteen and in Pinang twenty different kinds of titles in the hands of the public. Unoccupied Crown land is obtainable on statutory grants, and statutory grants are also being substituted for permits and expired leases.

The tenure of land in the town of Malacca has remained unchanged since the days of Dutch rule. Possession is evidenced in many cases by documents of title in Dutch. In some instances occupied land in the country is held either under grant or lease from the Crown, but for the most part it is held according to customary tenure and defined by the Malacca Lands Ordinance. Land is now obtainable without premium if held under customary tenure, and with premium at a moderate quit-rent if held under statutory grant.

Nature of Work.	Number of Miles.	Number of Blocks.	Number of Lots.	Area in Acres.	Cost.
Main Traverses	509	—	—	—	§ 14,053
Filling in details	—	51	12,963	16,890	114,402
Triangulation	—	—	—	—	1,738
Miscellaneous	—	—	—	—	9,010
Total					139,203

A compilation of old leases and grants in some of the blocks led to the discovery of land in occupation without titles to the extent of nearly 134,900 square feet, valued at 308,644 dollars.

Vacancies in the different grades of the service are filled alternately from the Department and from the Survey School, which has a course of three years' duration arranged for this purpose. The Surveyor-General's headquarters are in Singapore, and he pays periodical visits of inspection to the Survey branches in Pinang and Malacca.

Survey Department will be afforded in the future.

The maps on pp. 321 and 322, showing the sea-front and commercial centre of Singapore in the years 1842 and 1907 respectively, are of great interest, as indicating the reclamations that have been made at Teluk Ayer and at Tanjong Pagar, and the shipping facilities that have been developed. A further reclamation of 88 acres is to be added to the Teluk Ayer area.

Land revenue in the Straits Settlements in

SEA-FRONT & COMMERCIAL CENTRE SINGAPORE

1907

SCALE OF STADIUMS TO A MILE

RAILWAY LINE
ROADS

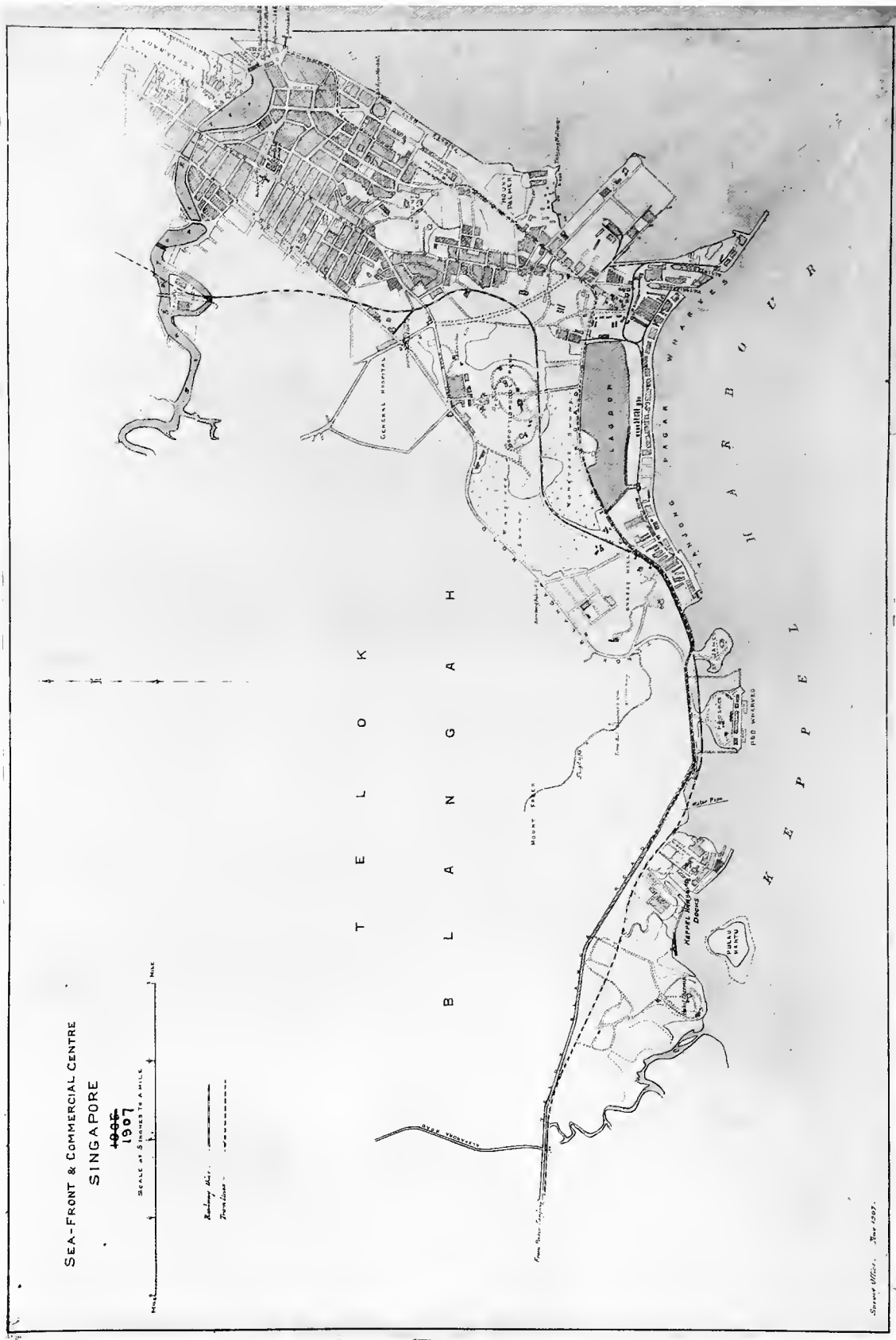
RAILWAY LINE
ROADS

T E L O K

B L A N G A H

K E P P E L

A R B O R



FEDERATED MALAY STATES.

By H. REDFEARN SHAW, SUPERINTENDENT OF REVENUE SURVEYS, SELANGOR.

THE Revenue Survey Departments of the Federated Malay States are responsible for the primary survey of the Crown estate and for all surveys affecting title to land. At the present time there is a separate department for each State (Perak, Selangor, Negri Sembilan, and Pahang), but the method of survey procedure is practically the same throughout.

The Survey Departments were constituted in their present form in Perak and Selangor about the year 1899, in Negri Sembilan about the year 1897, and in Pahang about the year 1899. Each Department is under the direction of a superintendent, whose office was formerly designated "Revenue Surveyor." The head-quarter offices of each State are at Taiping, Kuala Lumpur, Kuala Lipis, and Seremban respectively, but in most of the districts there is a local survey office in the charge of a supervising District Surveyor.

The function of the Revenue Survey Departments is (1) to mark out on the ground the boundaries of lands to be dealt with, so that possession may be given without possible error or danger of trespass on adjoining properties; (2) to fix the boundaries of each block so marked out with reference to a cadastral framework, that its exact position can be defined and recorded; (3) to reserve as far as possible access to the blocks given out, and also to the unalienated lands.

The check on the accuracy of the revenue surveys is, of course, the triangulation carried out by the Federal Trigonometrical Survey. The co-ordinate values of all stations (together with heights) are furnished by the Chief Trigonometrical Surveyor to each superintendent as soon as he has finally determined them. In a densely-wooded country like the Federated Malay States secondary triangulation is difficult in places, and therefore a good deal of the framework consists of standard traverses of roads, rivers, &c.

The system of survey in force is analogous to the detail surveys of the Governments of the Australian Commonwealth and the colony of New Zealand. Surveys are divided into 1st, 2nd, and 3rd class. First-class surveys are "standard" traverses of roads, rivers, &c. The 2nd class surveys are of slightly less accuracy, and are intended to be carried out when lands are alienated under grant, certificate of title or mining lease, or which are proposed to be gazetted as "Reserves." The 3rd class surveys are fairly accurate measurements of lands proposed to be alienated under title by entry in the Mukim Register. This class of survey is intended to deal with native holdings only.

The method of marking lands alienated or reserved is similar in all the States, but the marks used differ slightly in some cases. In Selangor and Negri Sembilan all mining lands are marked at corners and at regular intervals by iron pipes 2 or 1½ inches in diameter and 6 feet long. In Perak and Pahang long concrete pillars are used. For agricultural lands in the two first-mentioned States granite posts 2 feet 6 inches by 4 inches square are used, but in the last named a differently shaped concrete pillar is adopted. In all cases, however, the number of the portion alienated or reserved is stamped on the mark.

Each survey made in Selangor and Negri Sembilan is separately plotted, no detail of importance shown in the field-book being omitted. When completed the plan is signed by the Surveyor who did the work as having been carried out according to the regulations. The importance and value of these certified plans cannot be over-estimated. Field-books,

being in constant use until completed, are liable to be damaged or lost, but the filed certified plans are never allowed to leave the head office.

In Perak and Pahang surveys have hitherto been charted direct on to the office charts. These are on a comparatively large scale—4 chains to the inch—and contain in most cases all details shown by the Surveyor. It is, however, intended in future to compile separate plans in addition to the office charts, so that uniformity in drafting procedure will result. The office charts for all States will eventually be on a scale of 4, 8 or 16 chains to the inch. Selangor is at present the only State which does not adhere to this, the adopted scale being 10 chains.

The States of Perak, Selangor, and Negri Sembilan have each published maps at various times. The dates of the latest productions are: Perak, 1901; Negri Sembilan, 1903; and Selangor, 1904. The scale of the first is four miles to the inch, that of the two latter two miles to the inch. A reduced map of Selangor is also published on a scale of four miles to the inch. No official Government map has yet been compiled and published of the State of Pahang.

Perak and Selangor have published separate maps of most of the important towns and villages. At Taiping the Survey Department possesses a small lithographic staff, and is therefore able to carry out the greater part of its own map publication.

The actual expenditure of the four departments in 1906 was as follows: Perak, \$212,371; Selangor, \$149,182; Negri Sembilan, \$101,051; and Pahang, \$50,217; total, \$512,821. The total revenue collected was \$194,295.

The area surveyed during 1906 comprised 13,429 allotments covering 228,907 acres, while 1,660 miles of traverse were run. This latter work includes river surveys, road reserves, and connections. The drafting staff prepared 28,740 documents, such as grants, leases, certificates of title, mining certificates, prospecting licences, &c.

The Land Enactment became law in all the States in 1903, the Mining Enactment in 1904. The Registration of Titles Regulation became law in Selangor in 1891, and in Perak and Pahang in 1897. There are other enactments affecting lands which have been superseded, but which in certain cases of existing titles still hold good.

The total revenue collected by the Land Offices of the Federated Malay States during 1906 amounted to \$1,437,753—an increase over the collection in 1905 of \$335,714. To this total Perak contributed \$600,509, Selangor \$548,457, Negri Sembilan \$199,142, and Pahang \$88,831. Exclusive of land sales (which realised \$374,023) and reimbursements, the revenue amounted to \$1,038,289, and included land-rents (\$536,367), mining rents (\$264,544), survey fees (\$133,697), demarcation fees (\$35,156), &c. It is satisfactory to record that under land and mining rents there was an increase in permanent revenue of nearly \$110,000. The land alienated on permanent titles and assumed to be in occupation at the end of 1906 was estimated at 1,231,157 acres, which, even when added to the area under reserve, forms a very small proportion of the land available for alienation in the Federation. The land alienated comprises 14,561 town plots; 155,096 agricultural plots, containing 951,113 acres; and 12,214 mining plots, covering 276,685 acres. About one-third of the agricultural area alienated is under cultivation in rubber. At a

rough estimate about 280,000 acres of the area alienated may be regarded as under actual cultivation. Padi occupies 62,800 acres; gambier, 25,850 acres; sugar, 16,000 acres; rubber, 79,500 acres; coffee, 16,000 acres; tapioca, 12,720 acres; and coconuts, 38,330 acres.

Colonel Murray, Colonial Engineer, Straits Settlements, also holds the office of Surveyor-General. In his absence on leave the duties are being discharged by Mr. F. J. Pigott, M.I.C.E.

Mr. John van Cuylenburg, Instructor at the Survey School and Acting Senior Surveyor at Singapore, comes of one of the oldest Dutch families of Ceylon. He was born at Colombo on June 3, 1862, and received his education at Colombo Academy (now known as the Royal College). On the recommendation of the Ceylon Government he was appointed Plotter and Computer at Singapore in 1881, but in the same year he was transferred to Malacca. In May, 1885, he returned to Singapore as draughtsman, and three years later became District Surveyor. His next appointment was that of Acting Trigonometrical Surveyor, and in October, 1895, he had local charge of surveys. In September, 1897, he was Acting Observer for Time Balls at Singapore, and was also employed, with the permission of the Government, by the local branch of the Royal Asiatic Society in preparing the new map of the Malay Peninsula. In March, 1901, Mr. Van Cuylenburg proceeded to Christmas Island on special duty with Mr. Eyre-Kenny and Mr. Clayton, District Officer, and in 1902 he was appointed Survey School Instructor in addition to his other duties. He became Acting Senior Surveyor in 1904, and in April, 1905, was also entrusted with the duties of Trigonometrical Assistant. He is the son of the late Mr. J. E. van Cuylenburg, of Colombo, and he married Arabella, daughter of Mr. Thomas Smith, of Sarawak.

Mr. Robert Heyden Young, Superintendent of Re-Surveys at Singapore, is the son of Mr. Robert Buller Young, Government District Surveyor in Ceylon, and grandson of Dr. W. H. Young, Senior Medical Officer of the Army, who served in the Battle of Waterloo. He was born at Kandy on June 27, 1858, and after completing his scholastic education received his professional training under his uncle, Mr. J. D. Young, Civil Engineer and Provincial Assistant, Public Works Department, Ceylon, and under his father, who taught him surveying. He entered the Straits Settlements service as Sub-Surveyor in 1878, and was appointed Computer and Draughtsman in charge of the Survey Office at Malacca in 1881. After holding several appointments at Malacca, and visiting Port Dickson and Johol, in Sungei Ujong, on duty, he was called to Singapore in 1890 to give evidence for the Boundaries Commission, and three years later was permanently transferred to Singapore. In 1903 he was appointed Superintendent of the Re-Survey, in addition to his other duties, and in December of the same year was appointed Senior Survey Officer.

Mr. John Pyne Pennefather, the senior Surveyor at Malacca, was the holder of one of the Straits Settlements Government Scholarships for the years 1871-73. Entering the Government service in 1875 as an apprentice in the Survey Department, Singapore, he became a second-class surveyor in 1878, an Overseer and Surveyor in 1881, a District Surveyor in the following year; Chief Sur-

veyor, Singapore, in 1888; Senior Surveyor of Singapore in 1891, and Senior Surveyor, Malacca, in 1893. He also acted as Superintendent of Works and Surveys, Malacca, from 1894 to 1897.

Mr. Arthur Henry Lemon holds the substantive appointment of Collector of Land Revenue at Singapore, but is acting as Assistant Colonial Secretary. He was born on August 23, 1864, at Blackheath, and was educated at Merchant Taylors' School and Exeter College, Oxford. He joined the Straits Settlements Civil Service in 1888, and shortly after his arrival in the colony acted as Private Secretary to the Governor. In succeeding years he filled various offices, including that of Acting Second Magistrate at Pinang. In 1902 he was appointed second Assistant Colonial Secretary, but continued to act as Assistant Postmaster-General, Pinang. In 1903 he was made Acting Collector of Land Revenue and Registrar of Deeds, and was appointed a member of the Commission to inquire into and report upon Mahomedan Trusts in Pinang.

Mr. Edward Charles Clifford Howard holds the substantive appointment of Collector of Land Revenue at Pinang, but at the time of writing he was acting as Commissioner of the Court of Requests at Singapore. He was appointed a cadet in 1890, and after serving in the Colonial Secretary's office for over three years, became Acting Third Magistrate, Pinang. In 1904 he was Superintendent of Education in that Settlement, and in 1897 Collector of Land Revenue, Singapore. Subsequently he acted as Third and Second Magistrate at Singapore and Pinang respectively until 1901, when he assumed the duties of First Magistrate and Superintendent of Prisons, Pinang. He obtained his present appointment in 1905.

Mr. William Peel, B.A. Cantab., Acting Collector of Land Revenue at Pinang, was born in 1875. He became a Cadet in the Straits Settlements Service in 1897, and for the greater part of the four years following was attached to the district office at Bukit Mertajam. In 1902 he was appointed Acting Assistant Colonial Secretary and Clerk of Councils, and in the next year he became Acting Second Assistant Colonial Secretary and Assistant Superintendent of Indian Immigrants at Singapore. Most of his service in 1905 was as Acting Second Magistrate and Coroner at Pinang. His present appointment dates from March, 1906.

Mr. H. W. Firmstone, Collector of Land Revenue at Malacca, is at present acting as Resident Councillor of the Settlement in the absence of Mr. W. Evans. A son of the late Mr. W. C. Firmstone, of Rockingham Hall, Hagley, Worcestershire, who was in business in the iron trade, he was born on May 28, 1868, educated at Rugby School and Hertford College, Oxford. He passed first in the Eastern Cadetship examination in 1890, and was appointed to the Straits Settlements service on October 30, 1890. Mr. Firmstone is a member of the Sports Club, London, and of most clubs in Singapore, Pinang, and Malacca. Among his favourite recreations are cricket, tennis, and golf.

Mr. Alfred Ernest Young, Chief Surveyor of the Federated Malay States, was born at Seaham Harbour, county Durham, in 1869, and was educated privately and at the City and Guilds of London Central Engineering Institute. He entered the Perak Government service in 1892 as Chief Draughtsman and Computer in the Trigonometrical Survey Department. Three years later he became Assistant Surveyor in charge of computations, and was promoted to his present appointment in 1899. He is an Associate Member of the Institution of Civil Engineers and a Fellow of the Royal Astronomical Society, the Royal Geographical Society, and the City and Guilds Institute. Contributions from his pen that

have appeared in the publications of the Institute of Civil Engineers and of the Royal Astronomical Society include articles on "The Deflection of Spiral Springs," "Rankine's Treatment of the Elastic Arch," "The Readings of the Spring Balance," and "The Formulae of the Reduction to the Meridian of the Observed Zenith Distances of Stars." He is a member of the Sports Club, London, and of all the Federated Malay States clubs.

Mr. Edmund Woodhouse Hedgeland, A.M.I.C.E., B.E. (Sydney), was born in 1867, and prior to his arrival in the Federated Malay States was Assistant Engineer to the Queensland Railways Department. He took up the duties of his present appointment under the Federal Government as General Assistant to the Chief Surveyor, Trigonometrical Department, early in 1907.

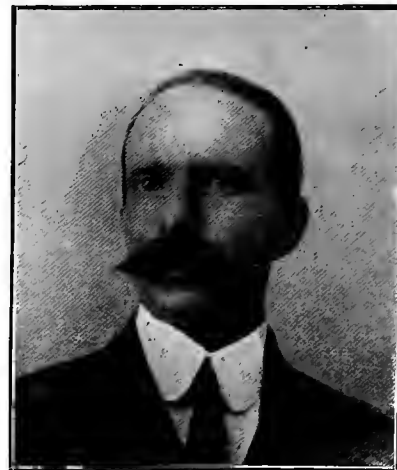
Mr. R. G. Watson.—The office of Commissioner of Lands and Surveys is held by Mr. R. G. Watson, who has seen many years' service in the Federated Malay States. Educated at Haileybury, Mr. Watson, after a brief cadetship, became Private Secretary to the then Governor, Sir C. C. Smith. Qualifying in the Hokkien and Kheh dialects, he was for the three years subsequent to 1891 Protector of Chinese in Perak. Then for some years he held various appointments, including those of Senior Magistrate and Acting Secretary to the Resident of Perak, until in November, 1903, he became Commissioner of Lands and Surveys, an important Federal post in a comparatively new country. In earlier days Mr. Watson was a good cricketer and footballer, and he still follows all games with enthusiasm, often acting as referee in league matches, which he introduced. Popular socially, Mr. Watson is Vice-Chairman of the Selangor Club and a member of the committee of the Lake Club. He is in his forty-fifth year.

Mr. Joseph Peascod Harper, Superintendent of Revenue Surveys in the Federated Malay States, was born in Cumberland in 1860, and received his education at the Birkbeck School, London. He was apprenticed to the Survey Department of Great Britain, and was engaged as a surveyor for the Home Government for several years after the completion of his probationary term in the London Office at Parliament Street. In 1889 he was appointed, through the Colonial Office, London, Surveyor to the Land Department at Larut. He became a Revenue Surveyor in 1894, and has been Superintendent of Revenue Surveys for the State of Perak since 1898. Mr. Harper is a Fellow of the Royal Geographical Society and of the Royal Colonial Institute. He is a Past Master of the Taiping Lodge of Freemasons, a member of the Taiping Sanitary Board, a Visiting Justice of the Gaol, and Visitor to the local Lunatic Asylum. As a rifle shot he stands amongst the first in the whole of the Peninsula, and in recognition of this he was elected in 1905 and 1906 to the position of President of the Perak Rifle Association. At one practice for the Inter-State Shooting Competition, under the new Bisley conditions, Mr. Harper in 1906 made a total score of 103 out of a possible 105—34 points at 200 yards, 35 at 500 yards, and 34 at 600 yards—a record for the Far East. Both in 1905 and 1906 he won the Governor's Cup, and he has secured several other shooting trophies. He married a daughter of Mr. John Dishman, Government Printer of Perak, and she is also an expert with the rifle, and is the Secretary of the Perak Ladies' Rifle Club.

Mr. Harry Redfean Shaw, F.R.G.S., an old Westminster United boy, came out to Perak as a mining surveyor in 1890, after ten years' experience in Great Britain as a boundary division surveyor. He became District Surveyor of the State of Perak in 1893 and Acting Revenue Surveyor in 1896. He has held his present position, that of Superintendent of Revenue Surveys, Selangor, since

April 1, 1900. Born in 1868, Mr. Shaw is now in the prime of life, and able to devote much of his leisure to rifle shooting, in which he has claim to great proficiency. He was recently promoted to the rank of Captain in the Malay States Volunteer Rifles. He is a resident of Kuala Lumpur and a member of most of the clubs in the neighbourhood.

Mr. C. J. Perkins, District Surveyor at Kajang, Ulu Langat, was born in England thirty-five years ago, and was educated at the Westbury Grammar and Mackay (Queensland) High Schools. He served the Queensland



C. J. PERKINS.
(District Surveyor, Selangor.)

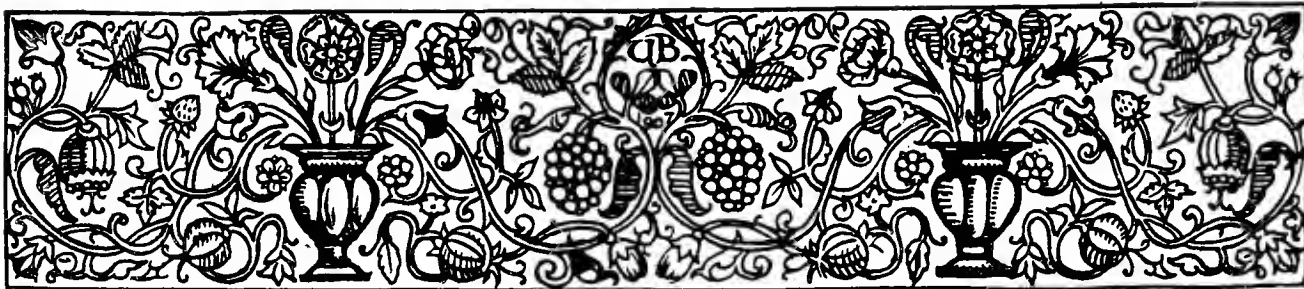
Government as Surveyor from 1897 till his appointment to the Federated Malay States in 1904. Mr. Perkins is a member and councillor of the Institute of Surveyors, Queensland.

Mr. Edward Sweney is the Acting Superintendent of Revenue Surveys in Negri Sembilan. He was born in 1862, and from 1877 to 1898 was in the Ordnance Survey Department of Great Britain. He became a District Surveyor in Negri Sembilan in October, 1898, and was promoted to his present position in 1903.

Mr. G. M. Stafford.—The Superintendent of Revenue Survey for Pahang is Mr. George May Stafford, who was born in 1861 and entered the New South Wales Government service as a Surveyor in 1881. Eight years later he came to Selangor, and after filling several appointments, including that of Chief Surveyor, he took up his present duties in 1901. He is stationed in Kuala Lipis.

Mr. D. S. Richards has been Surveyor in Charge of Jelebu district since June, 1904, having previous to this been Assistant Surveyor, New Scotland Yard, and Surveyor to the Land Registry Department in the Home Government service.

C. M. Goodyear.—For some time the Land Survey Department of Seremban, the capital town of Negri Sembilan, suffered from the want of a permanent officer. Great trouble was experienced in obtaining qualified surveyors, and naturally the arrears of work accumulated. After serving in each State of the Federation, Mr. Goodyear was recently appointed to take charge of the department, and he is now engaged in a re-survey of the whole of the Negri Sembilan. He has three assistants—Messrs. E. W. Sweney, E. W. Geyer, and E. R. Clare. They have a large area of poorly surveyed land to deal with, and as applications for planting and mining grounds are continually being made, the staff is kept busily engaged.



POSTS, TELEGRAPHS, AND TELEPHONES

THE STRAITS SETTLEMENTS.



THE Postal Department of the Straits Settlements is under the control of a Postmaster-General, who has under him a large staff of Europeans, Eurasians, and Chinese. The head office is at Singapore, and there are branches at Pinang, Province Wellesley, the Dindings, Malacca, Christmas Island, and Labuan.

THE MAILS.

A weekly mail contract service with Europe is maintained by the Peninsular and Oriental and British India Companies. There are extra mails by the North-German Lloyd and by the Messageries Maritimes, whose steamers alternately call at the colony fortnightly. The shortest time occupied in transit by the mail from London in 1906 was 19 days 17 hours 25 minutes.

In 1906 the mails weighed 1,222½ tons, and were enclosed in 102,712 bags, 9,186 packets, and 9,354 boxes. In addition some 30,000 bags of foreign transit mails, weighing 375 tons, were transhipped by the department free of charge.

The total number of letters, postcards, printed papers, samples and parcels despatched and received was 17,037,947. This was about 5 per cent. more than in the previous year. Most noticeable was the increase in the "picture postcard." The number of letters, postcards, parcels, &c., received in Singapore was 6,019,483; in Pinang 3,743,917, and in Malacca 231,122, showing a net increase of 103,467 over the figures for the previous year. The number despatched from the colony was 7,043,425, an increase of 635,759 over the total for 1905. Of parcels, 55,537 were received, and 57,069 were despatched.

In 1845 the rate of postage between the colony and the United Kingdom *via* Marseilles was 2s. 2d. for a letter not exceeding a quarter of an ounce, and 5d. for a newspaper. To-day a letter weighing an ounce can be sent to any part of the British Empire for 4 cents, and to any other part of the world for 8 cents, with 5 cents extra for every additional ounce. The fee to any place in the Straits Settlements and the Federated Malay States, Sarawak, Brunei, or Johore, is 3 cents for every 2 oz. Postcards impressed with a stamp of the value of 3 cents, and double (or reply prepaid) impressed with a stamp of the value of 3 cents

on each portion of them, may be sent to all parts of the world. Similar postcards used only between places in the Straits Settlements, the Federated Malay States, Sarawak, Brunei, and Johore need only a 1 cent stamp on each part of them.

MONEY ORDERS.

Postal orders or notes can be obtained at any post-office in the colony. A commission of 1 per cent, with a minimum of 2 cents, is charged. Money orders are obtainable payable in almost any part of the world. All British postal order business is transacted in local currency at the fixed rate of 2s. 4d. per dollar.

In the twelve months under review 82,750 money orders and postal orders were issued, to the total value of 1,776,600 dollars, against 91,823 of the value of 2,206,305 dollars in the preceding year. There was a substantial increase in the amount of money orders issued and cashed within the colony, but the total transactions of the branch showed a reduction, owing to the fact that the Straits Post Office ceased to be the intermediary for the Federated Malay States' money order business with India, Ceylon, and China. The total number of British postal orders sold showed a decrease from the same cause, the Federated Malay States having begun to purchase these orders direct from London in July, 1906. Apart from these exchanges, the only considerable decrease was in the orders received for payment from British North Borneo and Labuan, which amounted to 27,087 dollars, as compared with 47,861 dollars in 1905 and 44,732 dollars in 1904. Undoubtedly currency changes had a great deal to do with the enormous increase in the money order business with British North Borneo which took place in 1904, and the 1906 decrease was due partly to the business resuming its normal proportions and partly to the fact that certain branch firms in British North Borneo found it to their advantage to grant bills on Singapore at par or at a very small premium. The most notable increase was in the amount of inter-settlement orders, which advanced from 124,952 dollars in 1905 to 157,573 dollars in 1906.

The postal revenue for the whole colony was 593,705 dollars—an increase of nearly 7 per cent.; and the expenditure was 429,881 dollars—a decrease of over 9 per cent.

POSTAL TELEGRAPHS.

The colonial telegraph system is confined at present to the Settlements of Pinang and Malacca, and consists of 174 miles of land

lines and 13 miles of submarine cable between the island of Pinang and Province Wellesley, on the mainland. In 1906 the revenue amounted to 26,220 dollars, as compared with 24,077 dollars in the previous year, and the expenditure to 22,774 dollars. The number of telegrams received for transmission over the Siamese land system was disappointingly small, but it is hoped that, with a reduced tariff and improvement in the working of the service, greater advantage will be taken of this route in the future.

The construction of a direct line between Singapore and Pinang is in progress. It is intended to supplement this line by a wire between Singapore and Kuala Lumpur for communication with the Federated Malay States, and as an alternative route in case of a breakdown on the line between Singapore and Pinang. A uniform rate per word will be charged for the transmission of messages to any station in the Malay Peninsula.

TELEPHONES.

The telephone exchange in Singapore is in the hands of the Oriental Telephone and Electric Company, Ltd., which has 1,900 subscribers. The service lines in Malacca, however, were constructed and are maintained by Government. They are 15½ miles in length. In Pinang, also, the Government control the telephone service. During 1906, 55 new lines were added to the Public Exchange there, and at the close of the year the subscribers' lines numbered 331. There were, in addition, 48 service lines in connection with the Exchange.

SAVINGS BANK.

In his report on the working of the Post-office Savings Bank during 1906, the Postmaster-General observes with satisfaction that the decline in the business of the Bank, noted in the previous year's report, had not continued. The number of depositors increased from 3,309 in 1905 to 3,571 during 1906, and the amount at their credit from 558,451 dollars to 582,713 dollars—approximately 6½ per cent. The net profits on the year's operations were 1,620 dollars, as against 1,626 dollars in the previous twelve months. The balance at the credit of the bank, however, fell from 20,078 dollars to 18,026 dollars, owing to depreciation in the value of securities.

REVENUE AND EXPENDITURE.

The revenue and expenditure of the Post Office during 1906 is shown in detail in the subjoined table:—

POSTS AND TELEGRAPHS FINANCE.

REVENUE.

Settlement.	Postage Stamps.	Postage Collections.	Miscellaneous.	Commission on Money Orders.	Foreign Postage.	Telegraphs.	Telephones.	Total Revenue.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Singapore	366,643 30	14,397 17	4,812 51	8,888 99	29,857 31	—	—	424,599 28
Pinang	87,138 85	9,516 51	2,118 92	7,253 33	—	21,519 00	28,531 93	156,078 54
Malacca	6,622 00	550 54	75	1,152 66	—	4,700 93	—	13,026 88
Total, 1906	460,404 15	24,464 22	6,932 18	17,294 98	29,857 31	26,219 93	28,531 93	593,704 70
„ 1905	426,255 09	24,138 34	7,050 08	22,588 54	29,122 35	24,077 17	22,113 84	555,285 41
Increase	34,149 06	325 88	—	—	734 96	2,142 76	6,418 09	38,419 29
Decrease	—	—	117 90	5,233 56	—	—	—	—

EXPENDITURE.

Settlement.	British Postage.	Foreign Postage.	Other Charges.	Salaries.	Allowances.	Telegraphs.	Telephones.	Total Expenditure.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Singapore	66,397 04	16,899 36	119,156 53	105,802 64	1,431 73	—	2,295 45	311,982 75
Pinang	—	—	9,590 03	46,360 63	1,984 28	18,309 65	25,080 38	101,324 97
Malacca	—	—	4,427 83	7,466 74	215 00	4,464 41 ¹	—	16,573 98
Total, 1906	66,397 04	16,899 36	133,174 39	159,630 01	3,631 01	22,774 06	27,335 83	429,881 70
„ 1905	140,718 79	17,381 66	116,638 74	145,481 62	3,073 70	23,154 81	24,056 08	471,105 40
Increase	—	—	16,535 00	14,148 39	557 31	—	2,719 75	—
Decrease	74,321 75	482 30	—	—	—	380 75	—	41,223 70

¹ Including telephone expenditure.

THE STAFF.

The staff of the Straits Settlements Postal Department consists of the Postmaster-General with 2 Assistants—1 at Singapore and the other at Pinang—4 Superintendents at Singapore and 2 at Pinang, a Postmaster each in Malacca and Labuan, 20 sub-postmasters, 2 Superintendents of Telegraphs, and 403 other employees. The numerical strength in Singapore is 222, in Pinang 190, in Malacca 19, and in Labuan 6.

DUTCH POSTAL AGENCIES.

Connected with the General Post Offices at Singapore and Pinang is the Dutch Postal Agency, which controls the postal traffic to the Dutch possessions of Java, Sumatra, and Borneo. These agencies were established in 1879 with a view to the sorting and direct despatch of correspondence addressed to the Netherlands Indies Archipelago that formerly had to be sent first to Batavia to be dealt with. To carry out this object fully the various postal authorities of Europe, including the United Kingdom, were asked to cease forwarding any correspondence for the Netherlands Indies loose in the mails for Singapore and to make it up into small bags or packets addressed to the Dutch agents at Singapore and Pinang. The Dutch Government provides the necessary sorting lists to enable the arrangements to be carried out, and bears all incidental expenses. No postage stamps can be used in the agencies except those issued by the Government of the Straits Settlements, and it is laid down that the agents are not to receive or deliver direct any letters from or to persons residing in this colony, or from or to ships in the harbours. The agencies in Singapore and Pinang are open to the supervision and inspection of the Postmaster-General and postmasters of these two towns, and should any difference arise

on any official point between the local post-office and the Dutch agents the decision lies with the Postmaster-General, subject to revision by the Dutch and British Colonial Governments jointly. The Government of the Straits Settlements reserves itself the right to close these agencies should it be deemed desirable at any time to do so.

FEDERATED MALAY STATES.

Prior to January of 1905 there was a separate and distinct Postal Department for each of the four States of Selangor, Perak, Pahang, and Negri Sembilan, but after that date these were amalgamated. The net revenue of the department in 1906 was 437,487 dollars, or an increase of 145,460 dollars over that for the preceding twelve months. The expenditure amounted to 406,183 dollars, of which sum 383,886 dollars represented annually recurrent expenditure and 22,297 dollars special expenditure.

POSTAGE.

In all the principal towns the delivery of postal matter is carried out by native postmen from the sub-post-offices. Outlying estates and mines are served by mail carts drawn by trotting bullocks, while letters to more remote districts are conveyed by native runners. A motor-car mail service is maintained between Kuala Kubu, Raub, Kuala Lipis, and Bentong. The mails for the east coast of Pahang are sent by steamer *via* Singapore. Wherever possible the railway is employed, and a sorting-van is in use between Tanjong Malim and Kuala Lumpur in connection with the in-coming English mail.

For a long time after the old letter couriers were abolished, over-printed Straits Settlements stamps were used in each of the four States. In 1892, however, special stamps were issued for the Federated Malay States. They were of one design, but had printed upon them the name of the State by which they were issued. They were available only for correspondence that was to be delivered in British Malaya, and Straits Settlements stamps had still to be affixed to postal matter addressed to other places until 1899. In 1901 Federated Malay States stamps were issued and used in all the States.

The fee for letters sent to any place in the States, the Settlements, Sarawak, Brunei, and Johore is 3 cents per 2 oz.; to countries within the Imperial Penny Postage Union, 4 cents per ounce; and to other places, 8 cents per ounce, with 5 cents extra for each additional ounce. For postcards the fee is 1 cent to places in British Malaya, Sarawak, Brunei, and Johore, and 3 cents to all other places.

In 1906 the approximate number of letters, postcards, packets and parcels posted and delivered in the Federated Malay States was 6,821,880, an increase of 831,984 over the total for the preceding year. Arrangements came into force on July 1st for the insurance of letters and parcels between 17 post-offices in the Federated Malay States and the Straits Settlements. The system has been used largely for the transmission by post of gold and gold leaf for Chinese jewellers, and it is to be extended to the United Kingdom, India, Ceylon, &c. The sale of stamps represented a revenue of 382,364 dollars, which was 134,070 dollars more than that of the previous twelve months. This exceptional increase is attributed to the rubber boom, as the transfer fees, &c., are all paid by means of stamps sold by the post-office.

Arrangements were made during the year

for the stationmasters in Salak North, Sungai Gadut, Padang Java, and Batu Caves, and the District Officer's clerk at Parit, to keep a supply of postage stamps, accept letters for despatch, and deliver letters to persons residing in the districts named. A new post-office was erected at Port Dickson. There are now 52 post-offices at which officers of the Postal Department are employed, and 28 places at which postal business is transacted by stationmasters and others.

MONEY ORDERS.

When the present Director of Posts and Telegraphs (Mr. C. H. Allin) was appointed, he found that the English system of dealing with money orders prevailed in some parts of the States and the Indian system in others. He decided to have one uniform method, and, in view of the number of Indians employed in the States and the extent of business done with India, he selected the Indian method. Instead of issuing an order to the remitter for transmission to the payee, as is done in the United Kingdom and the Straits Settlements, an advice is sent to the post-office that is nearest to the payee, and this branch, in the case of a small sum, sends a postman to deliver the money; or, in case of a large sum, advises the payee that it is awaiting him. In either instance the payee signs two receipts, one of which is retained by the post-office, while the other is sent to the remitter. By this arrangement very few void orders are left in the hands of the Post Office Department. At the end of 1906 there were 48 money order offices in the Federated Malay States. Money orders issued during the year represented a value of 2,136,618 dollars, or 338,470 dollars more than in 1905.

TELEGRAMS.

There are 1,281 miles of telegraphic lines in the Federated Malay States, made up of 629 miles in Perak, 351 in Selangor, 225 in Negri Sembilan, and 76 in Pahang.

For 418 miles the lines follow the route of the railway. In those districts where there are no post-office lines telegrams are accepted at the railway stations for transmission over the railway lines. The post-office line stretches from Pinang in the north to Malacca and the boundary of Johore in the south, and to Ulu Pahang in the easternmost State. Altogether there are 51 telegraph offices. The ordinary charge for the transmission of messages is 3 cents (roughly 1 penny) per word, but for "urgent" telegrams, which are given precedence over all others, 9 cents a word is charged. Press messages are sent at the rate of 1 cent a word. In 1906, 213,605 telegrams were despatched and 239,157 were received for delivery, showing an increase of 32,843 and 15,232 respectively, when compared with the return for the previous year. The revenue derived from telegraphs amounted to 52,858 dollars.

TELEPHONES.

The post-office telephone lines measure 1,063 miles in length. There are telephone offices at Kuala Lumpur, Klang, and Port Swettenham, with trunk wire connections between all three places. There are exchanges at Ipoh, Kampar, Gopeng, Tapah, and Batu Gajah, which places are also connected with the trunk line. At Taiping there is a local exchange. Exchanges are about to be opened at Seremban, the capital of Negri Sembilan, and at Kuala Selangor; and these will be connected with the Kuala Lumpur, Klang, and Port Swettenham trunk service. A charge of 5 dollars per month is made to subscribers living within a radius of two miles of an exchange, with an extra of 1.25 dollars for each subsequent mile. There is, of course, an additional fee for trunk

line messages. The number of applications for connection with the various telephone exchanges in Selangor during 1906 largely exceeded anticipations, and there was consequently some delay in completing them. The amount spent on construction work in 1906 was 40,439 dollars.

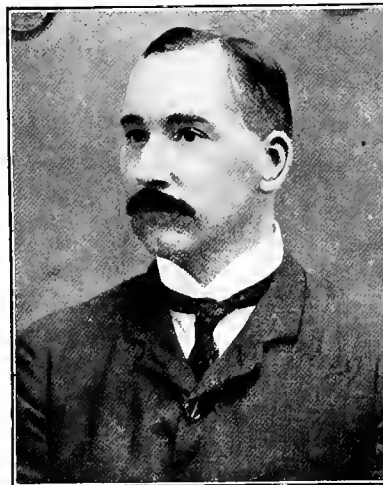
SAVINGS BANKS.

Until April, 1907, there were post-office savings banks only in Perak and Selangor, and they were quite independent of one another. A confederated bank for all the States has now been established, and savings bank business is transacted at every money order office.

In the Perak Savings Bank at the end of 1906 there were 1,215 depositors, with 161,330 dollars to their credit; in Selangor the figures were 1,759 dollars and 194,275 dollars respectively. Interest is paid on deposits at the rate of 3 per cent.

STAFF.

The staff of the Postal Department consists of a Director, an Accountant, and 2 Assistants; 1 Superintendent, and 1 Assistant in Perak;



C. H. ALLIN.

(Director of Posts and Telegraphs, Federated Malay States.)

1 Superintendent and 2 Assistants at Selangor, Negri Sembilan, and Pahang; 269 Postmasters and clerks, 244 postmen and messengers, 3 Inspectors of Telegraphs, 6 sub-inspectors, and 80 linemen, and a number of coolies on daily wages.

EASTERN EXTENSION, AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

Telegraph communication between British Malaya and distant parts is provided by the Eastern Extension, Australasia and China Telegraph Company, Limited. The company's cables were first connected with Pinang from India on January 5, 1871, and in the same year they were continued to Singapore. At about the same time cable communication was established with Australia (Port Darwin) by way of Java. In the early days there were several telegraph companies with cables to the Straits, among which were the British Australian and the Chinese Submarine Telegraph Companies, but they were all subsequently amalgamated with and absorbed by the Eastern Extension Company, who now have a monopoly of the cablegraphic business between the Straits Settlements and the rest of the world. Singa-

pore is the company's eastern headquarters. The premises here are fitted with all the latest instruments by means of which it is possible to locate within a knot where a cable is damaged. Singapore is also the depôt for the Cocos Islands, at one of which the cable of the Cape route touches, and this tiny island is used by the company solely as a repeating station. At Singapore three repairing steamers are maintained—the *Patrol*, *Recorder*, and *Magnet*.

Mr. H. B. N. C. Trotter, the Postmaster-General of the Straits Settlements, was born in London on Christmas Day, 1859. At the close of his educational career in 1877 he entered the service of the Government as Chief Clerk at the General Post Office and Secretary of the Savings Bank, Singapore. In 1884 he was made Assistant Postmaster-General, Pinang, and in 1895 was promoted to his present position. He visited the Federated Malay States in 1902, to give advice as to the reorganisation of the Postal and Telegraph Department. In February, 1907, he left for England, and was presented with a public testimonial, which took the form of silver plate, suitably inscribed, and accompanied by an address.

Mr. William Gregory Bell, the Assistant Postmaster-General, is Acting Postmaster-General in Mr. Trotter's absence. A son of the Rev. Robert Bell, he was born at Greenock, Scotland, in 1873. He was educated at Christ Church, Oxford, of which he is a classical exhibitioner, and at Glasgow University, where he took the degree of M.A. with first-class honours in classics. He entered the Straits Settlements Government service in 1897, and since then has been Acting Third Magistrate, Singapore; Acting Third Magistrate, Pinang; Superintendent of the Money Order Branch and Savings Bank, Singapore; Acting Assistant Postmaster-General, Pinang; and Assistant Postmaster-General, Singapore, attached to the General Post Office, London. He is a member of the Cocoa Tree Club, London, of the Pinang Club, and of the Straits Philosophical Society, on the committee of which he has a seat.

Mr. Hayes Marriott, who holds the substantive appointment of Assistant Postmaster-General at Pinang, is at present acting as Collector of Land Revenue, Registrar of Deeds, and Assistant Superintendent of Indian Immigration at Singapore. A son of the Rev. W. H. Marriott, Vicar of Thrushington, Leicestershire, he was born in 1873, and was educated at Sydney Sussex College, Cambridge, where he became 28th wrangler and graduated B.A. in 1895. He entered the Government service of the Straits Settlements in 1896, and amongst the posts he has filled are those of Acting District Officer, Malacca; Acting Second Magistrate, Singapore; Coroner for Pinang, Acting Official Assignee, and a Commissioner of Currency. He is a member of the Sports Club, London, and of various local clubs, and plays golf and tennis.

Mr. Herbert Cumberlege Sells, who has been Acting Assistant Postmaster-General at Pinang since November, 1906, was born in October, 1874. After graduating B.A. at Oxford University, he entered the Straits Settlements Civil Service as a cadet in 1897, and within the next few years served as private secretary successively to the officer administering the Government and to his Excellency the Governor. After acting as District Officer at Nibong Tebal in 1901, and later as headmaster of the Malay College at Malacca, he became Superintendent of the Money Order and Savings Bank branches of the Post Office at Singapore.

Mr. Li Kim Koh, Postmaster at Malacca, is a son of Mr. Li Ah Thye, and was born at Malacca in 1878. He was educated at Malacca High School, and entered the Government service as junior clerk in the Bankruptcy Office

at Singapore in 1896. Twelve months later he was transferred to Ator Gajah as second clerk. Subsequently he was a clerk in the General Post Office at Singapore for a few years, receiving his present appointment in July, 1905.

Mr. Charles Henry Allin, the Director of Posts and Telegraphs of the Federated Malay States, was born in 1873 at Holsworthy, England. He was educated privately, and in 1891 entered the Savings Bank Department, being transferred in 1894 to the Secretary's Department, General Post Office. In 1904 he received his present appointment at Kuala Lumpur. He is Chairman of the Federal Government Officers' Guarantee Fund, a member of the principal local clubs, and an enthusiastic golf player.

Mr. A. V. Brown, Superintendent of Posts and Telegraphs in Selangor, Negri Sembilan, and Pahang, was educated at Merchant Taylors' School, London, and at Queen's College, Oxford, graduating B.A. in 1896. In the same year he obtained an Eastern cadetship and was appointed to the Federated Malay States, where he filled a variety of posts until 1906, when he received his present appointment. His headquarters are at Kuala Lumpur.

Mr. W. A. White is the Accountant, Federal Posts and Telegraphs, Kuala Lumpur. He was born at Caythorpe, Lincolnshire, in 1874, and was educated at Woodhouse Grove

School, Leeds. In 1890 he entered the postal service of the United Kingdom, in the Telegraphic Department. From 1892 to 1898 he was in the Accountant-General's Department, and from 1898 to 1903 held a position in the office of the Comptroller, G.P.O., London. He then obtained an appointment as Superintendent of Registration at the Singapore office, and in 1905 was transferred to the Federated Malay States as Accountant. For some years past he has taken a keen interest in Volunteering, and is now a Corporal of the Signalling detachment of the Malay States Volunteer Rifles.

Mr. Robert Pinkney, Superintendent of Posts and Telegraphs, Perak, was born in county Durham in 1855, and received his education at Durham Grammar School. He entered the service of the United Kingdom Telegraph Company when it controlled all British telegraphs, and remained with them for ten years, until 1890, when he entered the Perak Government service as Sub-Inspector of Posts and Telegraphs. Since then he has been Chief Post and Telegraph Master, Taiping; Inspector of Posts and Telegraphs, Kinta and Batang Padang, and Accountant, Federal Posts and Telegraphs, receiving his present appointment in January, 1906. In his younger days Mr. Pinkney was an athlete, and he still shows a keen interest in all kinds of sport.

He carried off the Resident-General's Cup at the Perak Rifle Association's annual competition in 1907, and in 1906 won the veterans' race in Ipoh. His wife is one of the best lady shots at the East, and holds many trophies.

Mr. S. C. Colomb, the Chief Postmaster at Kuala Lumpur, was born in Batticaloa, Ceylon, in 1869. He was educated at the Wesleyan Mission Central School in Trincomalee until he was eighteen years of age, when he entered the Post and Telegraph Department of the Ceylon Civil Service, and served subsequently at various post-offices in the island. In 1891 he accepted an appointment in the Perak postal service as Postmaster at Gopeng, and in the years following was serving in a similar capacity at Batu Gajah, Kuala Kangsa, Teluk Anson, and Ipoh. In 1900 he was Chief Postmaster and Inspector of Accounts at Taiping and in 1902 was promoted Acting Assistant Superintendent of Posts and Telegraphs in that town. While on leave in Europe in 1903 he studied the English postal system, and returning to the States in 1904, acted as Inspector of Telegraphs at Ipoh, being transferred in 1905 to Selangor as Chief Postmaster of that State.

Mr. L. Taveira, Postmaster of Seremban, the capital of the Negri Sembilan, has been in the service for some years, and was stationed formerly at Kuala Kuba and at Kuala Lumpur.





FORESTS OF MALAYA

By A. M. BURN-MURDOCH, CONSERVATOR OF FORESTS, FEDERATED MALAY STATES AND STRAITS SETTLEMENTS.



THE Forest Department in the Federated Malay States is controlled by the Conservator of Forests, with four Deputy and ten Assistant Conservators, and a small staff of trained Rangers on sterling salaries.

The upper branches are recruited from home in the same manner as the Indian Forest Service (Imperial), and the trained Rangers as much as possible from Dehra Dun Forest School. The executive staff is composed chiefly of Malays graded from Ranger down to Forest Guard.

Prior to 1901 the department was managed by three officers in Perak, Selangor, and Negri Sembilan under the Residents, but in 1901 an officer of the Indian Forest Service was deputed to organise a Federate Forest Department in the Federated Malay States and to control the Forest Department in the colony. This officer was appointed Conservator in 1904.

The area of the States is 26,380 square miles, of which, up to the end of 1906, 652 square miles had been declared reserved forests and placed under the control of the Forest Department. The revenue of the department is about 600,000 dollars per annum, and the expenditure 270,000 dollars.

The Forest Department has to do with vast, dense, evergreen forests containing comparatively few valuable timber species, with badly proportioned age classes, very difficult transport, an immense demand for timber and firewood in the tin mines, and last, and worst of all, the Chinese coolie, who seems made to invent ingenious ways of evading forest laws.

Until comparatively recently the Malay population was small and scattered, and the amount of cultivated land negligible, but since British influence has been extended, with consequent safety to life and property, tin-mining has made enormous strides, so that at the present time these States are supplying nearly two-thirds of the total output of tin of the whole world. Consequently, the floating population is very great, and consists, so far as mining is concerned, of Chinese of various denominations. The Chinese mining population at present is estimated at 212,660. About 5 per cent. of this population cut timber all the year round for the mines, and any one acquainted with the processes of alluvial tin

mining will know that pumping engines consume a vast amount of firewood, and, unfortunately, do not seem to be made to burn soft and useless woods, but hard and valuable kinds.

Besides the demand for the mines, there is a great demand by the more permanent population, but it must always be remembered that this population is drawn to the country indirectly by tin.

Agriculture is, fortunately, coming to the front, and may in time become of paramount importance, more especially as regards the

Willughbeia and Urceola (Apocinaceæ), are very common, and produce a rubber valued at about £10 per picul (approximately 133 lbs.) in Singapore. *Dyera costulata* (Jelutong) yields an inferior rubber with very poor elasticity, much used in the adulteration of gutta-percha. Passing over the consideration of these products, however, and coming to timbers, we may divide the forests into two main divisions:

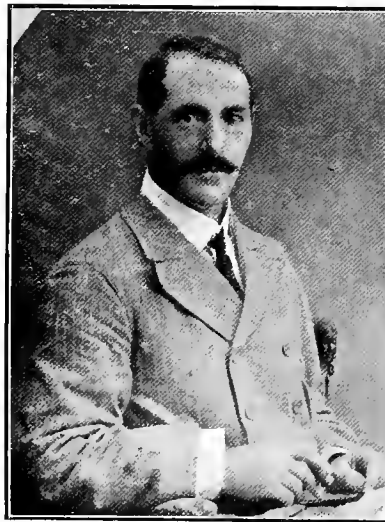
(1) The dense evergreen mixed forests, containing the timber and gutta-percha trees.

(2) The mangrove swamp forests along the sea coast and on the islands close to the shore.

As the problem of how to deal with the latter is comparatively simple, the crop consisting of but few species (*Rhizophora*, *Bruguiera*, *Sonneratia*), which can be treated by the clear-felling system, it is not necessary to discuss these forests at length, but it may be mentioned that working plans have been drawn up for the supply of firewood to the Government railways and for public consumption.

To return to the evergreen forests, two timber trees stand out as pre-eminent. The first, *Azalia palumbanica* (Merbau), is a magnificent hard-wood tree with a very ornamental grain, which may almost be said to equal teak-wood for furniture. The other is *Balanocarpus maximus*, a still larger tree. One in Perak measured 210 feet in height, and many larger have been seen. A girth of 18 to 20 feet is not uncommon. Both are fairly widely distributed, and are to be found everywhere except in the swamps or above 3,000 feet, but the great demand and the difficulty of transport has made it hard to obtain these timbers, and the price has risen in consequence.

The average forest is stocked with an undergrowth consisting of a vast number of evergreen shrubs and trees of all sizes up to about 60 or 80 feet high, densely packed, more or less taking the place of the bamboo undergrowth in a Burma forest. The density of this undergrowth is, however, far greater than anything met with in Burma, and from countings made in Malacca the average number of trees (Dicotyledons) under 6 feet and over 18 inches in girth is about 115 to the acre. Besides these are innumerable palms, canes, &c. Of the smaller a very common variety is *Licuala*, "Palas," from one species of which are made the famous Pinang Lawyer; *Drymophloeus*, *Caryota mitis*, and a good many others. Of the larger Monocotyledons are "Nibong" (*Oconosperma filamentosum*), found in damp localities, the wood of which is split and used for flooring; *Ohorrida*, "Bayas," with softer wood; *Livistonia kingii* and *Arenga*, both of which are useful. There are also



ALFRED M. BURN-MURDOCH.

(Conservator of Forests.)

cultivation of Para rubber. The natural orders most strongly represented by useful trees are:

Dipterocarpaceæ genera—*Shorea*, *Hopea*, *Dipterocarpus*, and *Balanocarpus*—which supply most of the valuable timbers;

Leguminosæ genera—*Parkia*, *Koompassia*, *Dialium*, and *Azalia*;

Sapotaceæ genera—*Palaquium* and *Payena*—the gutta-percha producing trees;

Laurinææ genera—*Litsea*, *Criptocarya* and others.

Guttiferæ genera—*Garcinia*, *Callophyllum*.

There are also many rubber-producing trees, the best, *Ficus elastica*, being found indigenous in small quantities; while climbers, such as

several species of *Pandanus* (Mongkuang). Bamboos are not numerous, and, when compared with Burma forests, may be called rarities. Large patches occur, however, especially in country which has been cleared by hill tribes and on steep banks near streams. They are found more often on hills, and in many plain forests are not to be seen for miles. The commonest species are *Schizostachium*, *Latifolium*, and *Gigantochloa latispiculata*, and *Dendrocalamus gigantea*, the giant "Wa-be" of Tavoy and Mergui, found in Perak, and several species of *Bambusa*. Among these and a host of more or less valueless trees, and towering above them, are the big timber trees, of which the following are some of the most important, omitting those valuable species already referred to: "Rengas" (*Melanorrhoea*

hold. It is liable to fires, and is benefited by them, so much so that in large "Lalang" wastes which are regularly burnt over it is doubtful if natural re-afforestation would occur for a very long period.

The best timbers found in the forests are Chengal and Merbau, these being used for all purposes where strength and durability are required, such as for posts, beams, sleepers, bridge work, &c. The average weight dry is about 54 lbs. per cubic foot. They are heavy, dense, close-grained, but easily worked. There are several other very hard woods, namely, Tampinis, Penaga, Resak, Giam, Belian, Kranji, Damar laut, &c. For plank-ing and scantlings Meranti is chiefly in demand, being softer and more easily worked. There are several species of this wood, with an

has been stopped to allow of the young trees growing to a marketable size. Should the demand for gutta-percha improve and the price rise to anything like its former height, the Federated Malay States will have a very valuable asset in their gutta-percha forests. Of other products the most important are canes (rattan), attaps for thatching, bamboos, and damars. The true "Damar mata kuching" is the product of several trees found in the Federated Malay States, notably of *Hopca globosa* and *Balanocarpus maximus*. Rattans are exported to Singapore for cane work, chairs, &c., while Malacca canes are found in considerable quantities.

There is practically no export in timber, and although the bark of the mangrove tree yields a valuable cutch, so far no enterprise in this direction has been shown. The area of mangrove forests extends over about 200,000 acres, so that there is an ample supply for this manufacture on a large scale.

Mr. A. M. Burn-Murdoch, the Conservator of Forests, Kuala Lumpur, is a Scotsman. He was educated at Loretto School, and in 1887, at the age of nineteen, passed the competitive examination for entry into Cooper's Hill as a forest student. After qualifying in the course and touring in the forests of Germany and Switzerland, he was appointed to the Indian Forest Department on January 1, 1891. In October, 1901, he was deputed to the charge of the forests of the Straits Settlements and Federated Malay States, where he organised a Federal Department. His services were permanently transferred to the Straits Settlements and Federated Malay States on January 1, 1904, when he was appointed Conservator of Forests, with headquarters at Kuala Lumpur.

Mr. Clement Campbell, now General Assistant to the Conservator of Forests, Straits Settlements and Federated Malay States, stationed at Kuala Lumpur, joined the clerical service of Perak in 1895, and some eight years later was appointed Assessment Officer and Collector, Kinta. In 1906 he came under the Federal Government as Second Grade Assistant to the Conservator of Forests, and later in the same year received his present appointment.

Mr. Arthur Bligh Stephens, Deputy Conservator of Forests, Perak, has the distinction of being the oldest European resident in the Federated Malay States. Born in the Isle of Man in 1855, and receiving his education at Godolphin School, Hammersmith, he first came to Malaya in 1872, and commenced tapioca planting in Province Wellesley. Subsequently he was engaged in tobacco planting in Sumatra for six years. In 1892 he entered the Federated Malay States Civil Service as Assistant Indian Immigration Agent. From 1893 to 1895 he acted as Superintendent of Government Plantations, Perak, and then reverted to his former appointment. In 1903 he was appointed Deputy Conservator of Forests, Perak, and took over duties as Acting Superintendent of Government Plantations. Since 1906 he has been Deputy Conservator of Forests, Perak, and acted as Conservator, Federated Malay States and Straits Settlements.

Mr. P. Phillips, Deputy Conservator of Forests in the Negri Sambilan, Federated Malay States, was specially trained in afforestation work in India, and came out to Perak in 1901 as Assistant Forest Officer. When the department came under the Federal Administration, Mr. Phillips was appointed Acting Forest Officer of Selangor, and subsequently Deputy Conservator of Forests of Pahang.

Mr. Walter Fox.—Since 1903 Mr. Walter Fox has been the Superintendent of Forests and Gardens at Pinang, and at the time of writing was acting as Director of the Botanic Gardens at Singapore. His connection with the Straits Settlements Civil Service dates from 1879, when he was made Assistant Superintendent of the Singapore Gardens.



OFFICIALS OF THE BOTANICAL AND AFFORESTATION DEPARTMENT, NEGRI SAMBILAN.

(Reading from left to right, W. E. Kingston (Deputy Assistant), P. Phillips, A. Gregory (First Ranger), and native subordinates.)

Curtisii), "Resak" (*Shorea barbata*), "Tembusu" (*Fagraea fragrans*), "Tampinis" (*Sloelia sideroxylon*), "Petaling" (*Ochanostachys amnicola*), "Minyak Keruing" (*Dipterocarpus crinitus*), several species of "Merantis," which are all of the genera *Hopea* or *Shorea* (e.g., *S. acuminata*, *S. parviflora*, *H. Griffithiana*); "Bintangor" (*Calophyllum spectabile* and *inophyllum*), "Kranji" (*Dialium laurinum*), "Kulim" (*Scorodocarpus borneensis*), and "Schimbau" (*Shorea glauca*).

These large trees, averaging about 7 or 8 feet in girth, occur about nine to the acre. In most places humus lies to a considerable depth on the ground, and, needless to say, there are no forest fires.

Cleared land in this country, if not constantly kept clean, becomes covered with "Lalang" (*Imperata arundinacea*), the "Thetke" grass of Burma, but this grass here grows with such strength as to prevent young trees from taking

average weight dry of about 33 lbs. to the cubic foot. Jelutong, a white wood, weighing only 24 lbs. to the cubic foot, is much used in the erection of cheap houses of a temporary nature. It is very easily worked.

In 1906, 70,623 tons of first-class timber, on which royalty was paid, were used locally, besides 136,678 tons of firewood, 36,271 tons of charcoal, and over 500,000 tons of timber and fuel estimated to have been consumed in the mines free of charge.

The gutta-percha plant (*Dichopsis*, or *Palatium gutta*), abounds in the Federated Malay States, but owing to the great demand prior to 1901 for this product, practically no large trees were left in the country. There is a plentiful supply of young trees, however, and these are being cared for, and, wherever plentiful, reserved by Government. The price of gutta-percha in Singapore in 1900 reached 600 dollars per picul (133 lbs.). All export of this product



BOTANY

By H. N. RIDLEY, M.A., F.R.S., F.L.S., F.R.H.S., ETC., DIRECTOR OF THE BOTANICAL GARDENS, SINGAPORE.



PERHAPS the first thing that strikes the visitor to the equatorial regions of Malaya is the very large proportion of trees and shrubs to smaller herbaceous plants. Except where the land has been cleared and planted by man, almost the whole of the Malay Peninsula consists of one immense forest. From any of the higher hills in the Malay Peninsula a view is obtained of undulating country, densely covered with trees. In the woods huge damar-trees (*Dipterocarpeæ*), oaks, and chestnuts (*Quercus* and *Castanopsis*), figs (*Ficus*), *Euphorbiaceæ*, *Eugénias*, and trees of all natural orders are mixed with seedlings springing up towards the light, with shrubby *Urophyllums*, *Lascanthus*, *Ardisias*, and other smaller plants, while stout and slender woody climbers tangle all together and make a dense and almost impenetrable thicket. Here and there in damp spots are Gingers (*Scitamineæ*), with their scarlet, yellow, or white flowers almost embedded in the ground, ferns, and *Selaginellas*, and a certain proportion of herbs, but the greater number of species are trees. Ascending the mountains to about 5,000 feet, the vegetation has the same character, but the trees are more stunted and herbaceous plants more abundant and conspicuous. The number of species in the Malay forests is extraordinary. With very few exceptions, the forests contain so great a variety of kinds that it is quite rare to find two trees of the same kind together.

The older trees, and especially those at an elevation of 3,000 feet and upwards, bear innumerable epiphytic plants; orchids, ferns, scarlet *Æschynanthi*, rhododendrons, red or white, *vaccini*ums, and many other charming plants form a veritable garden on the upper boughs.

Conspicuous among the trees are the *Dipterocarpeæ*—vast trees with a straight stem, ending in a dense crowd of foliage.

This region is the headquarters of the order which supplies many of our finest timbers, as well as the resin, known as damar, used for native torches, and exported in considerable quantities for making varnish. Like the amber of Europe, it is often found in masses in the soil of the forest, where it has dripped from a wounded tree. Some of these trees produce, instead of the hard damar, a more liquid resin, known as wood oil. This is obtained by making a deep square-cut hole into the trunk

and lighting a fire of leaves and twigs within. The oil then exudes, and is collected in tins for export, being used in varnish.

To the same order belongs the camphor-tree of Malaya (*Dryobalanops camphora*), which produces a highly valued camphor and also camphor oil. This tree has no relationship with the camphor-tree of Japan and Formosa, which produces the camphor of commerce, but is, indeed, the original camphor, known many centuries before that of Formosa. The tree is found in very few localities in the peninsula, and it is peculiar in its habit of forming small forests of its own, to the

Another resin-producing tree is the benzoin, or gum-Benjamin-tree (*Styrax benzoin*), from which the sweetly-scented resin so largely used in incense is obtained by making incisions in the trunk. Gutta-percha is also a product of the forests. It is produced by the tree *Dichopsis gutta*, one of the *Sapotaceæ*, an order of big trees which contain a milky latex in the bark. Cuts are made in the bark of the tree and the latex is collected as it runs out, and is made into large balls or oblong blocks. Owing to the great demands for the product, the tree ran a great risk of being exterminated, as the natives, in order to save themselves



GUTTA-PERCHA TREE.

exclusion of almost every other kind of tree. The camphor is secreted in cracks or holes in old trees, but is so scanty that it is too costly for commerce. All attempts to extract the camphor artificially from the tree have proved failures, though the wood and, indeed, all parts of the tree abound in camphor oil.

trouble, used to fell the trees to collect the valuable sap. This has of late years been prevented by the Government. Gutta-percha is used for surgical instruments, golf balls, &c., but its greatest value is as an insulating medium for deep-sea cables, and it may be said that, but for its discovery in Singapore in



SINGAPORE BOTANICAL GARDENS.

THE LAKE, A VIEW IN THE GARDENS, "*CÆLOGYNE PANDURATA*," *VICTORIA REGINAS* AND LAKE FLOWERS.

1845, submarine telegraphy would have been impossible.

Indiarubber in a wild state is not wanting from the peninsula. The well-known *Ficus elastica*, called here Rambong, occurs in Perak, and we have several rubber vines (*Willughbeia*

basket-work, chairs, canes, and a great variety of uses. The Malacca cane is produced by one of these large rattans, and is much in request for walking-sticks, good sticks being sometimes valued at as much as 100 dollars.

In the forests and by the river edges are

attains a great size, and is to be seen in every village. The stout trunk is covered with a black fibre, which is made into ropes of great strength and durability. By cutting through the flower-bud and attaching a bamboo tube below, a sugary liquid is obtained, which is boiled into a sugar, or treacle, known as "Gula Malacca," or Malacca sugar, a highly appreciated sweetmeat. Sugar is similarly obtained from the coconut and Nipa palms. Many of the forest palms are popular in cultivation as ornamental plants, and none more so than the beautiful red-stemmed or sealing-wax palm (*Cyrtostachys lacca*), which grows in damp woods by rivers. This charming plant is most attractive from its brilliant red sheath and midrib of the leaves. Many fine clumps of it are to be seen in the Botanic Gardens.

Though the variety of orchids to be found in the Malay Peninsula is very large, the number of showy kinds is not as great as in many other regions. They are most abundant in the hill districts, so much so that on Kedah Peak, north of Pinang, they form dense thickets through which it is necessary to cut one's way. One of the finest is the Leopard orchid (*Grammatophyllum speciosum*), a plant of immense size. There are specimens in the Botanic Gardens of Pinang and Singapore measuring 40 feet in circumference. The plants flower in August and September, throwing up spikes of flowers 6 to 10 feet tall, and bearing an abundance of large blooms, 3 inches across, yellow with brown spots. Another well-known orchid is the Pigeon orchid (*Dendrobium crumenatum*), the flowers of which resemble in form small white doves. This orchid is peculiar in the fact that all the plants in any district flower simultaneously, about once in nine weeks. The flowers open in the early morning and wither by the evening. It is very abundant on the roadside trees, and the effect of the whole country being suddenly covered with the snowy, fragrant flowers is very striking. Other beautiful orchids to be met with are the white and orange, fragrant *Calogyne asperata* and *C. Cumingi* and the



A UNIQUE COCONUT PALM, THE ONLY ONE OF ITS KIND IN THE COUNTRY.

and *Urceola*) which produce a quantity of good rubber. The plants are strong woody climbers, as thick as the arm. They climb to the tops of the trees, and cover them with a dense mat of foliage, so heavy that not rarely the weight in a storm brings down the tree supporting it.

Palms are very plentiful all through the forests, and form a conspicuous feature in the vegetation. They are of all forms and sizes, from dwarf kinds (*Licuala triphylla*, *Pinanga acaulis*, &c.) only a few inches above the ground, to the great *Caryotas* and *Pholidocarpus*, 40 to 60 feet in height. Especially abundant are the climbing palms or rattans (*Calamus*, *Korthalsia*), armed with innumerable sharp spines, and climbing by the aid of long slender whips furnished with strong sharp hooks. The rattans are much sought for

frequently to be seen Pandans (*Pandanus*), often popularly known as Screw pines, the stiff, long, grassy leaves of which are used for the roofs of houses, covers to carts, hats, cigarette-cases, baskets, and many other purposes. The strange Nipa palm, with its great creeping rhizome and huge erect leaves, is abundant along the tidal rivers, and is a very conspicuous feature of them. The leaves are used for thatching, and a portion of the young leaves is much in request for cigarette-papers. The albumen of the seed is eaten, also, like that of the coconut. The Sago palms (*Sagus rumphii* and *Sagus laevis*), though not natives of the peninsula, are abundantly cultivated, and the flour is prepared for the market by Chinese. The Sugar palm (*Arenga saccharifera*) is another prominent and very useful palm. It



CURIOUS BURNT STUMP ON TRONG ESTATE, TAIPING.

green and black *C. pandurata*; the Scorpion orchid *Renanthera moschifera*, with its strange green, brown, and white flowers scented strongly of musk; the white, pink, and red *Renantheras*; the *Nanda Hookeriana*, scrambling over bushes in hot open swamps; the



CLOVE, PINEAPPLE, GAMBIE, COFFEE, AND PEPPER PLANTATIONS.



TRAVELLERS' PALM.

beautiful bamboo orchid, *Arundneria speciosa*, in the mountain streams; *Cypripedium barbatum*, on rocks at an elevation of 3,000 feet; the exquisite little foliage orchids, with their purple leaves netted with gold (*Anæctochilus*), hiding in the gloom of the primæval forest; and many others.

Pitcher-plants or monkey-cups (*Nepenthes*) are by no means rare in the open grassy edges of woods and on the tops of the hills. Six or seven species occur. They are climbing plants, the stems of which are used for tying fences and such purposes. The leaves are partly developed into green, purple, red, or spotted cups, containing a quantity of water exuded by certain glands, into which fall many insects, whose decaying bodies are absorbed by the plant. The *Nepenthes* may be considered to be quite characteristic of the Malay flora, as very few occur outside this region.

The *Rafflesia*, though local, is not very rare in Perak, where it is collected by the Malays as a medicine. It consists of a solitary large brownish-red flower, parasitic on a kind of vine. The flower of this plant is perhaps one of the largest in the world, though it is hardly as large as the one described from Sumatra by Sir Stamford Raffles.

Another flower of extraordinarily large size is that of the great *Fagraea imperialis*, a shrub, or tree, with thick, leathery, white, trumpet-

shaped flowers as large as a hat. A fine specimen of this striking plant is in the Botanic Gardens at Singapore.

Very characteristic of the Malay region are the Gesneraceæ. Every mountain range seems to possess its own species of *Didymocarpus*, *Didissandra* or *Cyntandra*. These beautiful plants, with their trumpet-shaped flowers of every colour—blue, crimson, red, yellow, white, or purple—are often very abundant on the banks of the hill forests, and are very attractive, while the scarlet-flowered *Æschynanthi* hang epiphytes from the trees, and *Agalmyla* wreathes itself round the trunks with its great tufts of brilliant red flowers.

The forests are very rich in bizarre forms of plants, adapted for the peculiar circumstances of the deep, dark, wet forests with which the whole peninsula is covered. Besides the strange *Rafflesia* already mentioned, we have such curious plants as *Amorphophallus*, *Thisinia*, *Tacca*, the strange black lily *Tupistra*, the minute *Sciaphila*, and many saprophytic orchids and aberrant forms of all orders.

Among the orders poorly represented are the Compositæ and the grasses. This is due to there being no original open country for these plants. There are a certain number of species to be found, but by far the largest number are introduced weeds, which grow only in cleared and cultivated ground. Indigenous grasses, however, occur on sandy spots by the sea, banks of rivers, and dry, open, rocky places in the hills. Bamboos, though not very abundant except in cultivation, are scattered over the forests here and there, and in some sandy places forests of these plants, all peculiar to the country, can be found.

The variation in the floral regions is not so great as in many other countries. Besides the forest flora, which occupies the greater part of the whole peninsula, we have a distinct flora in the Mangroves, a rather peculiar sandhill flora, on a few patches of sandy open country on the East Coast, and a distinct flora in the limestone hills scattered over the peninsula, along the flanks of the main granitic range of hills. This latter flora is closely connected with that of Tenasserim. The forest flora is typically Malayan, and is very closely allied to that of Sumatra, Java, and Borneo, very distinct from the floras of India and Ceylon, and possessing



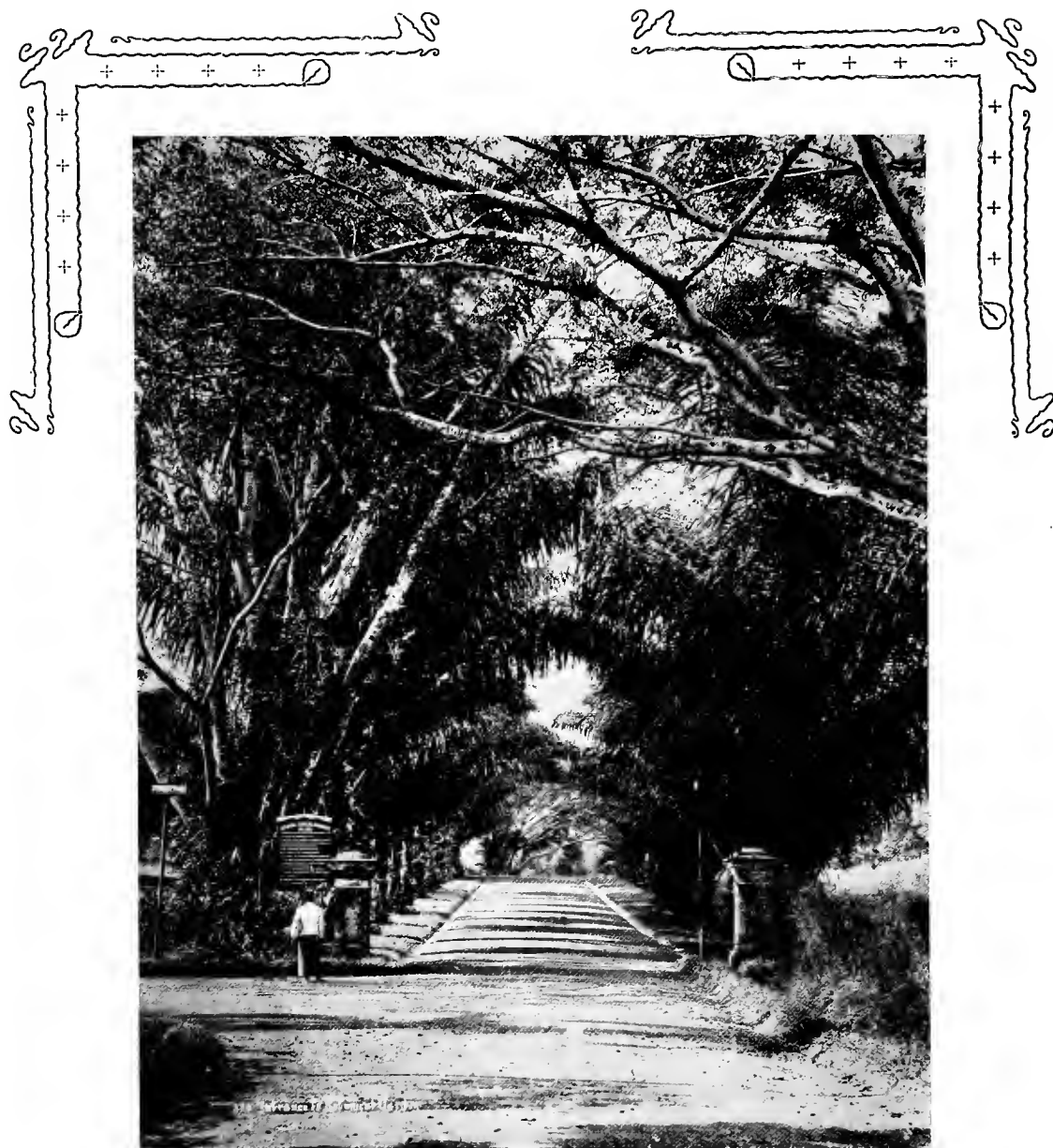
A TAIPING CONSERVATORY.

no connection with the Siamese or Cochinese flora. This is, to a large extent, due to climate. The complete absence of any regular season and the permanent wetness of the country make this region quite distinct in its flora, both in species and in peculiar forms adapted to the rain forest region of the equator.

Mr. H. N. Ridley, M.A., F.R.S., F.L.S., F.R.H.S., &c., is the director of the Botanical Gardens, Singapore, and the head of the Agricultural and Horticultural Department of the Straits Settlements. It is generally acknowledged that to him is due the credit for the great success which rubber has attained in the Settlements. A native of Norfolk, where he was born in 1855, he passed through Haileybury School and, entering Oxford University,

obtained a Second Class in the Science Schools (Biology), the Burdett-Coutts Geological Scholarship, and the M.A. degree. He has since become a Fellow of the Linnean Society, Royal Horticultural Society, and Society for Physical Research. He also holds many appointments as corresponding member of the pharmaceutical and zoological societies. During the period (1880-1888) in which he was employed as assistant in the Botanical Department of the British Museum he undertook an expedition to Fernando de Noronha, an island off the coast of Pernambuco, to explore the geology and flora and fauna of the place, and in 1888 he was appointed Director of Gardens and Forests in the Straits Settlements. Since that time he has made many expeditions to the Malay Peninsula, Sumatra, Java, Borneo, Cocos,

and the Christmas Islands, collecting plants for the herbarium and for cultivation in Singapore. Mr. Ridley has done considerable literary work. He is the Secretary to the Straits branch of the Royal Asiatic Society, and editor of their journal, and editor of the *Agricultural Bulletin* of the Straits Settlements and Federated Malay States. Over two hundred papers and articles from his pen have appeared in various journals on zoology, geology, and, more especially, on botany and agriculture. He drew up a plan for dealing with the devastating coconut beetle that proved very successful, and he published the first complete accounts of the cultivation of sago and gambier. He is now publishing the volume of Monocotyledons to be included in the "Flora" of the Peninsula which is being compiled by Sir George King.



ENTRANCE TO THE SINGAPORE GARDENS.



AGRICULTURE

By R. DERRY, ASSISTANT SUPERINTENDENT, BOTANICAL GARDENS, SINGAPORE.



HOW, if any, areas in the world enjoy a more kindly, equable climate than the Malay Peninsula, and it is to this and to the many fertilising springs and rills which feed rich rice-fields, throw alluvial deposits on the lowlands, and afford good drainage, that the country owes its agricultural wealth. The mean annual rainfall exceeds 100 inches, which, though not excessive, is abundant. A month seldom passes without some rain, while a periodical dry season, such as is experienced in India, Burma, and the West Indies, never occurs here.

By reason of this humidity such favourite fruits as the mangosteen and durian nowhere attain to a higher state of perfection than in the Malay Peninsula, but oranges and mangoes, requiring a drier climate, are below average quality. Pinang nutmegs and cloves command the highest market prices, and that valuable tannin and dye-stuff, gambier, is essentially Malayan. Gutta-percha (*Dichopsis gutta*, or *Palaquium oblongifolium*) is indigenous to the soil, and for a long time the world's supply was largely drawn from the peninsula. The yield of this product depends upon climatic conditions, as is the case with Para rubber (*Hevea brasiliensis*) and Rambong rubber (*Ficus elastica*), for the cultivation of which the Malayan plantations enjoy a world-wide reputation. Castilloa (*Castilloa elastica*) and Ceara (*Manihot Glaziovii*), however, require a drier region, and for the same reason locally-grown cotton and tobacco have never been more than moderate in quality.

Yet, despite all the natural advantages enjoyed by the country—a genial climate; soils varying from fairly good loam to clayey patches on a laterite formation on the coastal regions, with granite mountain chains intersecting the interior; a rich accumulation of humus; and numerous rivers and streams—little progress was made in agriculture before the arrival of Sir Stamford Raffles in 1819, although Malacca had been an important trading centre since the fifteenth century. After the British occupation, however, Singapore became the emporium, as it is to-day, for rattan-canes and damar, and some years later for gutta-percha also, for which the advance of telegraphy created a big demand.

Two small economic gardens which had been started in Pinang and Singapore respectively were both lost sight of after the departure of Raffles. Later, the tapioca industry was established in Malacca, where for centuries

while many so-called tropical growths are really sub-tropical. Sugar, tea, quinine, China-grass (*Bodmeria micca*, var. *tenacissima*), from which the so-called commercial ramie is obtained), tobacco and cotton, for instance, are

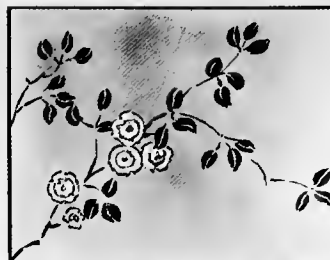


SINGAPORE FRUIT.

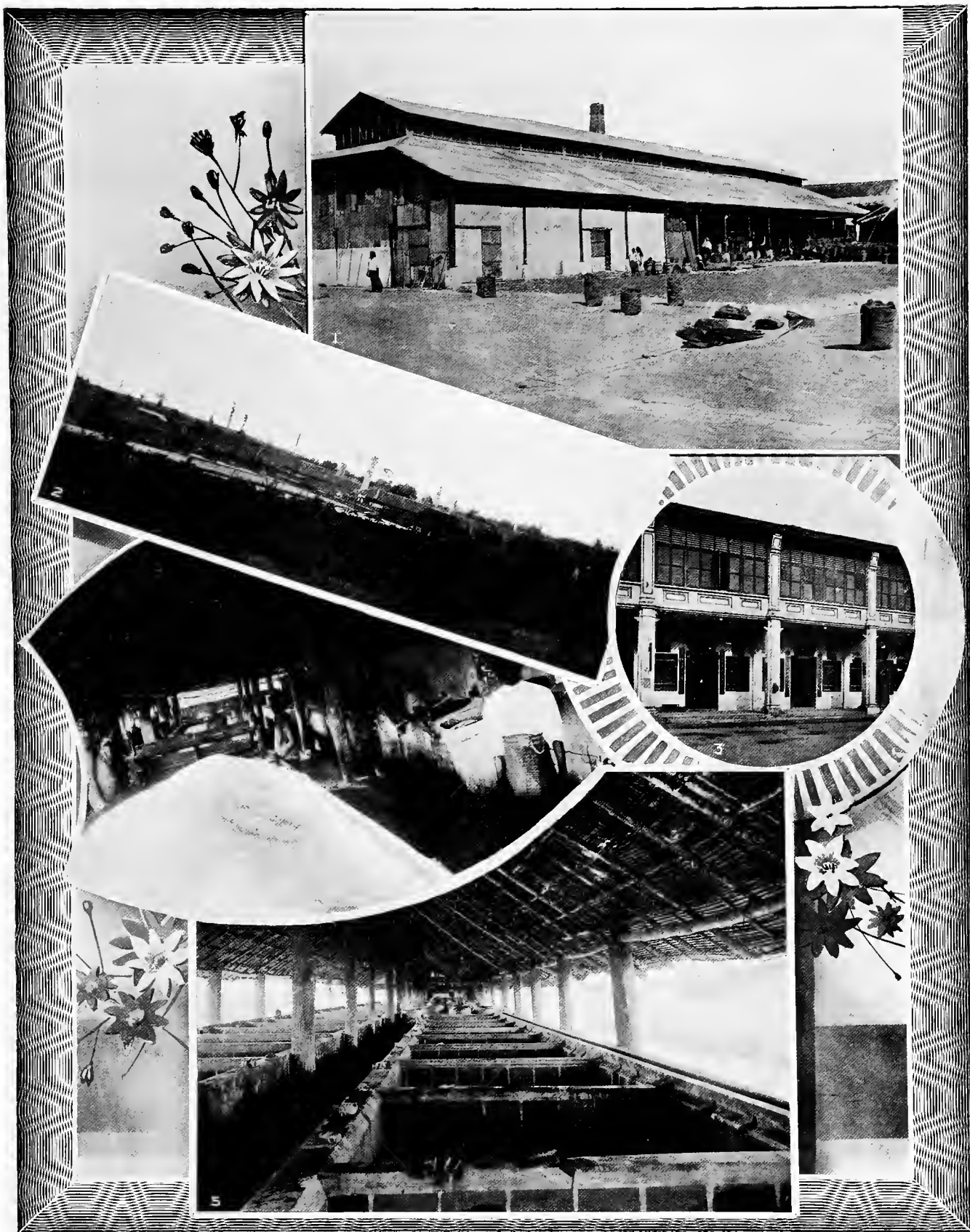
many tropical fruits had been grown—some for exportation—though the yield of rice then, as now, never exceeded local consumption.

Several attempts were made to start an Agricultural Society in Singapore, but they proved abortive. In 1874, however, the present Botanic Gardens became a Government Department on an organised basis. From that time onwards economic plants of any probable tropical value have been collected, cultivated, distributed, and otherwise experimented with in order to ascertain their latent possibilities. In prosecuting research of such a nature as this, it has to be remembered that the Malay Peninsula is essentially a tropical country,

not strictly equatorial products. Apart, therefore, from other considerations, it was important to find out how far such products could be successfully acclimatised. Liberian coffee was introduced. The first batch of Para rubber seedlings and seeds from Brazil, via Ceylon, were tended here and eventually became the parent stock of the present great local Para rubber industry. In the same way fruits, oils, fibres, beverages, gums, dyes, drugs, spices, rubbers, fodder-plants, and timber trees received attention, and at the present time some oils and fibres which have long lain dormant under observation are beginning to awaken public interest.



AT THE KUALA KANGSA HORTICULTURAL SHOW, 1907.
EXHIBITS OF TAPIOCA, VEGETABLES, FRUIT, AND RUBBER.



LENG CHEAK & CO.

1. RICE MILLS. 2 & 4. THE BATU PUTEH ESTATE FACTORY (Exterior and Interior). 3. OFFICES IN BRIDGE STREET, PINANG. 5. TAPIOCA WASHING TANKS.



LENG CHEAK & CO.
COCONUT PALMS, TAPIOCA FIELDS, MACHINERY ROOM, AND TAPIOCA DRYING PANS.

The Botanic Garden of Pinang, established in 1884, has aided in experimental work in sugar, gutta, and ramie. Occupying a picturesque site, the garden is now well known for its fine collections of orchids, palms, aroids, ferns, and foliage plants. The first sugar-canes raised from seeds in the Malay Peninsula, if not

work will be now possible. The Garden also contains a useful herbarium, in which there is a representative collection of the flora of Pinang. The annual cost of maintenance is £950.

With the arrival of Sir Hugh Low from Borneo, the agriculture of the western native

Liberian coffees, tea and cinchona were tried at different elevations.

Many new and improved fruits were introduced, and the first Para rubber seedlings from Singapore were planted in the Kuala Kangsa garden. Cinchona failed to produce bark from which quinine could be extracted, but the other



ENG-MOH-HUI-THYE-KEE ESTATE.

(Cheah Tek Thye proprietor.)

THE FACTORY, COCONUT PLANTATION, AND TAPIOCA FIELDS.

in the East, were germinated at this garden, and very useful experiments with gutta, rubber and ramie have been carried out here. The Forest Department of the Island of Pinang was commenced and all the reserves demarcated by the Superintendent of Gardens. During 1907 a small piece of land was added to the garden, and further experimental

States of the peninsula received serious attention. With a well-stocked Botanic Garden at Singapore to draw on, small plantations of coffee, cocoa, and pepper were started in Sungei Ujong and Perak and a miscellaneous collection of economic plants was cultivated at Kuala Kangsa. At the same time plantations of pepper on different soils, Arabian and

products were successfully cultivated. Excellent tea was grown and prepared in Perak, but owing to the economic conditions which then obtained—viz., a scanty population and all the best labour drawn to the tin mines—the industry failed to become established; and some years later, these plantations having served their object by proving how such products as pepper,

cocoa, and coffee could be grown profitably, were all leased or sold to European planters, excepting the Kuala Kangsa garden.

From Kuala Kangsa garden, fruits, cocoa, pepper, and coffee seedlings were supplied to those natives who desired them. Para seedlings were more extensively planted in the

carried on by natives for profit; but, with the large immigrant population on the estates and mines, it falls far short of actual requirements, and many fruits are imported in enormous quantities. Possibly no tropical country affords more variety of fruits than is to be found in the bazaars of this country. Chikus, the South

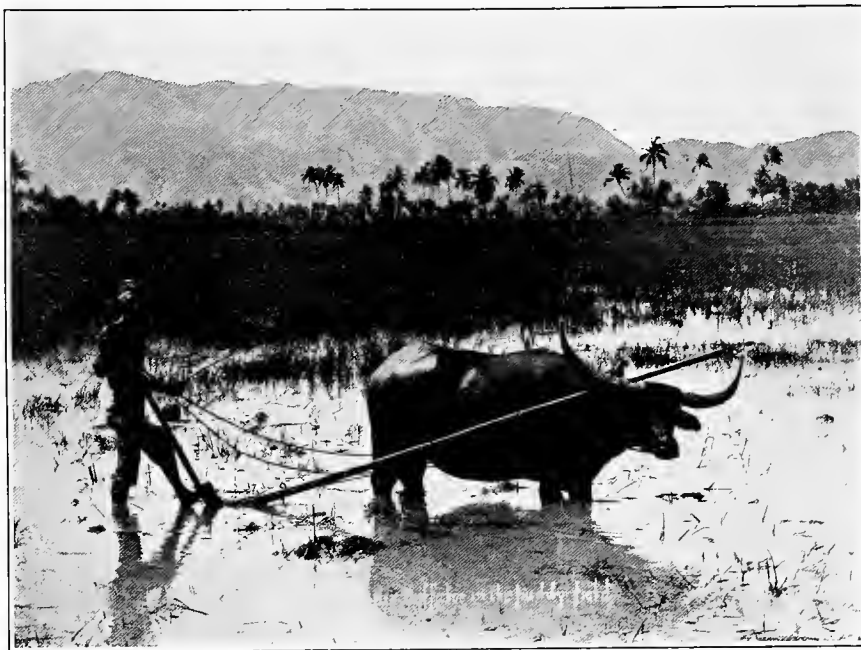
tropical lemon grow well, but are not largely enough planted; and although oranges are only good in a few special areas, pomelloes (shaddock) are excellent. Pisangs (bananas) represent an industry by themselves; indeed, it would be possible to collect as many as seventy varieties, the best of which are superb. There are also rambutan, duku, langsat, pulasan, jambu, anonas, and many other fruits of poorer flavour.

Only one fruit is preserved for export outside the colony, and that is the pineapple. This industry is in the hands of Singapore Chinese. No fewer than 548,000 cases, valued at 2½ million dollars, were despatched to various countries in 1905. Vegetables, too, are almost exclusively grown by Chinese, but the supply falls much below actual requirements. Some interest is being taken by European planters in fibres, of which the Botanic Gardens at Singapore contain a fine collection.

Except coconuts, very few oils are produced beyond domestic requirements. A little citronella is still grown, and its more extended cultivation, particularly as a catch-crop on rubber estates, is being attended to. The same may be said of ground-nuts, which have long been cultivated by the Chinese for exportation intact.

Of spices, pepper is the most largely grown, and is cultivated by Europeans, Chinese, and Malays. But by far the major portion of that exported from Singapore and Pinang is not raised in the country. Nutmegs and cloves are mostly in the hands of Chinese, as also is ginger, which does not appear to be grown beyond bazaar requirements.

The principal dyes are gambier, indigo, and "dragon's blood." The first of these is chiefly exported for a tan stuff, and, like indigo, is Chinese grown. Both appear to be decreasing. "Dragon's blood," like certain gums, is brought



A BUFFALO PLOUGHING A PADDY FIELD.

garden, and some were distributed to the Kamuning estate, Perak, the Linsum estate, Sungei Ujong, and other parts of Perak, as well as to natives. The indigenous Rambong rubber was first tried here as a terrestrial plant, and it proved a phenomenal success as a rubber-producer when compared with the wild epiphyte growing on rocks and trees, with only a few roots available for tapping.

Owing to the failure of Arabian coffee from the ravages of leaf fungus (*Hemileia vastatrix*) in other parts of the world, and the prospective profits to be derived from the cultivation of Liberian coffee in the peninsula, several estates were opened by European planters in different parts of the country, particularly in the State of Selangor, on what is known as the "Klang alluvial"—a large area, rich in deposits, on the estuary of the Klang river. The enterprise proved an unqualified success for some time; but with increased activity in planting Arabian coffee in Brazil, the price of Liberian fell from 40 dollars to 15 dollars per picul (133½ lbs. avoirdupois), and the industry was practically paralysed. A few estates were abandoned. All those that rallied turned their attention partly to coconuts, and particularly to Para rubber. Those which were devoted to the cultivation of the latter were rewarded in 1902 by favourable market reports on the result of the tapping of Para rubber-trees, which was first carried out at the Kuala Kangsa garden.

European enterprise in Malayan agriculture is really of recent date, and, as may be expected, all the subsidiary cultivations are in the hands of natives. Malacca, the oldest and for a long time the most important settlement of the country, had, in a desultory way, grown Arabian coffee, chocolate, pepper, coconuts, and, more extensively, rice and fruits—of the last named an excess large enough to export to neighbouring ports. At the present time fruit cultivation in all the States and settlements is



SORTING SPICES.

American sapodilla, are unusually large and of excellent flavour; and papayas, according to some connoisseurs, are unrivalled. The delicious mangosteen and the evil-smelling durian, of which it may be said that no other fruit in the world sells at so high a price in scarce seasons, are both plentiful. Limes and a fine

to the market from the forests by promiscuous collectors.

A list of subsidiary industries would not be complete without reference to the strictly native ones of plaiting, thatching, and the making of brooms, baskets, and various utensils from the stems and leaves of certain palms and

pandans of the screw pine (*Pandanus atrocarpus* and *P. fascicularis*). Rice, too, is almost exclusively cultivated by Malays.

Sugar is grown and manufactured for export on large estates in Province Wellesley and Perak. Nearly every Chinese squatter cultivates a small patch of cane, the expressed juice being a favourite roadside drink. Native sugar, called "Joggery" or "Gula Malacca," a palm juice (*Arenga saccharifera*), is fairly abundant and largely prepared in Malacca.

Although nowhere extensively grown, sago is scattered all over the peninsula and is prepared by Chinese for export. Until recently tapioca was extensively exported, and the rise in price is attracting considerable attention to the industry at the present time.

By far the largest cultivations are represented by coconuts and rubber.

COCONUTS.

It is estimated that there is an area of 100,000 acres of coconuts in the native States, of which fully half have reached the bearing age; and, if to this area is added that of the colony, the total area would be approximately 150,000 acres. The age at which trees first produce fruits varies according to the conditions under which the trees are planted. On the alluvial lands of Perak it is claimed that some varieties fruit as early as the second year, while in other places on stiff soils from seven to ten years may elapse. But wherever grown (unless too far from the coast) no other cultivated plant responds so readily to the effects of rich soil, manuring, and liberal treatment.

At one time the industry was seriously threatened, and indeed a few plantations were lost, owing to the ravages of the elephant and rhinoceros beetles. To cope with this evil an Ordinance was passed, and inspectors were appointed to visit all estates and gardens and destroy the breeding-places of the beetles; and although the pest is not yet eradicated, it has been so mitigated by continuous destruction that the industry is now in a very flourishing condition and is increasing each year. The value of the coconut plantations may be estimated at not less than 20,000,000 dollars.

In addition to meeting the local demand, a large export trade in coconuts is done with Burma and the Siamese ports, prices varying from 3 to 8 cents a nut. Copra (sun- and kiln-dried) is also prepared for export; but now that oil-mills are established in the native States as well as in the colony, it is probable that less copra and more oil will be exported; and with continual railway extension and increasing demands from other manufactures, the industry promises to be a very sound investment.

THE RUBBER INDUSTRY.

After long and careful investigation, the rubbers most favoured are Rambong and Para. The former is an indigenous plant; the latter is a native of Brazil, and has been under observation in the country since 1876. Although its plantation cultivation did not commence seriously until 1889-1900, it is now far more largely cultivated than any other kind in Malaya, and is the most valued of all rubbers. On ordinary soils the growth of the tree is remarkably rapid, and after three years represents an annual increment of girth at 3 feet from the ground of from 4 to 6 inches. The best guide as to the age at which a tree can be tapped is by measurement, for the yield of latex depends more on the size than on the age of the tree. Trees of from 7 to 8 inches in diameter are considered large enough for tapping. This dimension may be obtained on favoured sites in 4½ years, and on stiff clay or laterite soils in seven years. The ratio of caoutchouc to latex (or the strength of the rubber) is not,

however, so high with young or small trees as with older ones, and the first samples of rubber tried on the London market were valued at 10 per cent. lower than Para rubber from Brazil. Since then an immense industry has been developed on a sound, practical, and scientific basis. New tools and appliances have been introduced and are being frequently improved. Vacuum drying has superseded the primitive method of jungle-smoking, and to-day pure factory-prepared rubber from the East is

improved and larger variety of vegetables are required. Gutta-percha, which takes so many years to reach a bearing age, is planted by the department of the Government, the growth being too slow for private enterprise.

To assist the agricultural development of the country there are the Botanic Gardens of Singapore and Pinang (under the directorship of Mr. H. N. Ridley, M.A.), where complete collections of economic plants are maintained and continuously experimented upon. A



JAMBU AYER FRUIT.

valued at 15 per cent. higher than the less pure article from Brazil and elsewhere, although a few more years must elapse before our oldest estates reach maturity.

The native States of the peninsula at the present rate of planting will, within the next few years, contain 100,000 acres of rubber. Of this, fully one-half is already planted, including many estates now in bearing, and the capital value on a low valuation (say rubber at 3s. per lb.) when in full bearing may then be estimated at not less than £20,000,000, or, including the colony, at £25,000,000.

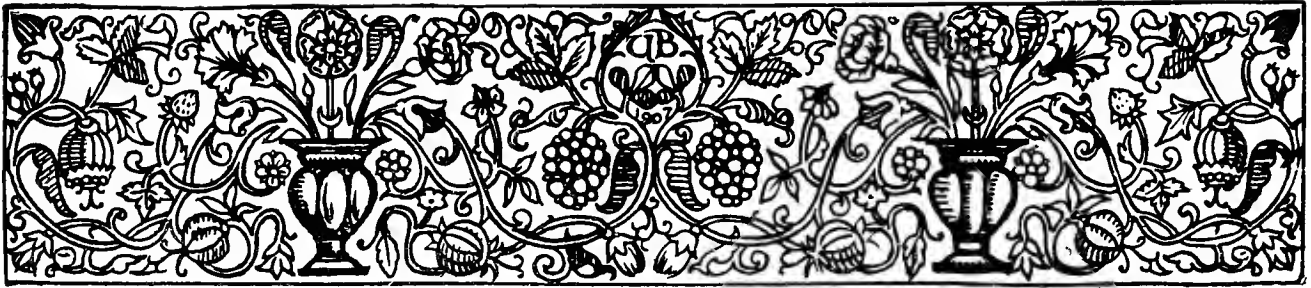
The industry, too, has directed attention to suitable catch-crops, and such oils as citronella, lemon-grass, and ground-nuts are more inquired for. Tapioca, chilies, Manila hemp, Murva fibre, bananas, and pineapples are also in demand; while fodder-grasses and a more

"Bulletin" of miscellaneous information on all agricultural matters is published every month, and a new system of agricultural shows (an amalgamation of the colony and native States) has been inaugurated. There is also a new and important Agricultural Department in the native States, directed by Mr. J. B. Carruthers, F.R.S.E., F.L.S.

Mr. Robert Derry, Assistant Superintendent of the Botanical Gardens, Singapore, was born in 1860. In 1883 he was employed in the Botanical Gardens of British Guiana, and three years later he was transferred to Malacca as Assistant Superintendent of Forests. In 1888 he was made acting Assistant Superintendent of Forests, Singapore; in 1891 Assistant Superintendent of Forests, Pinang; and in 1896 Superintendent of Gardens, Perak. He has held his present office since 1903.



PREPARING FOR RUBBER—CLEARING, FELLING, AND BURNING THE VIRGIN JUNGLE.



RUBBER

By J. B. CARRUTHERS, F.R.S.E., F.L.S.,

DIRECTOR OF AGRICULTURE AND GOVERNMENT BOTANIST, FEDERATED MALAY STATES.



THE history of planting rubber in the Malay Peninsula does not date back very far. In 1876 a few plants of *Hevea brasiliensis* (Para rubber) were sent out from the Royal Gardens, Kew, and were in the same year planted in the Singapore Botanic Gardens and also in the grounds behind the Residency, Kuala Kangsa, Perak. The seeds from these trees were distributed by Sir Hugh Low, the High Commissioner of the Malay States, to various places in the neighbourhood. Though they possessed a supply of seed and were instructed by Mr. H. N. Ridley, F.R.S., and other scientific authorities as to the value of these



A NURSERY.

trees, no planters seriously took up the cultivation, with the exception of Mr. T. Hyslop Hill in Negri Sembilan. In 1897 the high price of

rubber and the continual recommendations of experts in Ceylon and elsewhere led many planters to begin to plant rubber-producing trees. In the Federated Malay States, Para rubber (*Hevea brasiliensis*), a South American tree of the order Euphorbiaceæ, and Rambong (*Ficus elastica*), the latter being a native tree, and therefore, in the opinion of many, more suitable to the climate and conditions of Malaya, were planted up over a few acres.

In 1900 there were in Malaya a very small number of rubber-trees, and only on one or two small estates systematically planted.

At the end of 1905 there were in the Federated Malay States alone about 40,000 acres planted with rubber, at the close of 1906 more than 85,000 acres—between 6,000,000 and 7,000,000 trees at the beginning of 1906, and on the 1st of January, 1907, over 10,000,000. The output of dry rubber was about 130 tons in 1905, and in 1906, 385 tons, three times as much. The reason that, while the acreage has more than doubled, the number of trees has not proportionately increased so much is that the number of trees planted per acre during 1906 was not so large as previously.



RUBBER PLANTS IN EARLY STAGES OF GROWTH.



THE LEAVES, FLOWERS, FRUITS, AND SEEDS OF *HEVEA BRASILIENSIS*.



LATEX IN SETTLING OR COAGULATING PANS.

That all the plants, young and old, should have been alive and vigorous in 1906 is practically impossible. Even with skilled care and with per-

fect conditions prevailing, there must be among plants, as among all other living things, a certain number of deaths continually occurring. Drought, excess of moisture, sudden winds, insect, fungal, and bacterial pests, and many accidental causes are responsible for a proportion of deaths of plants at various stages of growth on every estate.

If one in every 300 trees dies each year, this need not be considered a high percentage in trees of five years and upwards, and the mortality is greater before that period. So that we may expect that of the 10,000,000 trees between 9,000,000 and 10,000,000 will be alive and flourishing in 1912, and this at 1 lb. per tree will give about 4,250 tons, or one thirty-third of the probable world's consumption in 1912.

The average amount of dry rubber extracted per tree, calculated by the figures in the table,

gives 1 lb. 12 oz. per tree. Many of the trees in the Federated Malay States are ten years old, and some over twenty, and all these give a good deal more than 2 lbs. a tree; but even taking this into consideration, the average is a high one, and if it is maintained the circumstance means a very large margin of profit over expenses of production.

Accurate estimates of the world's rubber consumption are not easy to make. The only reliable data available are found in the crude rubber export and import returns of the five large rubber-consuming countries, viz., Great Britain, United States, Germany, France, and Belgium. The gross import returns include rubber which is afterwards exported from these five countries to each other, but also includes all the rubber which is exported to other countries whose import returns are not available.

STATISTICS.

The following statistical table from my Annual Report of 1906 shows the position of affairs in regard to acreages and numbers of trees for that year, and the figures at the end of this year, 1907, will probably be 50 per cent. greater.

	Federated Malay States.	Straits Settlements.	Johore.	Total.
Number of estates	242	5	7	254
Total acreage	85,579	11,341	2,310	99,230
Opened during 1906—acres	42,154	4,098	1,355	47,607
Number of trees planted up to December 31, 1906	10,745,002	1,987,954	147,800	12,980,756
Number of trees tapped	441,488	27,076	48,350	516,914
Dry rubber extracted—lbs.	861,732	13,560	47,724	923,016



TAPPING—FULL HERRING-BONE.



A FINE TWO YEARS' GROWTH.

AN EXCEPTIONAL TREE OF SIXTEEN MONTHS.
EIGHTEEN MONTHS OLD RUBBER—TWO VIEWS.

The net import returns, *i.e.*, the import minus the export, do not give a correct figure of the world's consumption, and it is probable that the gross imports of these five countries

The soils in the Malay States are not rich in the constituents which are required for plant food, but they are as a rule physically excellent, and allow roots to grow freely. On many

year being those suited to rapid growth of vegetation. For this reason rubber trees in the Malay Peninsula are larger at all stages of growth than plants of similar ages in countries where a cessation of rainfall or a drought occurs at stated periods. As the product of the rubber tree, latex or caoutchouc, may be considered for general purposes as in proportion to the water supply to the trees, the conditions which obtain in Malaya are undoubtedly specially suitable to these trees, probably more so in the case of Para rubber (*Hevea brasiliensis*) than in its native Brazil.

The land chosen for rubber estates in the Federated Malay States is, with very few exceptions, virgin jungle, and the processes by which it is converted into a rubber plantation and the results after the same periods have elapsed vary very little. The land having been inspected by means of rentices, *i.e.*, paths, cut through the jungle and the would-be-planter having satisfied himself that it is good land, capable of being well drained, he applies to the Resident of the State for the piece of land, describing the boundaries as far as possible and stating the approximate area contained.

The charges for land are—premium, 3 dollars per acre; rent for first six years, 1 dollar per acre, thereafter 4 dollars. Survey charges amount to not more than 1 dollar per acre. Thus the first year's charges are 5 dollars, the next five years 1 dollar each year, and the seventh and onwards 4 dollars.

If he considers it as not equal to the best agricultural land, he may ask that it be rated as second-class land, which means a reduction of 1 dollar per acre on the permanent rent. The land is often granted provisionally to the applicant before a survey is made in order that no delay may be caused in opening up.

Upon receiving the grant of the land, which is a permanent title giving all the rights of freehold, if the conditions of rent, &c., are



COLLECTING RUBBER SEED AND LATEX.

are much nearer to the total of the whole world's consumption than the imports. I estimate the world's consumption in 1906 to be approximately 80,000 tons. Of this amount the Malay Peninsula contributed one-two-hundredth part, or $\frac{1}{200}$ per cent. If the whole of the rubber-trees planted at the end of 1906 are growing vigorously and yielding 1 lb. of dry rubber per tree, in 1912 the total production will be 5,475 tons, which will be one-twenty-sixth, or little more than 4 per cent., of the total rubber required. In order to estimate the world's consumption in 1912, the rate of increase (10 per cent.) during the last seven years has been added, giving a total estimated consumption for 1912 of 142,352 tons. If we increase the yield to $1\frac{1}{2}$ lbs., *i.e.*, estimating that every tree planted now will in 1912 give us $1\frac{1}{2}$ lbs. per annum, at that date the Malay Peninsula will furnish 8,213 tons, or one-seventeenth of the estimated world's consumption at that date. These calculations do not increase the fears so often expressed that production will in the course of a short time exceed demand. The question of how much Brazil will continue to produce, whether it will increase or decrease, is one which only those with a knowledge of the Brazilian jungles can settle, and even such are not able to tell us whether the supply can be depended on to continue or may be expected to grow less in a few years. There are many reasons for considering that the consumption of rubber may in the near future increase more rapidly than in the past. New uses and expansion of old uses for rubber are constantly being found; the consumption of rubber per head in most countries is extremely small, in Britain and other European countries less than in America. If producers are wise they will not neglect to do everything in their power to stimulate and expand the rubber consumption. Money wisely spent in this direction will be handsomely repaid in the future by a steadily widening, firm market.

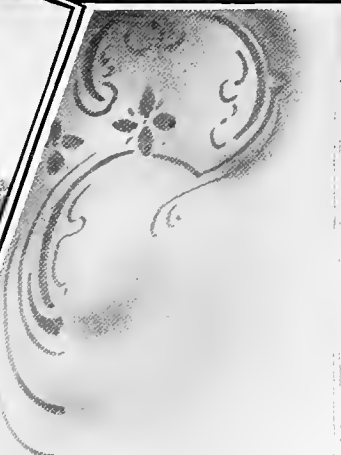
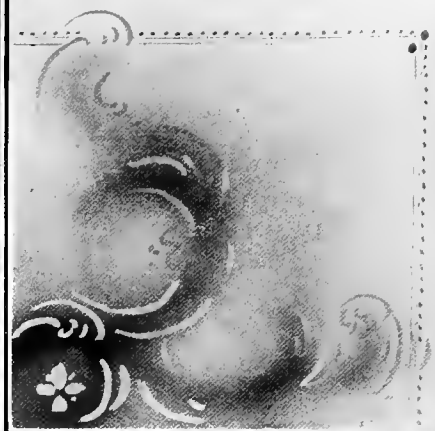
estates the top soil is already of sufficiently good "tilth" for a rubber nursery, and no preparation is needed before laying it out. The conditions of climate more than com-



MAKING BLOCK RUBBER.

pensate for any deficiency in the chemical composition of the soils. There is in no other part of the tropics so equable a rainfall and temperature, the conditions during the whole

duly carried out, the planter proceeds to get rid of the jungle. This he usually does by contract and not by employing daily labour, the native jungle wallahs or Sakais being frequently



CHAN KOON CHENG'S TAPIOCA AND RUBBER ESTATE.

VIEWS ON BUKIT DUYONG RUBBER ESTATE AND THE ESTATE BUNGALOW.

used for this purpose, as they are well acquainted with the best and quickest method of tree felling and burning.

During the wet weather all trees of the jungle are cut with the exception of certain

consumed, while in places smouldering trunks may still be seen. Any pieces which are not quite burnt off can by means of heaping up branches be again burnt so as to leave very little remaining on the ground.



TAPPING—HALF HERRING-BONE.

extremely hard-wooded species, and sometimes of a few of the giants of the forest. The undergrowth is cleared up and piled in heaps near branches, so that when the place is burnt the fire may travel quickly and without stopping. When all has been prepared after a spell of dry weather has made the place ready for "a burn," a suitable dry day is selected when there is some wind to help the conflagration, and *débris* is set on fire at one side, and if properly arranged the fire gradually eats up the whole of the timber and branches.

A field after a good burn presents a most melancholy sight. Standing out of the soil are a few tall stems charred black, and the remains, also black, of some of the greater stems and branches that have not been entirely

The big branches and other *débris* are left on the soil. It would be better to take these away and also to cut out all the roots of the jungle trees, owing to the danger of fungal diseases and the ravages of parasitic insects, which are encouraged by the decaying timber left behind. Planting, however, like other commercial enterprises, has to be managed from a practical view of pounds, shillings, and pence, and if it were possible to do as some writers have suggested, viz., clear the land entirely from all decaying wood, the present first few years of profits would all be required to pay for the extra expenditure incurred. The presence of so much decaying vegetable matter, both on the surface and beneath it, does not seem so far to have caused so much root disease among the rubber as those having a knowledge

of these evils might have prophesied. This is due to the fact that there are in the virgin jungle comparatively few parasitic root fungi, and also because in the continually moist and hot climate of the Federated Malay States all organic matter is easily broken up by the attacks of insects and by other saprophytic organisms.

Rubber plants which have previously been in nurseries for some months are now put in the field. The length of time which they are allowed to remain in nurseries varies with the views of the planter and the time taken to prepare the land. Plants may be transplanted when they have grown only a few weeks, and may, on the other hand, be removed from the nurseries when a year or eighteen months old. The general plan is to put them out at about six months old and to "stump" them, i.e., to trim the roots and to cut off the green part, leaving a stump of from 2 to 4 feet in length. Transplanting brings rubber trees into bearing more quickly from seed than stumping, but the latter operation is easier, can be delayed if necessary, and is suited to estates where there are long distances between the nurseries and the clearings. The plants put out as stumps are kept back for some six weeks, after which buds appear, and once having begun to grow and form new roots, the tree grows continuously in height and girth, till at the age of four years it is frequently 50 feet high and 18 inches in girth. During this time of preparatory growth before being tapped, the chief cost of upkeep of an estate is the clearing of the weeds, and the good planter endeavours to have his fields always as clean as possible. The cost of this operation is sometimes as much as 25 dollars per acre per year, and it is a question which is now being urged on the planters whether this large expenditure is repaid in improved growth of the tree.

That rubber planting in Malaya is at present one of the most profitable, if not *the* most profitable agricultural industry of the world, has already been shown by the returns of many estates. The public are apt not to realise the profitable nature of the return after a rubber estate has come into bearing, because in the majority of cases where they are invited to take shares in Malayan or Ceylon rubber companies the estates have been already started and often brought to the bearing point, and the exploiters have to be paid for their outlay.

Estimates of cost of bringing estates into bearing naturally vary exceedingly. The conditions of labour, the contour of the land, and many other factors add to or reduce the cost of opening, planting, and keeping in good condition till the yielding period. One thousand acres should be opened and upkept for seven years at a cost of £20,000, not including interest, and in the eighth year interest at the rate of about 15 per cent. should be earned, which should increase to double that for the ninth year and go on increasing till 75 per cent. or more should be earned in the twelfth and succeeding years. That the returns on capital invested do not come for some six or seven years may deter some investors, but the returns which may be fairly expected repay for the loss of interest during these years. As an interesting and profitable profession for a strong and healthy young Britisher, rubber planting may be confidently recommended. The life is hard, the climate is not healthy, but by no means dangerous; there is no lack of interest in the planter's life, and the salaries earned are in most cases liberal. A man of a few years' experience can command a salary of £500 or upwards, and has often opportunities of using his savings to open up either by himself or with others rubber land of his own.

Mr. J. B. Carruthers.—In a country in which there is so much of cultivation, the post

of Director of Agriculture and Government Botanist is an important one, and it would be difficult to find a man more competent to fill that post than its present occupant, Mr. John Bennett Carruthers, F.R.S.E., F.L.S., formerly

Demonstrator of Botany to the Royal Veterinary College of Great Britain. Mr. Carruthers had considerable experience in Ceylon, to which colony he was sent on a special mission some ten years ago to investigate cacao disease.

In 1900 he was appointed Government Mycologist and Assistant Director of the Botanic Gardens, Peradeniya, of which from the middle of 1902 he acted as Director. He went to the Federated Malay States in 1903.

RUBBER DEVELOPMENT IN MALAYA.

By FRANCIS CROSBIE ROLES.

HISTORICAL.

THE development of Malaya agriculturally constitutes one of the economic romances of the tropical belt. In 1876 the authorities of Kew Gardens introduced into Ceylon, by arrangement with the Indian Government, two thousand *Hevea Brasiliensis* seedlings, raised from seed obtained in Brazil by Mr. R. W. Wickham. This pioneer acted, on instructions from Kew, on behalf of the Indian Government, but Ceylon was selected as more suitable than India for the initial experiment of cultivation in the East. India was to have the first call upon cuttings and seeds from the trees grown, the Ceylon Government to take the rest. Some hundreds of plants started from cuttings were distributed in various parts of Southern India and also in Burma in 1878 and 1879. Thus an industry transported from the other side of the world began. A year or two later the trees in the Peradeniya and Heneratgoda experimental plantations of Ceylon bore seed, and from that time distribution of seed has been the accepted method. Occasionally, for long journeys, germinated seeds in Wardian cases have been despatched, but in place of this expensive and limited means of distribution it has been found that, packed in charcoal and other suitable material, the seeds can be sent across the world. Brazil itself in 1907 imported thousands of seeds from trees that are the lineal descendants of its own Para rubber. Pioneers in the South Seas, and in Queensland, and in East and West Africa, are now testing the suitability of *Hevea Brasiliensis*, not only in the tropical belt, but also in the sub-tropical. For large developments they then have to wait until the seedlings imported have become seed-bearers, when, if labour and climatic conditions are favourable, progress in extensions will be rapid. Ceylon freely received, and has as freely given. At an early stage in the "rush into rubber" it was proposed by leading Selangor planters, and also advocated in Ceylon, that the two countries should impose a prohibitive export duty on rubber seeds going to foreign countries; but those who advocated this method of confining the new industry as long as possible to British possessions in the Old World—thereby also delaying the time when there will be over-production—can hardly have expected their representations to be acted upon. Botanical institutions freely exchange all the world over, and it would have been too great a shock for the British authorities to take their first faltering steps in Protection in the domain of scientific agriculture.

The popular notion regarding rubber was that it flourished in the Amazon Valley in swampy lands, and the new product attracted very little of the attention of Ceylon planters, otherwise the destruction of the coffee industry which provided the opening for tea would have been availed of for rubber twenty-five years ago instead of in the present decade.

The situation in Malaya was different. On the failure of coffee in Ceylon several planters went to Selangor and started afresh. They were again to fall upon evil days, not this time because of disease, but because of unremunera-

tive prices. Then it was—in the early nineties—that the planters of the Federated Malay States turned their attention systematically to the new product, and sent orders to Ceylon for large quantities of seed. Ceylon itself was busy cultivating tea and experiencing rapid appreciation in the value of its estates up to the

blow to that product in Malaya, she indirectly supplied Malayan planters with a substitute which has advantaged them beyond their most sanguine dreams. Two instances, one of an individual and the other of a company, will illustrate this. A retired planter, who invested £4,000 in developing a rubber estate in Selangor



A CREPE AND SHEET EXHIBIT.

height of the first tea boom, reached in 1896. The very thing was rubber for the alluvial and semi-swampy flats of the coastal plains of the peninsula, and thus, while on the one hand Brazil by huge yields of coffee dealt a crushing

blow to that product in Malaya, she indirectly supplied Malayan planters with a substitute which has advantaged them beyond their most sanguine dreams. Two instances, one of an individual and the other of a company, will illustrate this. A retired planter, who invested £4,000 in developing a rubber estate in Selangor

Malay States Coffee Company, Ltd., registered in Colombo, and owning a property in the same State, received so shrewd a blow when coffee ceased to pay that its shares of 100 rupees,

for the first six years, and thereafter 4 dollars per acre per annum. (In Pahang the terms are easier, but the planter there has to create his labour force and live the isolated life of the

be entailed before the concession could be obtained, and as the best land available is applied for—except possibly where the applicant wants land adjoining that which he already possesses, or for some other reason of eligibility—it may be said that practically all the land leased since the middle of 1906 will eventually be paying 4 dollars per acre annually. The other charges are mainly first charges. There is a premium of 3 dollars per acre if the land has a road frontage and 2 dollars per acre if it has not. Survey fees amount to about 90 cents per acre, with 60 cents payable for each boundary mark inserted; and the land is further liable to a drainage assessment not exceeding 1 dollar per acre. This charge is to cover any Government drainage scheme needed for the benefit of planters in the coast districts, where main drains, with which estate drains can be connected, are necessary. This drainage assessment does not approximate to a dollar per acre from actual experience, averaging about 30 cents, while some properties are so situated that they will not be called upon for any payment under this head. The cultivation clause in each grant requires the lessee to cultivate not less than a quarter of the area in five years. This condition is not an onerous one. Any occupier who cannot develop the property at the rate of one-twentieth annually would soon find his possession a white elephant, under the new rental terms especially. Should he fail to open a fourth of the land in the time specified, the authorities have the power to enforce resumption of the balance of the area after allowing the lessee to keep an acreage equal to three times the area he has cultivated. The cultivation term used in the clause is "according to the practice of good husbandry," but the *bonâ fide* cultivator who from lack of capital has not been able to plant up the land as rapidly as he anticipated will find the conditions liberally interpreted. The object of the Government is, on the one hand, to open the country and to attract population, and on the other to prevent speculators holding land for a



AN ESTATE BUNGALOW.

nearly paid up, were hawked about at 20 rupees, while some holders wished to be permitted to abandon their shares rather than be liable for the final calls. The estate superintendent agreed to receive his salary in shares, and the company persevered under great difficulties, planting rubber in place of coffee. This was less than ten years ago, and in the latter half of 1907, when the Malay States Coffee Company, Ltd., consented to be absorbed by a sterling company, the Damansara (Sclangor) Rubber Company, its shares were changing hands at 500 rupees.

LAND ALIENATION TERMS.

The sudden general interest taken by the public in Malaya and Ceylon in 1904 and 1905 produced a demand for land in the Federated Malay States which fairly nonplussed the authorities. Their land and survey departments were inundated with work, and by the beginning of 1906 speculation in companies, new and old, had aroused interest in England which extended considerably outside the circle of those having direct connection with the East. The State authorities found themselves face to face with a remarkable situation. Land which they were leasing at a maximum of 1 dollar per acre annual rent was being put into companies by the applicants, sometimes before a single tree had been felled, at £4 an acre. The administrators of the country wished to curtail these unearned profits, or rather to divert a substantial portion of them into the State coffers. In August, 1906, the new leasing terms were announced. Government, as well as the people, had been affected by the boom, and made no distinction between land wanted for rubber cultivation and land required for such a matter-of-fact product as coconuts. All jungle land in the three western Federated States has since then been leased on the terms of 1 dollar per acre per annum

pioneer.) There is a clause in the leasing terms to the effect that land ranked as "second-class land" shall pay 3 dollars, instead of 4 dollars, after the first six years.

To obtain this concession, however, the



PIONEER BUNGALOW IN A NEW CLEARING.

applicant has to satisfy the Director of Agriculture that he is entitled to special terms—that the land has been damaged by previous cultivation, for example—and as much delay would

rise in value; and, short of complete abandonment, the Government has not been in the habit of enforcing resumption. State ownership in land, which provides a lease in per-

petuity instead of outright sale, is accompanied by a simple form of land registration known as the Torrens system, followed in Australia, New Zealand, and other countries, but unknown in the United Kingdom. The transfer of rights from one person to another is simplicity itself. Everything affecting the title to the actual land must be recorded on both copies of the grant, one issued to the grantee and the other filed in the official register. No entry is made in the Land Office register without the production of the issue copy to be similarly endorsed. Each document is always an exact duplicate of the other; and any person can inspect any record in the Land Office on payment of a fee, and obtain definite information as to the ownership, and free or mortgaged condition, of the property he is interested in, including whether or not the cultivation clause has been complied with. Naturally, the congestion of work in the Survey and Land Departments, and the impossibility of securing competent and qualified recruits ready made, has resulted in much delay in the issue of grants, and a great deal of land has been transferred on the preliminary notification that an application had been approved of. The grant itself, which cannot be issued without a proper survey, may sometimes be kept back for two years, and meanwhile the communication from the British Resident, known as an "approved application," is accepted.

Much of the land in the Malay States is in the grip of lalang (*Imperata arundinacea*). Jungle has been felled in the past, chiefly by Chinamen, for the cultivation of tapioca and other exhausting crops, and then has been abandoned, to be promptly reoccupied by this pest, which enters into complete possession. The wind agitates it like the billows of the sea, but its roots have taken so firm a hold that nothing but the most thorough and repeated digging—"chunkling" it is called in Malaya—can eradicate it. Experiments have been made to destroy the lalang by spraying arsenite of soda. The local charge for the material was

tainly cheap and primitive. It is an ordinary bullock-cart, filled with arsenite of soda, with a sheet, half of which is immersed in the liquid, while the other half is trailed over the

so far made; but it has not yet been attempted by any planters on a large scale. They leave lalang land severely alone, as much as they possibly can, and are not yet satisfied that any



A RUBBER PLANTATION WITH TREES WELL DEVELOPED.

lalang as the cart moves along. No damage is done to the roots of any plants growing in the same ground, as the spray is a leaf poison. Three or four applications at intervals of a few weeks, each fresh application taking place when

method is superior in effect to the arduous and expensive "chunkling." Should it be demonstrated that the arsenite of soda method is all that is claimed for it, the authorities may hopefully look forward to the time when large areas of land, worse than useless and a blot on the landscape, will come under legitimate cultivation. Special rental terms for lalang land are offered by the Government of one cent per acre per annum for the first seven years, and thereafter one dollar per acre per annum. But so far applicants continue to prefer virgin jungle to these weedy wastes.

In 1905 Dr. J. C. Willis, F.R.S., the Director of the Royal Botanical Gardens, Ceylon, who has the gift of organisation, was loaned to the Federated Malay States Government to report on the organisation of a department of agriculture, and the post of director of the new department was filled by the appointment of Mr. J. B. Carruthers, F.L.S., F.R.S. Edin., the Assistant Director, Peradeniya. Much of Mr. Carruthers' time since then has been occupied with the work of organisation and equipment. Suitable quarters were not provided for some time, and a year elapsed before a Government chemist and an entomologist were appointed. Meanwhile, Mr. M. Kelway Bamber, F.I.C., F.C.S., Government Chemist of Ceylon, paid two visits to the Malay States, and furnished Mr. Carruthers with a most useful table of analyses of typical soils taken from different rubber districts. Mr. Bamber reported that the soils might be roughly divided into two kinds—

(a) The flat alluvial clays or muds on the banks of rivers and near the sea coast;

(b) The undulating low soils a few miles inland, where they vary from free sandy loams to heavy clays.

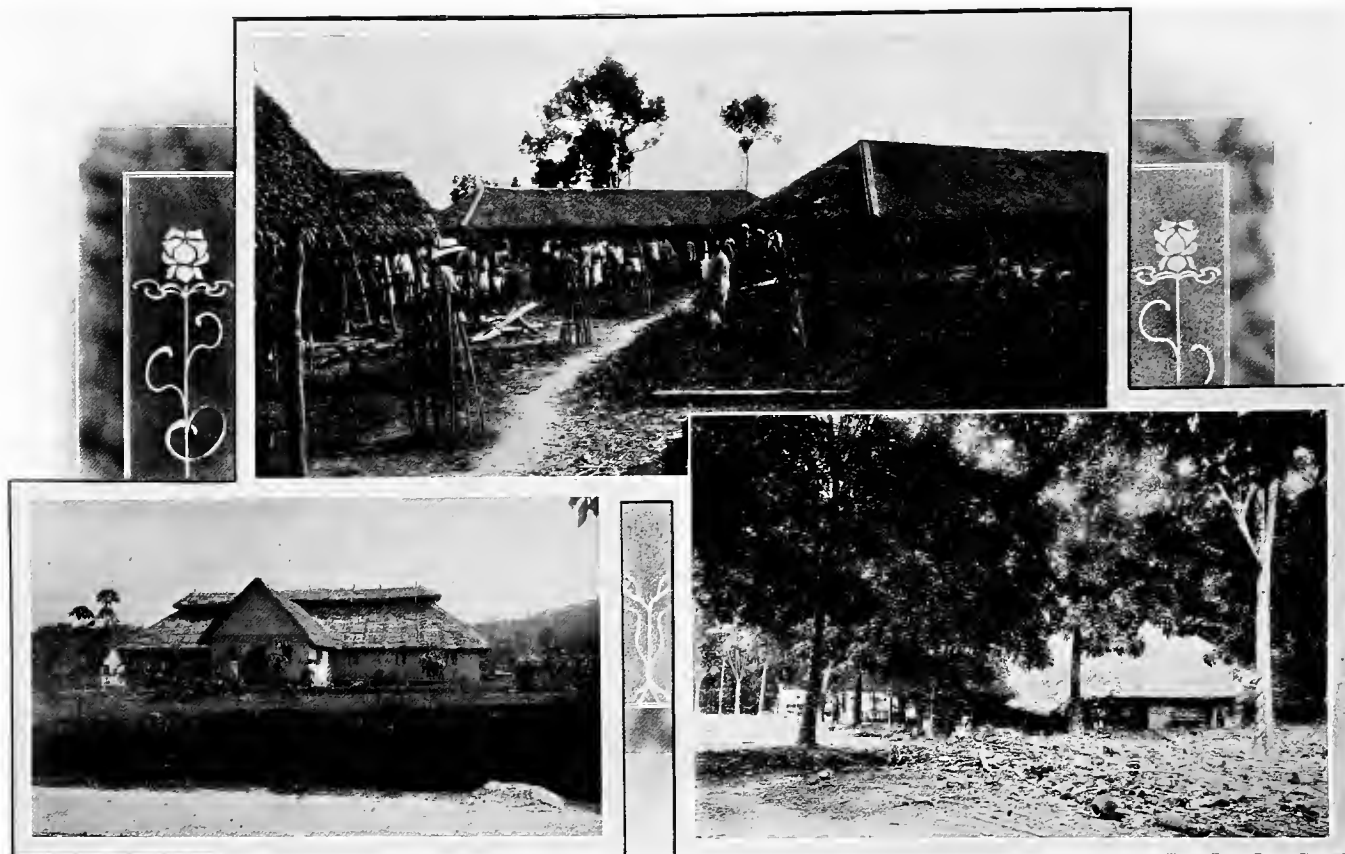
He stated that "the soils of Malaya are not specially rich in plant food, but their physical characters are exceptionally good, and this, together with the unequalled climate for plant growth, constitutes conditions for the vigorous growth of rubber and other crops not to be found elsewhere."



OLD RUBBER TREES IN MALAYA.

at first prohibitive, but when it had been imported at reasonable rates there remained the need for cheap but efficient spraying "machines," and the cheapest devised is cer-

the lalang is beginning to recover from the previous dose, are sufficient to entirely kill the lalang. Such is the claim which the director makes after the limited experiments



TYPICAL COOLIE LINES AND ESTATE HOSPITAL.

In his report for 1906 the Director of Agriculture estimated the total acreage of rubber planted in the peninsula by the end of 1905 at 50,000 acres, and at the end of 1906 at 99,230 acres, with an increase in the number of trees during the year from 7,000,000 to 12,980,756. The output of dry rubber rose from 150 tons in 1905 to 412 tons in 1906. The figures for 1907 are not yet available, but the acreage in rubber at date (January, 1908) may be put at 130,000 acres (a much larger area is, of course, alienated for planting rubber), and the output for 1907 at 800 tons, which represents less than one-seventieth part of the world's output. A greatly increased export should not be expected for the next two or three years. The trees generally were vigorously tapped during 1907, and an increase of 300 tons per annum until the rubber planted since 1904 comes into bearing seems to the writer to be a reasonable estimate.

SOME PRACTICAL CONSIDERATIONS IN ESTATE WORK.

In the flat land of Malaya the area to be felled has first to be drained. Even then, constant rainfall—rain falling on almost every afternoon of the year—renders a perfect “burn off” extremely rare. Heavy clearing work follows, and then comes the question of distance for the holing. The tendency is to wider planting than in Ceylon, because of the more luxuriant growth. “Distance” has always been an interesting subject for discussion amongst planters and other students of the new industry. In the earliest days much of the planting was 10 feet by 10 feet, and some even 8 feet by 8 feet. Afterwards the two favourite distances were 15 feet by 15

feet, and 20 feet by 10 feet, both of which represent 200 trees to the acre. Even these distances are close in Malaya, and where they are employed the reason is partly to reduce the cost of weeding. The ground is more quickly covered with shade, which checks the growth of weeds, and, too, the superintendent of the estate need not trouble to put in a “supply” whenever a single vacancy occurs. Weeds spring up and flourish with a rapidity and luxuriance which are a revelation to the Ceylon planter—Ceylon has supplied Malaya with many able men—and for the first three years on many estates weeding cannot be efficiently done under 1½ dollars per acre per month. When any shortage of labour occurs clean weeding has often to be abandoned and simply a space kept cleared, or periodically mowed down, round each tree. To save some of the expenditure on weeding—the object of which is to prevent the harmful competition of useless plants among the trees—crotalaria and other leguminous plants are being tried, on the recommendation of the director and of Mr. Kelway Bamber, in some cases with a distinctly good effect. There are, however, experienced planters who contend that the aeration of the soil by the sun is worth the expense of clean weeding.

The following paragraph is extracted from a brochure entitled “Land and Labour in the Federated Malay States,” by Mr. E. Macfadyen: “The rainfall [in the Federated Malay States] differs widely as one approaches to, or recedes from, the mountains. At Kuala Selangor the average for ten years was under 77 inches, at Taiping over 163. There is no place, however, where rain is not abundant, and a fortnight's drought is rare anywhere. The driest month is July, although 4 inches is a very ordinary measurement for that month. It is impossible

to speak of any season of the year as a dry season, although certain periods may be recognised as wetter than others. From October to the end of the year are the wettest three months. Next in rainfall comes the period from the end of February to the middle of May. Practically all the rain falls after 3.30 p.m., rain at midday being rare and in the morning almost unknown, except right under the hills.”

As proof of the uncertainty of success which accompanied the pioneer planting of rubber, coconuts were made the main feature of some of the profitless coffee estates, and if any rubber was tried at all it was interplanted with the coconuts. One case can be quoted where with coconuts and rubber grown together the rubber was first cut out in favour of the coconuts, and then the almost mature coconuts were in turn supplanted by rubber. This great loss of time has not prevented the estate becoming a valuable rubber-bearing property. In the great majority of cases where the two products were interplanted the coconuts were cut out when the rubber-trees required more room, and there are even instances of coconuts growing by themselves being cut down to make way for the “new love.” Some cautious men of the present day are putting part of their properties in coconuts, but are avoiding the old mistake of interplanting. Coconuts flourish exceedingly in the flat lands of Malaya when well drained, and whatever the meteoric career of Eastern rubber may be, it will be found difficult to secure a prouder title than that given to coconuts, “the Consols of the East”—unless British Consols fall below 80!

As regards pests, the Director of Agriculture reported that the general health of the trees of all ages from seedlings to twenty-five-year-old trees had been excellent during 1906. The

rapidly increasing area of rubber, however, means an increasing danger of spreading disease and entails an increasing vigilance for the first signs and promptitude to prevent the disease spreading. The policy, he says, of waiting to shut the stable door until the horse has gone is still not unusual even in the case of the most capable and practical planter. The importance of the plant doctor is not yet recognised as fully as that of the medical man or veterinary surgeon. This is to a great extent because the fact is not realised that all lack of health or vigour is due in plants, just as in man, to specific causes, either of environment or the attacks of insects, fungi, or bacteria.

There is in Malaya a voracious *termite*, and the earliest sign of its attacks on a tree should be detected. On some estates a small gang of coolies does nothing else but patrol the estates, watching for these silent but rapid workers. They generally attack from the roots upwards, and the earth is dug away from the roots and a dressing of lime is applied.

Root and leaf diseases have also been detected in nurseries and older trees, but nothing has yet been discovered that has not readily responded to treatment. Abnormal stem growths are rare, but curious and harmless fasciations occur, without apparent cause, and the practical remedy is to replace the malformed tree with a healthy stump from the nursery. Barren trees are also found, with nothing to explain the phenomenon.

LABOUR.

The indigenous Malay will sometimes undertake felling contracts, but will not take employment under the planter as a regular estate labourer. The Kling (Tamil) has chiefly been

employed on the estates of Malaya, as in Ceylon; but Javanese, Banjarese and even Chinese are to be found on the check-roll. The rate of pay is about 75 per cent. higher than has been hitherto ruling in Ceylon; but this inducement of increased pay was necessary to attract coolies from South India, owing to the longer sea voyage and the unhealthy conditions ruling when new land is being opened up, especially on the swampy flats. Not only has the death-rate been abnormally high, but the situation was complicated at a time of great demand for labour by an outbreak of cholera, which occurred in August, 1906. Coolies were several times taken backwards and forwards between Pinang and Port Swettenham, but on each occasion fresh cases prevented them being landed at the latter port. The quarantine station at Pinang became overcrowded, and not even a segregation camp existed in the Federated States. Steps were taken to prevent a recurrence of the deadlock, but it was a long time before recruiters were able to argue away the complaints which reached South India descriptive of the risks encountered by those who attempted to reach the new El Dorado. So widespread was the need for more coolies throughout last year that the Government introduced in the autumn an Ordinance entitled the Tamil Immigrant Fund Bill, which met with considerable opposition on behalf of the older estates, but was welcomed by the newer ones, which had found the greatest inconvenience and loss in their failure to secure the labourers they needed, after in many cases having felled and burnt off considerable areas of jungle. The Bill was duly passed into law, with an undertaking by the Government that its working would be carefully watched, and that if it was found to work hardly on the developed estates the terms

would be modified. The main condition under the Ordinance was that each estate should pay 1 dollar and 25 cents per quarter for each Tamil labourer employed; the mines and the Government to make a similar contribution, and the proceeds to be spent in recruiting labour in the Madras Presidency and for providing the recruits and their families with free passages to their destination. It was the desire of the authorities to bring the new law into force at the beginning of 1908, and the Ordinance was passed before the directors of rubber estate companies registered in Great Britain were able to represent their views to the Government. They cabled a protest and request for delay, but without avail, and the authorities have already set to work. They have guaranteed the shipping company whose steamers bring the immigrants from Negapatnam (South India) to Pinang 35,000 passages in the current year (1908). If this number of labourers be secured, and no more, the estate labour in the country will consist of about 100,000 persons, of whom 80,000 will be Tamils.

This matter has brought the older and the younger estates into conflict. Those members of the Rubber Growers' Association of London, formed last year, who are directly interested in the Malaya industry met under the auspices of the Association, and passed a resolution of protest in the interests of the older estates. Practically all these estates are now owned by companies registered in London. The private owner and the working superintendent are members of the different local planters' associations. These have just become affiliated in a central organisation with its headquarters at Kuala Lumpur, and bearing the title "The Planters' Association of Malaya." This body had decided, after some agitation against the terms of the Ordinance, to await further develop-



CREPE AND SHEET RUBBER MACHINERY.

ments after it had been in operation for some time; and the action of home directors in seeking to delay the passing of the Ordinance referred to was sharply criticised by residents who are in favour of the Ordinance. It is rarely that planting interests fail to show a united front in negotiations with the Govern-

numerous, and each estate was ordered to erect its own hospital. It was realised that on humanitarian grounds as well as in the interests of the estates the health of the coolies must be better conserved, but the order was too sweeping in that some estates possessed no healthy site, and the supply of dispensers was quite in-

growing proofs of the expensive working of estates, whereby estimates of expenditure were being seriously exceeded, the need for greater economy became imperative, and instructions are now being received on the estates from companies in the United Kingdom that means of retrenchment must be found. As a special inducement to work regularly those coolies who have turned out every day of the week have hitherto been given as a bonus a "Sunday name," *i.e.*, a seventh day's pay. This is to be one of the first items of expenditure to be abandoned.



OLD RUBBER TREES IN MALAYA.



TAPPING—SPIRAL.

ment, and the present cleavage of opinion is but a passing phase of the situation, and but few years will elapse before most of the younger estates will find their interests are the same as those of the older ones.

Another matter in which there has been some conflict with the Government is the hospital question. Deaths of coolies have been

adequate. It was consequently conceded that two or more neighbouring estates might combine and have a joint hospital. All this additional expenditure, added to the higher wages paid, was bound to impress absent directors and owners as well as superintendents; and with the serious fall in the market price of rubber at the end of last year, and the

TAPPING AND COAGULATION.

The plantation industry being still in its infancy, many matters affecting the economy of the rubber-tree, its productiveness and length of life under moderate and heavy tapping, and the preparation of the caoutchouc for the market, have yet to be elucidated by further experience and research. In the first years of the production of plantation rubber the trees were much injured by the tappers cutting too deeply and injuring the cambium. Less bark, too, is now cut away at each paring, and much study is being devoted to this subject of retaining the original cortex as long as possible. The renewed bark is not at first protected by a hard, corky layer, and would be susceptible to attack should some virulent pest appear. The first renewal of bark is satisfactory, but little experience is possessed at present as to the second renewal, and none as to the third. The bark of many cinchona-trees flaked off at the second renewal; and if the lactiferous tissue of the rubber-tree is wasted, or the tree is over-tapped, Nature will exact toll in some form or other. Excessive and too frequent tapping also produces latex containing an excess of water and less caoutchouc. The joint subject of minimum loss of tissue and maximum percentage of caoutchouc is being closely studied. Tapping every fourth day instead of every alternate day is now recommended.

Tapping methods constitute an important study, and in Ceylon much ingenuity has been expended in devising tapping and pricking instruments. Malaya generally has bothered little about the new paring instruments, the planters finding that the trained coolies do as good work with the original gouge as with more complicated parers. A perfect pricking instrument, however, should have a great future before it, because the importance of saving the original bark of the tree cannot be exaggerated.

The different methods of tapping need not be described in detail. The earliest system was the V cut, with a small receiving vessel at the base of each V. On a large tree there would be upwards of a dozen cuts and as many tins. The system most in use now is the herring-bone, with a vertical channel to the base of the tree, with one receiving vessel. The half-spiral and the full spiral systems have also been experimented with, but it has been proved that the full spiral is too exhausting. Lowlands, with which is associated the name of the most successful pioneer rubber-planter, Mr. W. W. Bailey, was the first to make use of the parings, which until less than three years ago were left on the ground. These shavings are put through the same washing machines as crepe rubber, and the result is a dark and inferior crepe which more than pays the small expense of collecting it.

The current issue of the *Bulletin* of the Imperial Institute contains instructive analyses of sixteen samples of Federated Malay States rubber forwarded by the Director of Agriculture. In eleven samples the percentage of caoutchouc was over 94 per cent. A thin pale sheet gave the highest percentage of

caoutchouc, viz., 96.35 per cent., with 0.22 per cent. moisture, 0.21 per cent. ash, 1.87 per cent. resin, and 1.35 per cent. proteids. The lowest percentage of caoutchouc was 92.64 per cent. from an almost white crepe, and in this case the resin was 3.58 per cent. Even this quantity of resin compares favourably with analyses of wild rubber, and 6 or 8 per cent. of resin seriously detracts from the value of any rubber.

In the old days tropical agriculture was generally market gardening on a glorified scale; but to-day the planter and the scientist work side by side; and the planter who is also a student can invest the daily round with much scientific interest. In a recent issue of the *India Rubber World*, the editor of which is Mr. Herbert Wright, the following statement on coagulation appeared and is worth enshrining in these pages:—

"The physical and chemical changes involved in the phases of coagulation already recognised are numerous and complex, and many theories have been put forward to explain the phenomenon. It may be argued that the practical planter does not need to trouble himself about the changes which lead to the separation of the rubber from the latex, since this is accomplished by allowing the latex to stand in a receptacle exposed to the air. We are of opinion, however, that the methods adopted on Eastern estates still leave much to be desired; if a better knowledge of the changes incurred during coagulation can be gained, we feel certain that planters of an inventive frame of mind will quickly effect improvements and speedily test the value of deductions originally made from laboratory experiments.

"The latices from different species possess various qualities of resins, proteins, caoutchouc and inorganic elements, but the behaviour of these to the same agencies—heat, moisture, centrifugal force, preservatives, acids and alkalis—is widely different; the phases of coagulation of latices from distinct botanical sources require separate detailed investigation. Heat, though it coagulates many latices, has no such effect on that of *Hevea brasiliensis*; formaldehyde, though acting as an anti-coagulant with *Hevea* latex, appears to coagulate over latices; alkalis which help to maintain some latices in a liquid condition, hasten the coagulation of others; mechanical means, while allowing one to effectively separate large-sized caoutchouc globules, are useless when dealing with the latex of *Hevea brasiliensis*.

"The changes which take place during coagulation have been variously explained, some authorities contending that the heat alone softens the caoutchouc globules, and thus allows them to unite; others maintain that a film of protein matter around each caoutchouc globule becomes coagulated and encloses the rubber particles, which then form an agglutinated mass. The term 'coagulation' was originally applied to the coagulation of the protein, but it is now generally used to denote the separation of the caoutchouc globules and all those processes which lead to the production of a mass of rubber from latex. When some latices are allowed to stand, the caoutchouc globules readily agglutinate, when they rise to the surface; the cream thus secured is then coagulated by pressure. When the latex of *Hevea brasiliensis* is treated with dilute acetic acid, the caoutchouc does not cream and then coagulate; the latex, according to Bamber, coagulates throughout its mass, thus including much protein and suspended matter, and by its own elastic force then contracts towards the surface of the liquid, expressing a clear watery fluid, still containing protein matter in solution."

It is possible that some day the water, or whey, left after coagulation will be scientifically treated, and further caoutchouc extracted,

or it may be, in some form or other, returned to the soil. The oil in the millions of seeds which will be no longer required for propagation will also be marketable, and before long some enterprising individual, or company, will lead the way in erecting expressing mills.

It has been said that plantation rubber is less resilient than fine Para (the wild rubber of Brazil), and it has been much debated whether this is due to the youth of the cultivated trees or mainly to some special virtue in the method of coagulating the wild rubber over charcoal fires, each thin layer being creosoted in the

Pears' estate in Johore, the celebrated Lanadron block rubber was first produced, and has carried all before it at various rubber shows. Wet block, recommended by the Ceylon scientists—partly because the high percentage of water in Para rubber seems to act as a preservative—is now in its trial. All these new departures secure the best prices when they first appear, and it takes time to decide whether the attention they attract in the home and continental markets is, due to their novelty or to their superior inherent qualities. One is inclined to expect the trees to produce superior rubber the



A GIANT RAMBONG TREE.

smoke. The view that plantation rubber is weaker than Brazilian rubber is not universally supported, however, and Messrs. Beadle & Stevens, well-known analytical chemists of London, are keen supporters of the contrary opinion.

Interesting experiments are being made as to the best form in which to supply plantation rubber, which has been produced in many varieties of form since the original biscuit. The Malaya estates have exported much sheet and crepe rubber, and these of a light amber colour continue in great demand. On Messrs.

older they grow, and that rubber from a ten-year-old tree, 20 inches in circumference at the customary measuring point of 3 feet from the ground, would be superior to rubber from a six-year-old tree of the same size. But like many other suggestions, this is not proved. Some people contend that the size and not the age of the tree determines the tensile quality of the caoutchouc produced. It is difficult to suppose that a six-year-old rubber estate is as valuable, pound per pound of produce, as a more mature estate possessing trees twice that age.

THE MARKET PRICE OF RUBBER.

At the end of May, 1905, cultivated rubber touched high-water mark at 6s. 10d., but by the end of the year had receded again to 6s. 1½d. In 1906, after a rise to 6s. 3d. in March and April, it steadily fell to 5s. 6d. In 1907 there was very little drop until August, when the price fell from 5s. 6½d. to 5s. 2d., while at the end of September began the record slump in sympathy with Brazilian rubber in consequence of the American financial crisis, which involved the closing of rubber factories in that country and the worst dislocation of the world's trade for thirty years. At the beginning of December 3s. 8d. was the price for plantation rubber. The abnormal condition of affairs in the commercial world, directly affecting the rubber industry, may continue for several months. Such are the indications, but as far as is possible rubber producers and investors should endeavour to estimate the position of affairs as it is likely to be, in normal periods. The cautious calculator no longer figures out his profits at the remarkable prices which ruled until September last. He is content to take the average market price of cultivated rubber for the next three years at 4s. per lb., and afterwards, when Eastern rubber reaches 25 per cent. of the output of Brazil, he will be content if prices do not fall below 3s. per lb., especially if cultivated rubber fetches 6d. per lb. higher than wild rubber. The latter product, however, gathered, prepared, and exported under ever-increasing European supervision, would be sent to market in a purer condition than at present, and in this and other ways the struggle for supremacy—and even of survival on the part of Brazil—will become increasingly keen. Already a new departure was chronicled last month, when there was offered in London for the first time plantation sheet Para rubber shipped from Manaus (Brazil). This was the first actual attempt seen on the London market to imitate Eastern plantation methods with Amazon rubber, although various attempts had previously been made in different parts of Africa to improve the products on the lines of plantation rubber.

Opinions vary very widely on the subject of future prices, some holding that after the commercial world is again trading under settled conditions the price of plantation rubber will steadily fall until what they call the commercial basis is reached, meaning thereby a price at which the planter can sell his rubber to leave him a profit of between 6d. and 9d. per lb. Others hold the view that a continuance of present prices for some months will result in less wild rubber being harvested in 1909, with consequently a rise in price, instead of a fall, in 1910. Within so limited and transitory a period in the history of the product, the one prophet is just as likely to be right as the other, but the individual who has been less dogmatic than the rest will have the best chance of all. He will be able to utter with little fear of contradiction those comforting words, "I told you so!" Dismissing all speculations as to price of a commodity which throughout the past forty years has been notorious for its severe fluctuations, and taking as a basis of calculation the net profit per lb. of 6d., with a cost of production in Malaya of 1s. 3d., with all other charges at 3d. per lb., let us see what kind of investment a rubber estate would be. The cost of estate work in Malaya is at present higher than elsewhere, but much economy will be possible—and will have to be enforced—long before profits have receded to the figure named. Appended is a sample estimate for the first three years in planting up a large rubber estate in typical flat land, requiring ample drainage and constant weeding. Not much economy can be introduced at this stage of cultivation

ESTIMATE IN DOLLARS OF THREE YEARS' EXPENDITURE IN OPENING UP A TYPICAL SELANGOR ESTATE OF 1,510 ACRES, INCLUDING PURCHASE OF NATIVE HOLDINGS FORMING ROAD FRONTAGE.

(Superintendent partly remunerated by commission on acreage opened and maintained.)

FIRST YEAR, 1906.—Clearing and planting 200 acres, felling 320 acres.

<i>General Charges.</i>		\$	\$
Salaries, Visiting Agents, 6 months at \$50	...	300.00	
Superintendents, 12 months at \$100	...	1,200.00	
Assistant, 7½ months at \$200	...	1,500.00	
			3,000.00
Allowances, 6 months, 1½ coolies at \$10	...		90.00
Contingencies—stationery and postage	...	75.00	
Safe, \$65; labour, \$30; sundry charges, \$50	...	145.00	
			220.00
Medical—purchase of medicines	...		80.00
General transport	...		50.00
Premium, \$2,775; quit rent, \$1,387.50	...	4,162.50	
Survey fees, \$1,057.50; pipes and stones, \$55	...	1,112.50	
			5,275.00
Prospecting fees	...		1,450.00
Purchase of land, 125 acres Kampongs at \$20	...		2,500.00
Outlet drains, half cost, 180 chains 12', ditto 160 chains 8'	...		1,673.00
Lines, 2 sets, 14 rooms at \$35	...	980.00	
1 set, 7 rooms, Banjarese	...	200.00	
			1,180.00
Bungalow—Assistant's bungalow, \$350	...	350.00	
Furniture	...	250.00	
			600.00
Tools, including prismatic compass	...		250.00
			16,368.00
<i>Clearing 200 acres.</i>			
Felling, \$9; clearing, \$5	...	2,800.00	
Draining, \$10; roads, \$2	...	2,400.00	
Lining, \$1; holing, \$1; filling, \$1.50; planting, \$0.50	...	800.00	
Weeding—100 acres, 4 months at \$1.50; 100 acres, 6 months at \$2.50	...	2,100.00	
Supplying at \$0.50	...	100.00	
Cost of plants, 25,000 at \$50	...	1,250.00	
			9,450.00
<i>Expenditure on Account, 1907 Clearings, 320 acres</i>			
Draining for surface water at \$6	...	1,920.00	
Felling at \$9	...	2,880.00	
Seed and nurseries, 300,000 seed down at \$8	...	2,400.00	
			7,200.00
			33,018.00

SECOND YEAR, 1907.—Planting 700 acres, upkeep of 200 acres.

<i>General Charges.</i>			
Salaries—Visiting Agent at \$100	...	1,200.00	
Superintendent at \$100	...	1,200.00	
Assistant, 6 months at \$150, 6 months at \$200	...	2,100.00	
			4,500.00
Commission—January–December on 50 acres	...	350.00	
March–December on 300 acres	...	1,500.00	
July–December on 400 acres	...	1,200.00	
			3,000.00
Allowances, two at \$10	...		240.00
Medical	...		100.00
Contingencies	...		400.00
General transport	...		100.00
Quit rent	...		1,500.00
Purchase of land, 125 acres at \$15, transfer \$250	...		2,125.00
Outlet drains, one-third Government dues, road drain	...	256.25	
Share ditto, second main drain	...	343.75	
110 chains 8' × 4' × 4' at \$8	...	880.00	
60 chains share at 20 cubic yards per chain	...	168.00	
110 chains share at 30 cubic yards per chain	...	462.00	
			2,110.00
Lines, 3 sets of 14 rooms at \$35	...		1,470.00
Bungalow, upkeep and furniture	...		200.00
Tools	...		300.00
Recruiting charges on 400 coolies at \$2	...		800.00
<i>Clearings 700 acres.</i>			
Felling, 580 acres at \$10	...	5,800.00	
Clearing, 700 acres at \$5	...	3,500.00	
			9,300.00
<i>Draining, balance of 120 acres, 1906—</i>			
Felling, \$6	...	720.00	
580 acres at \$12	...	6,960.00	
			7,680.00

	\$	\$
Roading, 700 acres at \$2; outlet road, \$100		1,500.00
Lining, \$1; holing, \$1; filling, \$1.50; planting, \$50		2,800.00
Weeding, 320 acres, 7 months at \$1	2,240.00	
380 acres, 4 months at \$1.50	2,280.00	
		4,520.00
Supplying at \$0.50 all over		350.00
Cultivation, white ants, &c., at \$0.50		350.00
Cost of plants, upkeep 1906, nurseries at \$1	300.00	
100,000 seed down at \$8	800.00	
		1,100.00
<i>Upkeep, 1906, Clearings 200 acres.</i>		77,463.00
Roads and drains at \$3	600.00	
Cultivation, supplying, &c., at \$2	400.00	
Weeding, 12 months at \$0.75	1,800.00	
Forking 30 acres Kampong at \$5	150.00	
		2,950.00
<i>Expenditure Account, 1908, Clearings 400 acres.</i>		
Draining 400 acres at \$12	4,800.00	
Felling 200 acres at \$10	2,000.00	
Seed and nurseries, 150,000 seed down at \$8	1,200.00	
		8,000.00
THIRD YEAR, 1908.—Planting 610 acres; upkeep 900 acres.		
<i>General Charges.</i>		
Salaries—Visiting Agent at \$100		
Superintendent at \$100		
Assistant at \$200		
	4,800.00	
Commission, January–December, commission 750 a. at \$4.50		
March–December, commission 400 a. at \$2,000		
July–December, commission 210 a. at \$630		
	7,130.00	
Allowances, 3 at \$10	300.00	
Contingencies	500.00	
Medical	300.00	
General transport	150.00	
Quit rent at \$1 per acre	1,500.00	
Outlet drains, share Government assessment	600.00	
Lines, 3 sets of 14 rooms, at \$35	1,470.00	
Bungalow—Second Assistant's bungalow \$500		
Furniture \$300		
	800.00	
Tools	300.00	
		17,910.00
<i>Clearings, 610 acres.</i>		
Felling 210 acres at \$10 \$2,100		
Clearing 610 acres at \$5 \$3,050		
	5,150.00	
Draining balance of 400 acres, 1906—felling at \$6,		
\$2,400; 210 acres at \$12, \$2,520	4,920.00	
Roading 610 acres at \$2	1,220.00	
Lining \$1, holing \$1, filling \$1.50, planting \$50	2,440.00	
Weeding 400 acres, 9 months, at \$1 \$3,600		
210 acres, 4 months, at \$1.50 \$1,260		
	4,860.00	
Supplying 610 acres at \$0.50 all over	305.00	
Cost of plants, upkeep, 1907, nurseries, at \$1	150.00	
		19,045.00
<i>Upkeep, 1906 (200 acres) and 1907 (700 acres clearings).</i>		
Roads and drains, at \$2	1,800.00	
Outlet drains, at \$0.50	450.00	
		2,250.00
Cultivation, supplying, white ants, &c., at \$1	900.00	
Weeding 150 acres, 12 months, at \$0.50 \$900		
750 acres, 12 months, at \$0.75 \$6,750		
	7,650.00	
		8,550.00
		\$136,168.00
GENERAL SUMMARY.		
1906.		
General charges	16,368.00	
Clearings, 200 acres	9,450.00	
		25,818.00
1907.		
General charges	16,845.00	
Clearings, 700 acres	34,800.00	
Upkeep, 200 acres	2,950.00	
		54,595.00
1908.		
General charges	17,910.00	
Clearings, 610 acres	27,045.00	
Upkeep, 900 acres	10,800.00	
		55,755.00
		\$136,168.00

at present, because so many estates are in the same stage of development.

YIELDS AND PROFITS.

The cost of bringing an estate into bearing, that is, to the end of the fifth year, may be put at £30 per acre. From that time onwards the estate will be earning money. The trees per acre may average 120, with the yield at 1 lb. per tree for the sixth and seventh years, 1½ lb. for the two following years, and 2 lbs. per tree thereafter. This would be a small yield from well-grown mature trees with ample labour and efficient supervision, but much uncertainty would enter into any forecast involving a larger yield than a regular 250 lbs. per acre per annum. The low market price of 2s. per lb. may shock the optimist, but it has to be remembered that twenty years ago Brazil exported thousands of tons of rubber, with the market price at anything from 2s. 10d. to 2s. 2d., and without the stress of competition. Let the calculation remain at the low profit named. Sixpence per lb. profit for the sixth and seventh years represents £3 per acre—10 per cent. return on the capital outlay—which will rise to 20 per cent. as the trees mature. This is by no means a high return for money invested in tropical agriculture when the investment has involved a five years' hostage to Fortune. It may quite possibly be much greater than this, but I have taken the minimum at which the subject can be discussed, assuming that neither disease nor a cheap synthetic rubber arises to disturb the dreams of the rubber planter and investor. Since 1905 the writer has repeatedly warned the Eastern planter that Brazilian rubber will not go out of competition when the price for it falls to 3s. Reduced supplies of wild rubber there will be, but threatened industries die hard, and before hard Para slumps to 2s. 6d. the Brazil Government will have been obliged to greatly reduce the export duty. This will be one official way of sharing in the heavy loss attending reduced profits. The call for economy will be by no means restricted to the business of wild rubber cultivation. In less than ten years' time the Federated States Government will have, as the result of strenuous agitation backed up by unanswerable arguments, to reduce by half the "boom-checking" 4 dollars per acre per annum rent instituted in 1906, for the life of the goose will be worth saving, even though the eggs fall to half their size.

COMPANY FORMING.

Speaking broadly, the waiting stage is a test of patience to be borne by the individual proprietor, by partners, and by the locally registered company. Should success attend their efforts, these will receive their greater reward. Properties which have reached the bearing and dividend-paying stage, or which are on the eve of doing so, are for the companies appealing to the public of Europe for support. The home investor—the man at a distance—cannot be expected to follow somebody else's fancy for five or six years before any returns are forthcoming. But he must, of course, be content with smaller dividends and a moderate appreciation in the market value of his shares. Some of the older rubber companies like the Selangor, the Vallambrosa, the Petaling, the Linggi, the Klanang, and others are already fine dividend payers, and the appreciation of their shares ranges from a thousand to five hundred per cent. Early development companies, moderately capitalised, like the Federated (Selangor) and Sungai Way—to mention only specimen sterling concerns—will soon be in nearly as good a position; while later flotations, such as the Anglo-Malay, the Consolidated Malay, Highlands and Low-

lands, and Lanadron, have also proved great successes, and stand at substantial premia. These premia the present commercial disturbance has reduced, but they cannot be wiped out, and in future years, with a continuance of the vigilance of those who have the reputation of Malaya at heart, flotations authoritatively supported will continue to merit attention. Individuals attempting to unscrupulously exploit the British public will receive short shrift if they are attempting to juggle with Eastern estates, for a bogus flotation or a scandalously over-capitalised one will be promptly exposed by men of acknowledged standing and integrity, and by a vigilant Press. Information can always be obtained in London regarding the soundness of any Eastern estate company appealing for public support. While one estate may differ greatly from an adjoining property in value, and while the ability of the resident superintendent is a factor which can hardly be exaggerated, the goods which are offered for sale are above ground, and are not

purchased, as in the case of a mine, like a "pig in a poke."

Mr. Fritz Zorn, in his preface to "A Manual of Rubber Planting Companies," declares that it will be increasingly necessary that the public should be able to discriminate between good and bad new companies. He declares that the rubber "boom" has yet to come. "As public interest in rubber develops there is sure to be a tendency to float off in joint stock shape any patch of land planted with a few thousand rubber 'stumps' over which the unscrupulous promoter can secure an option. From the investor's point of view the question of management is a vital one, and the wise man will put his money only into companies having for their directors planters and business men possessing a practical knowledge of the rubber-planting industry, and having the sort of reputation which is a guarantee against bogus promotions." Similar advice will be found elaborated in a preface by myself to the fullest list of rubber companies yet compiled,

which can be obtained in London and elsewhere, and is entitled "The Tropical Investors' Guide." The literary efforts of the profit-taking middlemen may be perfectly genuine, and they may not. Consequently there should be careful scrutiny and due inquiry from those who know. There may be significant omissions from a prospectus purporting to give the fullest information, and only an expert in the subject might be able to detect the omissions and properly appraise their importance.

Pessimism accomplishes so little that the British planter is to be envied for his reputation for courage and optimism. Hitherto the phenomenal success of rubber planting in Malaya has left a glittering phosphorescent wake, as do the steamers as they plough the waters of the Straits of Malacca bearing westward their precious cargo. No cloud has yet appeared above the horizon; and may decades of good fortune glide past, leaving Wordsworth's line as appropriate as it is to-day:

"Hope rules a land for ever green."

COMMERCIAL RUBBER.

THE LABOUR QUESTION.

HITHERTO the planters of the Federated Malay States have imported the majority of their coolies at their own expense, reimbursing themselves afterwards by deducting the cost of transport, &c., from the coolies' wages. It has frequently happened, however, that they have suffered considerable inconvenience and loss under this system by reason of their labourers leaving them suddenly before the expiration of their term of service in order to work for contractors and others who could afford to pay them higher wages for short periods. As the result of representations made to the Government on the subject, the Tamil Immigration Fund Ordinance of 1907 was passed. Under this measure the supply of Tamil labour for Government works, estates, and mines in the Federated Malay States has now been exclusively undertaken by the Government, who for this purpose have established a fund by the imposition of a quarterly tax, not exceeding 1.25 dollar per coolie, upon all employers of this class of labour. In order to properly appreciate the change which has been effected it is necessary to review briefly the different methods by which the supply of labour was obtained by planters and others in the Federated Malay State before the passage of this Act.

The Straits Settlements Government maintained a *dépôt* in India which undertook the recruiting of indentured labour in the Madras Presidency. Coolies willing to accept employment were sent to this *dépôt* to undergo an examination—medical and otherwise—as to their fitness for agricultural labour. Those who passed this examination were despatched to the Straits Settlements upon giving a promise to enter into a labour contract upon arrival in the colony. They were known as "statute" coolies. Those coolies who were unable to pass the medical examination, but were otherwise qualified to support themselves as agricultural labourers, were sent to the colony as free labourers. Besides, or instead of, obtaining labour through this channel, a number of private firms and estate proprietors had agents in India to recruit free coolies for them. The free coolies did not enter into any contract or undergo any examination before leaving India. Upon arrival in the colony they were immediately sent to the estates for which they had been engaged, while the "statute" coolies and free coolies enlisted by

Government were apportioned by the Superintendent of Immigration to employers on payment of the cost of transport, &c.

The contract which "statute" coolies were required to sign upon arrival bound them to perform work of a specified nature at a rate of pay agreed upon (but not less than a minimum fixed by the Government) for a term of six hundred days of nine hours per diem. No labourer could be required to work for more than six days in any week, or twenty days in any calendar month, and he could not be compelled to remain upon one estate for a longer period than three years. Stipulations were also made regarding the rates of pay for women and children, the quantity of rations to be supplied, and the rates of pay for overtime work voluntarily done by the coolies. Labourers could redeem themselves from their contract by paying their employers 2 dollars for every uncompleted thirty days' work which they had engaged to perform under the contract. These conditions are confirmed by the new Ordinance, which also makes it an offence for coolies to leave their employers and go to territories that are not British.

The departure from the old *régime* has not been made without evoking many protests. It is argued by the opponents of the new Ordinance that there has never been any shortage of labour on healthy estates where the coolies have been properly treated, and that the poll-tax which is to be levied by the Government will simply be a burden imposed upon these estates in the forlorn hope of benefiting others where the conditions are such that labour troubles will always be experienced.

LANADRON ESTATE.

One of the best managed and most up-to-date rubber properties in the East is without doubt the Lanadron estate in Johore, which was originally owned by Messrs. A. and F. Pears. The total area of the estate is 1,500 acres, 500 of which are in bearing with rubber from six to eight years old, while the balance has been planted during the last sixteen months. The estate consists for the most part of low-lying ground, and is situated on the bank of the Muar river, 42 miles from Muar. The property was first opened up by Mr. F. Pears, and under his direction remarkable progress has been made, Lanadron rubber having gained a valu-

able reputation on the London, Ceylon, and local markets for its uniformly high quality. This is largely due to the whole of the latex from the tapping area being mixed together before being prepared for sale, and to the great care which is taken to preserve cleanliness in all the processes. Lanadron rubber was first exhibited in Colombo, and it was then awarded three gold medals, including one for the best commercial sample (open to the world). At the Kuala Kangsa exhibition in 1907, among a large number of exhibits from all parts of Malaya, the first prize for block rubber and the cup for the best rubber exhibit in the show were won by Lanadron samples.

A noteworthy feature about the property is the number of modern devices employed for expediting the work. For most of these Mr. H. M. Drabble is responsible. In the first place Lanadron was the first estate in Malaya in which a mono rail was constructed. By this railway estate supplies are carried out to distant parts, and the latex from the 65,000 trees already being regularly tapped is conveyed to the factory. The factory is equipped with machinery of the most approved pattern, including washing machines, a vacuum drier, and a hydraulic block-making press. The estate has a river frontage half a mile in length, and the rubber is shipped direct to Singapore from the estate pier. By means of a motor launch maintained by the proprietors the river can be navigated to a distance of 100 miles inland. A complete telephonic system is in operation, and connects the estate office with the factory and the head-men of the different coolie sections.

The average yearly yield is 1½ lb. of rubber per tree, and the management of the estate is so economical and effective that the total cost of producing, collecting, preparing and shipping the rubber to London is only 40 cents a pound.

The labour force consists of 732 coolies, of whom fifty or sixty are Chinese, about 100 Malays, and the remainder Javanese. These coolies may justly be said to be "in clover." They are housed in well-built and well-ventilated lines, the headmen are provided with separate houses, and open squares are provided for the purpose of recreation after work and for the use of the children. The coolies are also provided with land on which to grow their own vegetables; there is an isolation hospital for their use, which, fortunately, is not often required; and a mosque has been erected

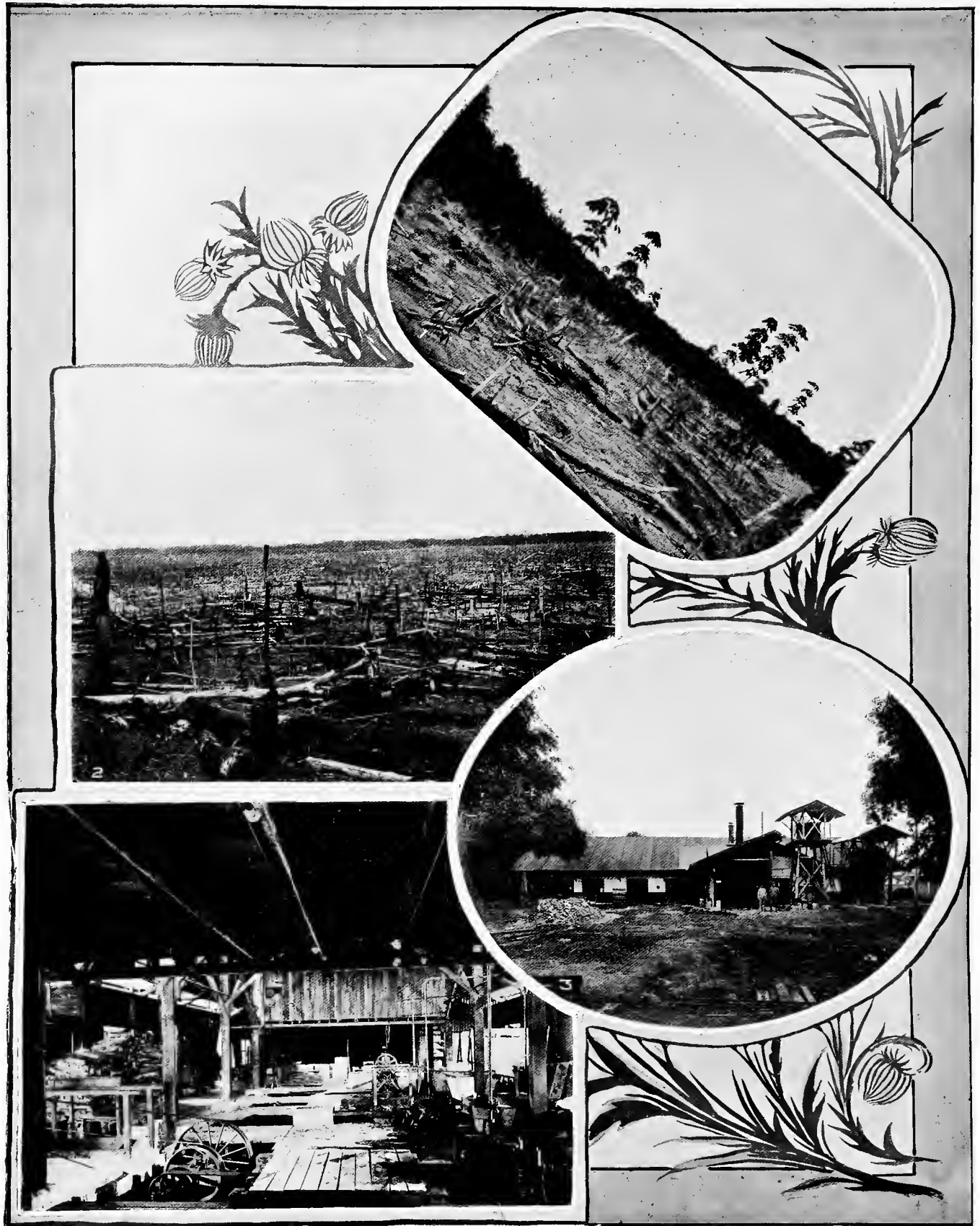


LANADRON ESTATE, JOHORE.

1. AVENUE OF OLD RUBBER TREES, SHOWING MONO-RAIL LINE.

2. MODEL COOLIE LINES.
4. BRINGING IN THE LATEX.

3. SIX YEAR OLD RUBBER TREE (tapped for two years).



LANADRON ESTATE, JOHORE.

1. TWELVE MONTHS OLD RUBBER TREES, 18 FEET HIGH.

2. GENERAL VIEW, SHOWING OLD RUBBER TREES IN BACKGROUND.

3. THE RUBBER FACTORY.

4. INTERIOR OF THE RUBBER FACTORY.

on the estate in order that they may observe their religious rites.

The European staff reside in excellent bungalows, and the manager's house is a model of comfort.

Mr. Roger Pears is now acting for his brother, Mr. F. Pears, who also manages neighbouring rubber properties, including Jementah estate, which is situated 90 miles up the river and is to be amalgamated with Lanadron; and Nordanal estate, which is on the opposite bank of the river to Lanadron. Messrs. Pears have six European assistants on their estate.

THE MALAY PENINSULA (JOHORE) RUBBER CONCESSIONS, LTD.

The Malay Peninsula (Johore) Rubber Concessions, Ltd., own 50,000 acres of planting land in the Muar district of Johore, divided into twenty blocks of 2,500 acres each. The land is bounded by the Muar and Segamat rivers, and the new Johore railway runs alongside it for 20 miles. The object of the company is to develop the land partly and then dispose of it in blocks to rubber-planting companies. One block has already been sold in this way. The opening up of the land was only commenced towards the end of 1906, but within twelve months, 1,000 acres had been planted with rubber. On one block, upon which work has just commenced, tapioca is being planted as a catch-crop. The number of coolies employed is 500, made up of 250 Tamils, 150 Malays, and 100 Chinese, and the health of these is excellent. Mr. H. E. Burgess, the company's general manager, has had many years' experience in the Malay Peninsula, both as a civil engineer and as a planter. The company's London office is at 13, Rood Lane, E.C.

THE RUBBER ESTATES (JOHORE), LTD.

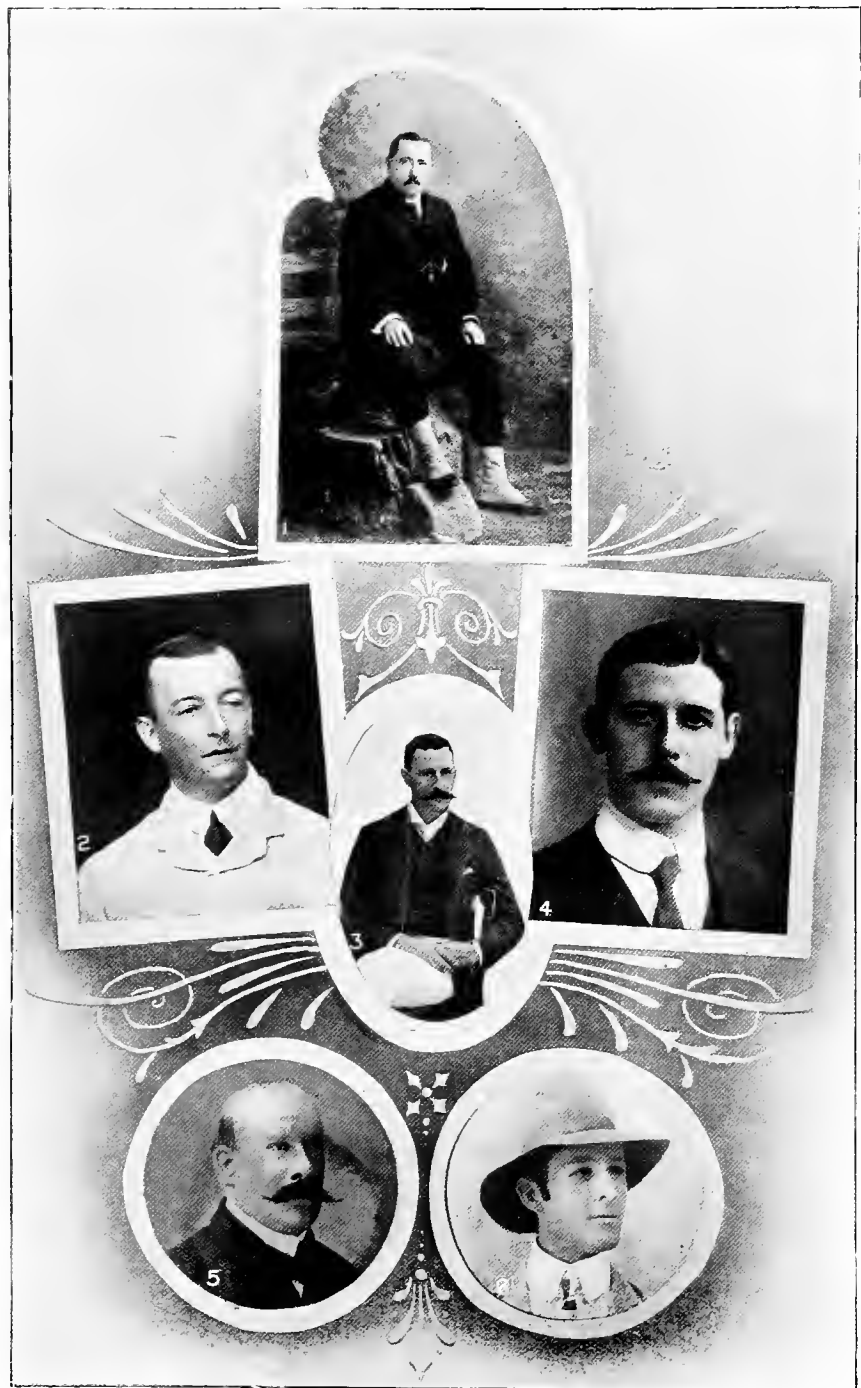
One of the coming rubber properties of Johore is that owned by the Rubber Estates of Johore, Ltd., which has an authorised capital of £150,000. Sir Frank Swettenham is the chairman of the company, and the other directors are Colonel A. G. Durand and Messrs. E. S. Grigson and A. Lampard. The agents in Singapore are Messrs. Guthrie & Co., Ltd., and the resident general manager is Mr. A. L. Buyers. The total area of the property is 25,000 acres divided into two blocks of 10,000 acres each and one of 5,000 acres.

The first block of 10,000 acres is situated three and a half miles from the boundary of Negri Sembilan and four miles from Gemas railway station. Planting has been in operation on this property for fourteen months, and something like 2,000 acres are under Para rubber at the date of publication. The trees already planted vary in age from three to nine months, and their growth compares very favourably with that of some on the best estates in the Federated Malay States. A railway station on the new Johore line will be constructed on this block. The second block of 10,000 acres is on the banks of the Labis river in the Batu Pahat district, where the soil is exceptionally fine and carries some very valuable timber. It is near the Labis railway station, which is 66 miles distant from Johore Bharu, and is 34 miles from the boundary of Negri Sembilan. The third block, 5,000 acres in extent, is 32 miles from Johore Bharu, and has the Liang Liang railway station upon it. Neither of these two blocks has been opened up. There are on that part of the property already opened up to some extent six bungalows, seven sets of permanent coolie lines, a well-equipped hospital and dispensary, and many attap dwellings for Malay and Chinese labourers. Some 300 Chinese and 300 Tamil coolies are employed, besides 15 Chinese

carpenters, a large number of Javanese and Malay jungle clearers, and 34 Sinhalese artisans. The initial difficulties are gradually being surmounted and labour is now coming

PRYE ESTATE.

By reason of their favourable position, settlements which are located at the mouth



WELL-KNOWN PLANTERS.

1. MALCOLM DUNCAN (Proprietor, Chenderiang Estate).
2. W. E. L. SHAND (Manager of Bukit Asahan Estate).
3. FRANCIS PEARS (Manager and Part Proprietor of Lanadron Estate, Muar, and Manager of Jementah and Nordanal Estates, Muar, Johore).
4. ROGER PEARS (Acting Manager, Lanadron and Nordanal and Jementah Estates).
5. E. H. BRATT.
6. C. G. FINDLAY (Manager, Gidong Bidor Rubber Estate).

in freely. Altogether, the prospects of this company appear of the brightest, and the shareholders may be congratulated on having a very valuable asset.

of some navigable river have obviously great advantages. The land at the mouth of the Prye river is Province Wellesley, immediately opposite Pinang. Its hinterland, which



THE RUBBER ESTATES (JOHORE), LTD.

1. RUBBER CLEARING. 2. THE RUBBER NURSERY (containing half a million plants). 3. THE MANAGER'S BUNGALOW. 4. THE GENERAL MANAGER'S BUNGALOW.
(See p. 363.)



THE MALAY PENINSULA (JOHORE) RUBBER CONCESSIONS, LTD.

1. THE ESTATE STORE.

2. NINE MONTHS OLD RUBBER TREES.
(See p. 363.)

3. THE BRIDGE OVER MUAR RIVER (5 spans each 100 feet).



THE PINANG SYNDICATE, LTD.

1. COCONUT PALMS.

2. THE SUGAR FACTORY.

3. THE CANE FIELDS.

4. ESTATE LABOURERS.

(See p. 363.)



THE PINANG SYNDICATE, LTD.

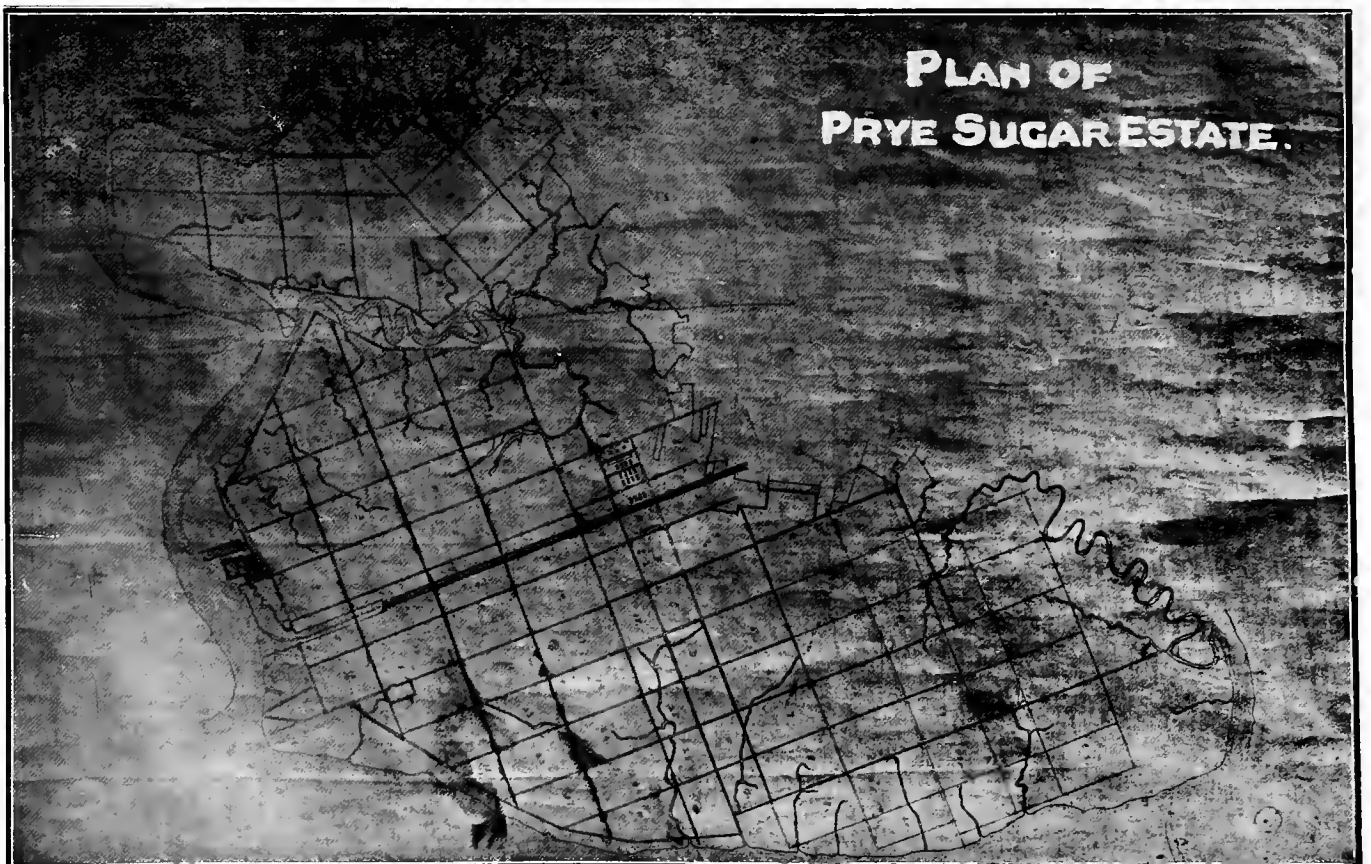
1. PRYE ESTATE RUBBER FACTORY.

(See p. 363.)

2. MOUTH OF THE PRYE RIVER.



NEW TOWNSHIP.



THE PINANG SYNDICATE, LTD.

includes the Siamese States and Federated Malaya, teems with great and but partly-developed wealth in the shape of minerals, and has a fertile soil. Everything points to this locality becoming an important outlet. Prye Dock, with its ship-repairing shops, coal depôts, and dry dock, is situated on land adjoining Prye estate, and contiguous to this estate also is the northern terminus of the Federated Malay States railway system. Hitherto the evident tendency of a township to form here has been checked by the inability to obtain from the owners of Prye estate such portion of their land as is suitable for "a town of the future." Prye estate contains an area of 4,032 acres, is traversed by nearly 32 miles of canals and 32 miles of roads, and has the

estate. There are on the estate twelve bungalows, extensive coolie "lines" (quarters), a powerful and well-equipped sugar factory, curing-houses, workshops, distilleries, &c. This estate has a unique situation for plantation purposes by reason of its fertile soil. Its close proximity to Pinang attracts the labour class, while its river and sea frontage is conducive to cheap working. If Pinang and the Malay States have a future—and they undoubtedly have a great future—it is impossible to gauge the value which the property may attain as the outlet and feeder of the beautiful hinterland, still nearly all virgin land. With right policy and wise management the locality is bound to be one of great importance at a not very distant date.

tapioca factory, and after many years of hard work retired to France, where he engaged largely in the cultivation of vines. He planted no fewer than five large estates, and succeeded remarkably well until, in 1870, the whole of the vineyards in France were destroyed by the phylloxera pest. Returning to the Straits Settlements, he sold Malakoff estate, and settled down in Singapore. Soon afterwards he opened up the well-known tapioca land called Chasseriau estate, of 1,000 acres, and the Governor, Sir Andrew Clark, granted him a concession of another 2,000 acres. Under Mr. Chasseriau's able and experienced management this property rapidly gained the distinction of being the model estate of the southern peninsula. In 1886 the estate was



THE PINANG SYNDICATE, LTD.

1. THE BUNGALOW.

2. WATER FRONT AT PERMANTANG PAN.

main line of the railway running through its centre. For a length of about a mile and a quarter the left bank of lower Prye river is one of its boundaries. This vast deep water-frontage offers an ideal situation for quays, godowns, warehouses, and the like for the expanding trade of Pinang and the peninsula. A tributary of the Prye, the Sungei Sassat, navigable for vessels up to sixty tons burden, runs through the heart of the estate, whilst on the east the Juru river gives easy access to every other part of the property. The original proprietors of the Prye estate included Messrs. F. S. Brown, David Brown, Walter Scott, T. M. Vermont, James Lamb, and others. It was then sold to the Wellesley Estate Company, and at the beginning of 1907 was acquired by the Pinang Syndicate, Ltd., for which Messrs. Huttenbach Brothers & Co. are the agents. At present sugar-cane, rubber, and coconuts are the produce cultivated on the

ALMA ESTATE.

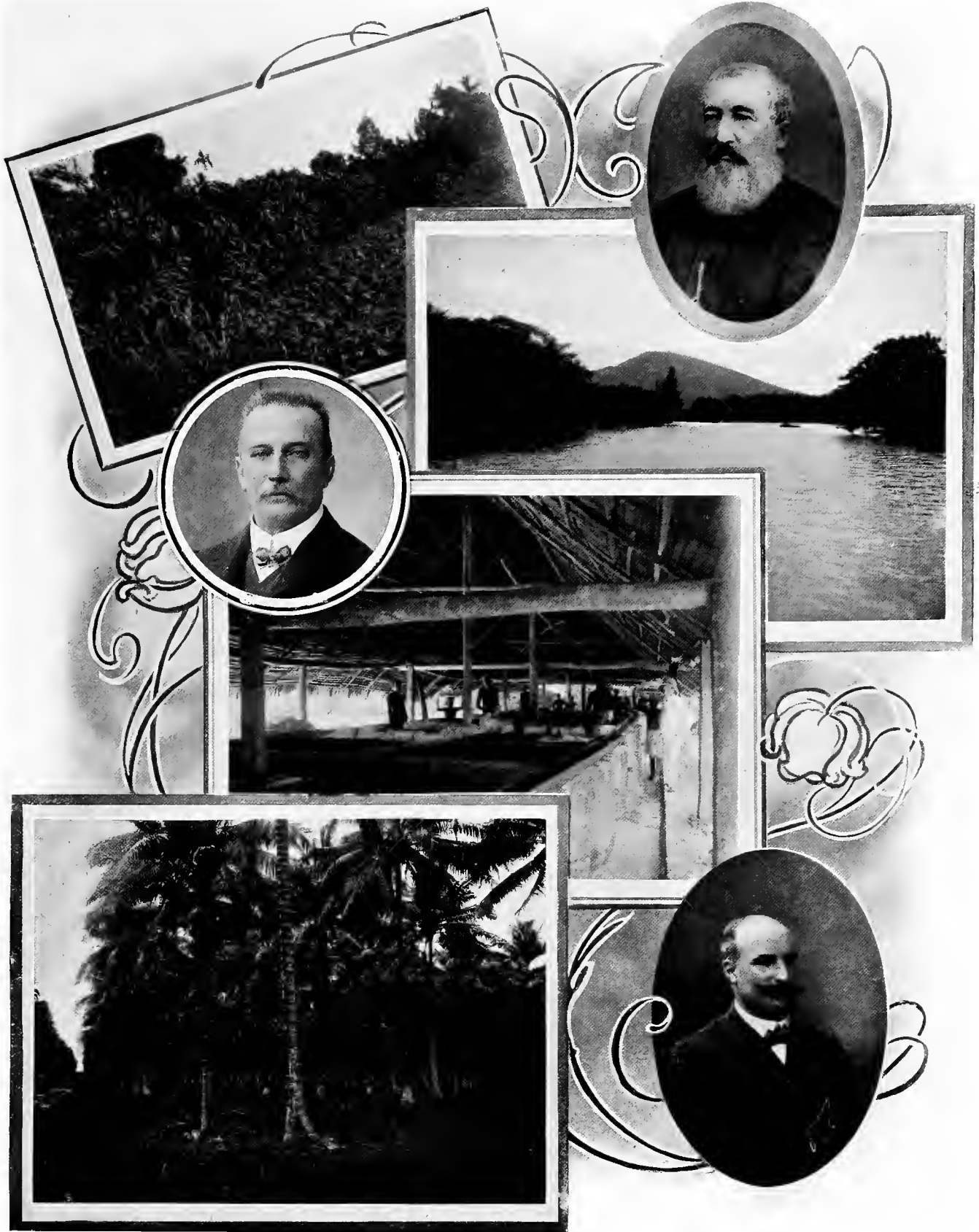
Foremost among French planters in British Malaya was the late Mr. Leopold Es. Chasseriau, who enjoyed a unique reputation in the East. He was born in Bordeaux in 1825, and, after receiving an excellent education, sailed across the seas in search of fortune. In Mauritius he acquired a thorough knowledge of sugar-planting. Thence he came to the Straits Settlements, and opened up Jawee estate, in Province Wellesley. Afterwards he entered into partnership on Val d'Or estate with the ill-fated Mr. Donadieu, who was brutally murdered by pirates on the Batu Kawan river. About the time of the Crimean War Mr. Chasseriau bought up the estate known as Ayer Rendang, and changed its name to Malakoff in honour of the great feat of arms performed before Sebastopol. This estate he planted with sugar-cane and tapioca, erected a

sold to a limited company, who introduced the cultivation of coffee. Mr. Chasseriau remained on the estate as managing director for about five years, and in 1891 left by the ss. *Natal* for France. He was not destined, however, to see his native shores again. He died at Aden as the result of an accident on board the ship, and was accorded an imposing funeral, which bore testimony to his popularity and to the high esteem with which he was regarded by the British authorities.

Of his two sons, Emile was born at Bordeaux in 1861 and Leopold at Pinang in 1863. Both were educated in France, and returned to the Straits in 1879. After five years' planting experience on their father's estate, they went to Sumatra, and were for two years on Bengkalis estate. Mr. E. Chasseriau remained some time longer in the island on a tobacco plantation. Mr. Leopold returned to Pinang in 1886, and joined the late Hon. J. M.



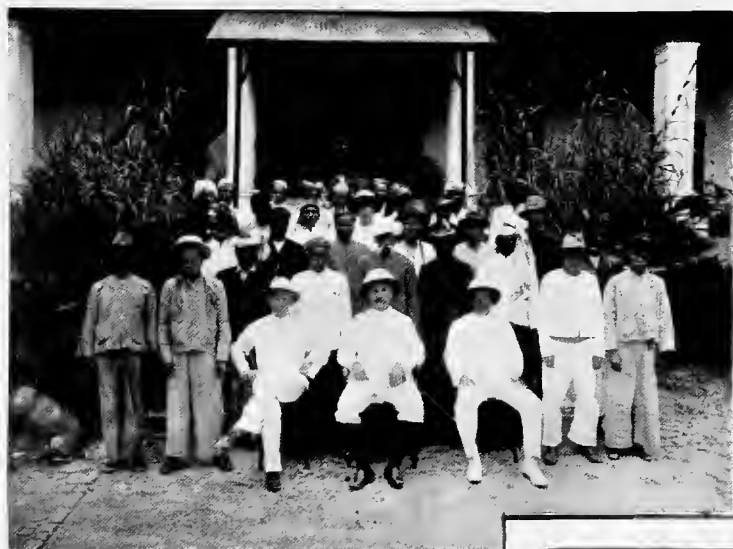
ALMA ESTATE.



RUBBER NURSERY.
EMILE CHASSERIAU.
COCONUTS.

ALMA ESTATE.
TAPIOCA SETTLERS.

THE LATE LEOPOLD CHASSERIAU, SEN.
THE LAKE.
LEOPOLD CHASSERIAU, JUN.



PRIZE MEDALS WON BY THE ESTATE.
SOME OF THE STAFF.
THE FACTORY.

ALMA ESTATE.

RUBBER TREES
THE BUNGALOW.
TAPPING RUBBER.

Vermont for three years as assistant and acting manager of Batu Kawan. After a year's visit home in 1889 he came back to Singapore, and, having bought the business of Messrs. C. Favre & Co., engaged in the pineapple trade and obtained a large contract for the supply of gutta plants and dry leaves to the French Government for their Eastern colonies. At the same time he planted up with coffee and coconuts the well-known estate styled Mount Pleasant, in which he was joined by his brother. Later on both of them returned to the northern part of the peninsula and acquired Alma estate there. On November 28, 1900, this estate was incorporated under the title of Société d'Alma, with a capital of 1,400,000 francs. Mr. Leopold Es. Chasseriau, who is the largest shareholder, married in 1896 Marie Claire, youngest daughter of the late Mr. Henri de Facien, an Indian planter of repute, who had served as French consul in Burma both at Rangoon and Mandalay, and was a descendant of one of the oldest families of France.

Alma estate itself was originally planted by a Mr. Wilson in the days of the Crimean War, at which time only some 500 acres were under cultivation. To-day the estate measures about 3,000 acres. It is undoubtedly one of the finest properties in Province Wellesley, being situated only seven miles from Prye, and having the

acres of tapioca under full cultivation, and more is being opened up every month. During the past year the yield was 500 tons, and the output is increasing by leaps and bounds. Equipped with the most modern appliances, which are driven by a gas engine, the factory is capable of dealing with practically any quantity of tapioca that may be put into it.

It is, however, chiefly on its vast possibilities for the cultivation of rubber that the future of Alma estate depends. Some 60,000 trees have been already planted on the property and promise well. About 3,000 trees over seven years of age are being tapped, and are yielding more than 4,000 lbs. of rubber. There are also 7,000 trees more than three years old, 30,000 over one year, and 20,000 under one year. Additional trees are being planted every year. Some 30,000 coconut-trees of all ages add to the value of the estate, and their number is being increased. Of the whole area of the estate, 2,000 acres are already fully planted, while every available inch of the remaining 1,000 acres is taken up by Chinese squatters engaged in planting pineapples and tapioca, which latter they sell to the factory. On this portion of the estate, too, the management is continually interplanting Para rubber. There is such a plentiful supply of labour that the importation of indentured coolies is not necessary. At present the labour force

the best properties of its kind in the northern peninsula.

The Board of Directors consists of Dr. Achahne (chairman), Director of the Colonial Laboratory of France; Commandant Mougin, an eminent consulting engineer and Chevalier of the Legion of Honour; and Mr. Leopold Chasseriau, managing director and superintendent, who is assisted by his brother, Mr. Emile Chasseriau.

BAGAN DATOH ESTATE.

Rubber is not the only profitable product of Federated Malay States plantations. Many flourishing coconut properties are to be found, and one of the chief of these in Perak is the Bagan Datoh estate, of 4,600 acres. Situated on the banks of the Perak river, near the mouth, it is 30 miles distant from Teluk Anson. Of the total area 1,600 acres are under coconut cultivation, the trees varying in age from nine years to a few months. Many of them have been in bearing for a few years. The rest of the property is mostly jungle, but clearing and planting are continually in progress, so that in time the whole area will be under cultivation. The estate has a river frontage of a mile and three-quarters, is intersected with roads, including a public thoroughfare that will eventually be



BAGAN DATOH ESTATE.

1. AVENUE OF OLD COCONUT PALMS.

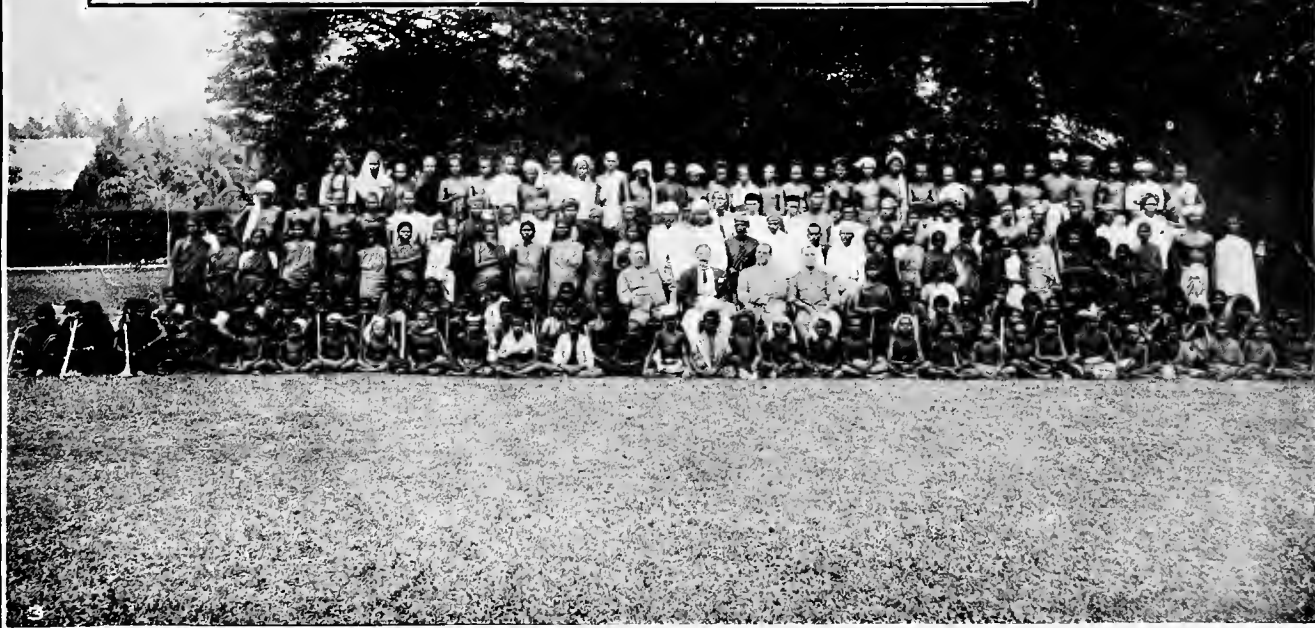
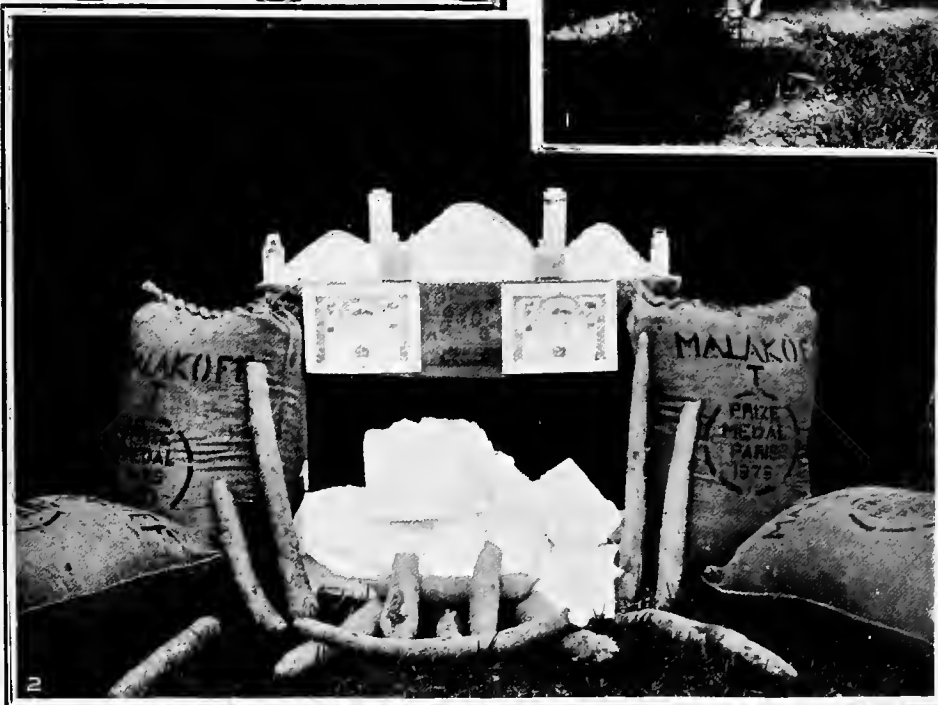
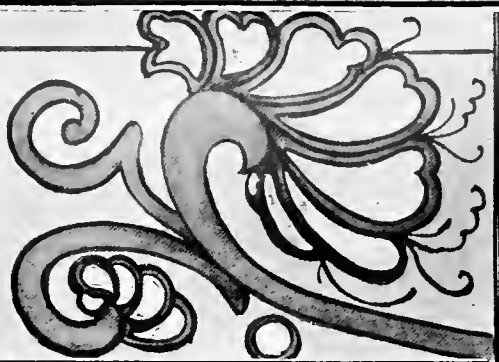
2. COCONUT PALMS IN BEARING.

3. YOUNG COCONUT PALMS.

main line of the Federated Malay States Railway running right through it, with a station of the same name on the estate. The estate is famed for its productiveness, and for its supply of fresh, wholesome water, which is supplemented by a fine artificial lake of 20 acres in extent. At present there are 800

consists of 750 Tamils (550 men, 150 women, and 50 children), about 150 Malays and Javanese, and 200 Chinese, who are employed in cultivating tapioca, rubber, coconut, paddy, fruit trees, and areca nuts; and some 300 Chinese farmers and their families. Altogether the Alma estate promises to become one of

extended to Teluk Anson, and has a complete drainage system. There is daily communication by launch between the property and Teluk Anson. The soil is admirably suited for coconut growth, and the proximity of the property to the sea renders it specially suited for this form of cultivation. A ready market is found

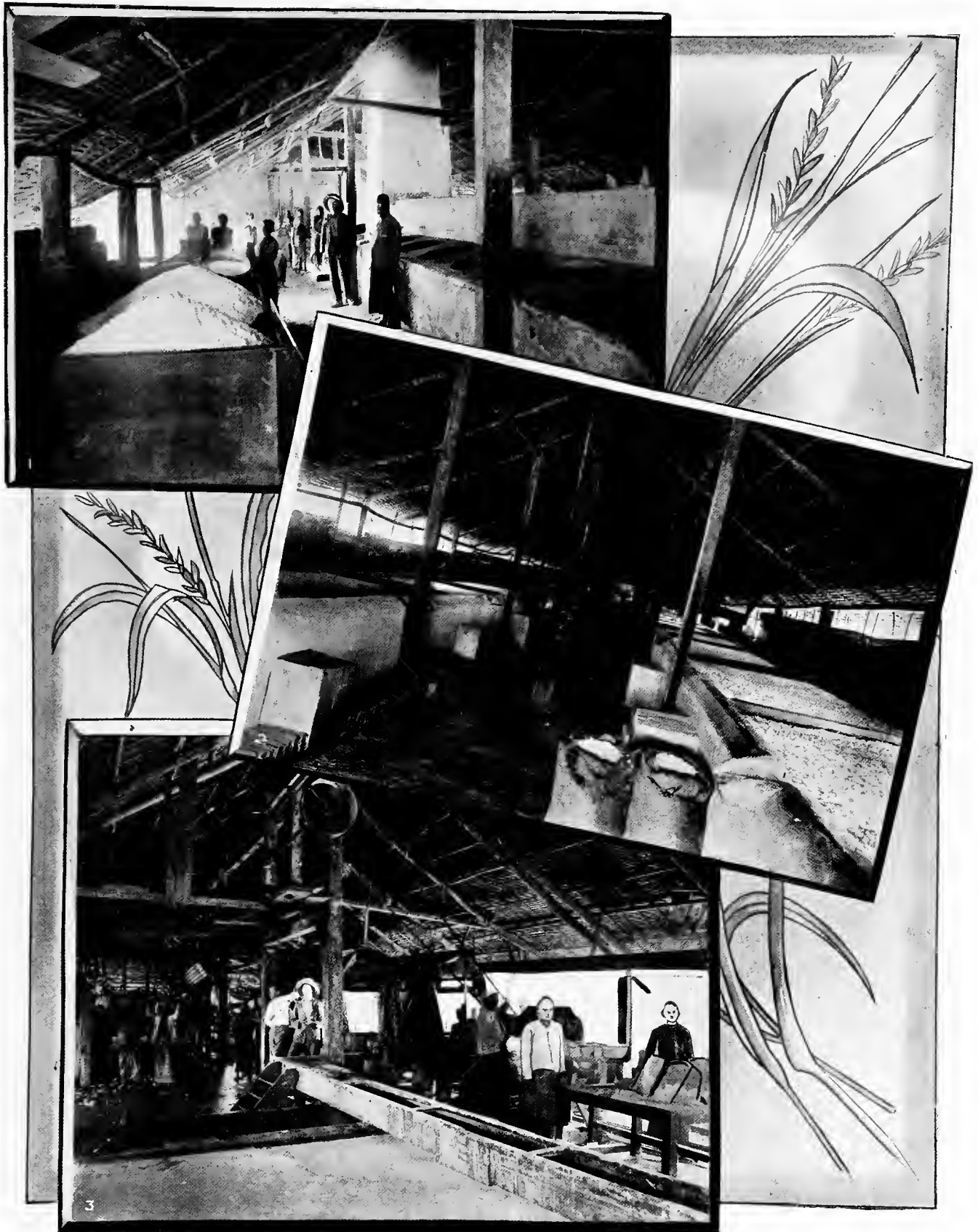


MALAKOFF PLANTATIONS COMPANY, LTD.

1. YOUNG RUBBER TREES.

2. TAPIOCA EXHIBIT.
(See p. 377.)

3. THE LABOUR FORCE.

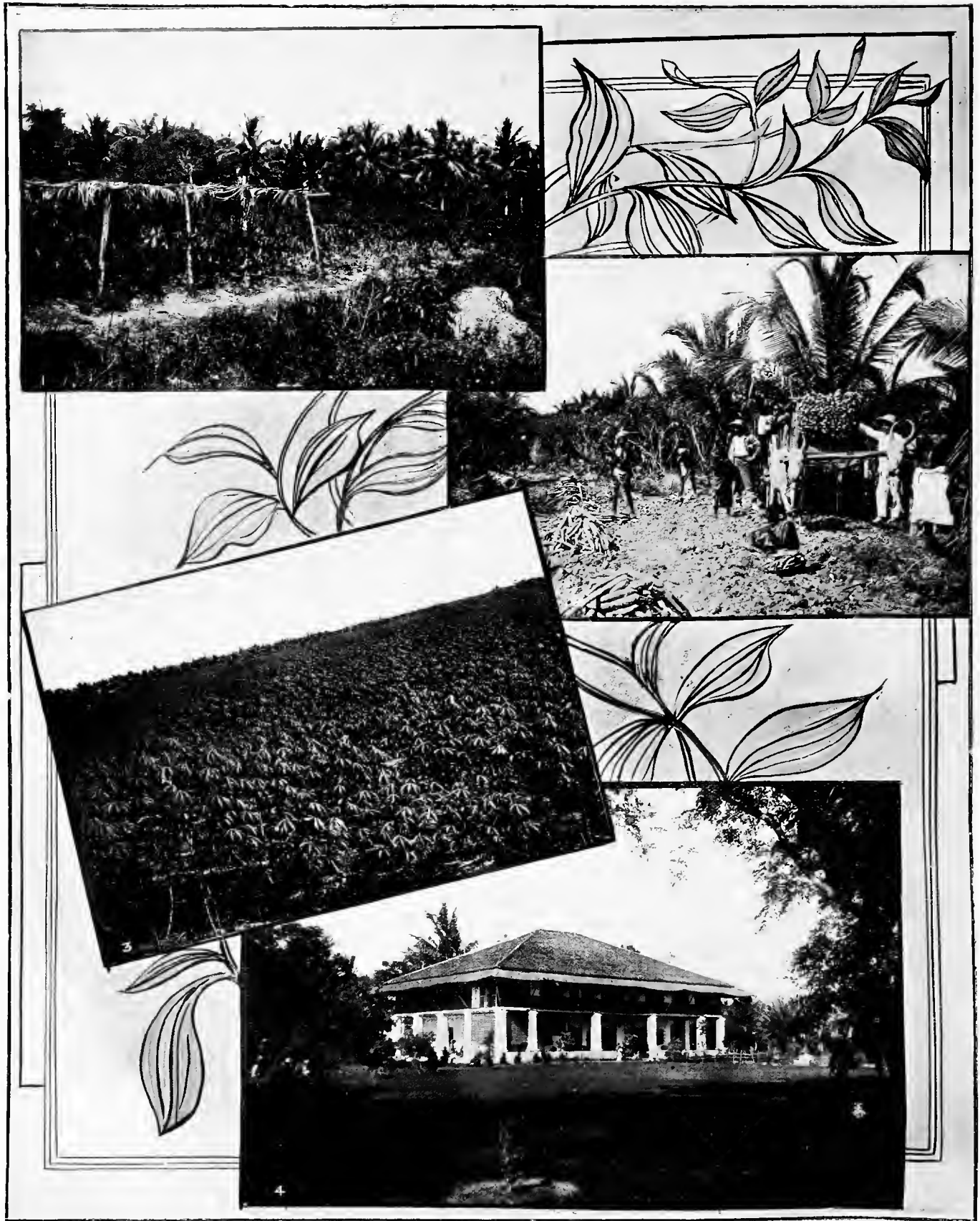


MALAKOFF PLANTATIONS COMPANY, LTD.

1. COOKING TAPIOCA.

2. DRYING TAPIOCA.
(See p. 377.)

3. WASHING TAPIOCA.



MALAKOFF PLANTATIONS COMPANY, LTD.

1. RUBBER NURSERY.

2. DIGGING AND COLLECTING TAPIOCA ROOTS.

3. A HUGE TAPIOCA FIELD.

4. THE ESTATE BUNGALOW.

for the nuts, which are bought for delivery on the estate, and are shipped to Pinang. The estate is owned by the Straits Plantations Company, Ltd., for whom Messrs. Aylesbury & Garland, of Ipoh, are the agents. Mr. John Crowe is the manager, and he is assisted by

tant from Prye, is one of the leading tapioca properties in Malaya. It was originally opened up in the days of the Crimean War. The Malakoff Plantations Company, Ltd., by whom it is now owned, was formed in 1897. At first an area of 3,600 acres was acquired, but this has since

extent. It is bounded on the north by the Muda river, on the south by Malakoff estate, on the east by Sungei Krai, and on the west by Government grant lands. The situation of the property is extraordinarily favourable—there is an abundant supply of



HEARWOOD ESTATE.

VIEW OF PARA RUBBER TREES.

THE OIL DISTILLERY.

Messrs. Gillespie and Frankie. They direct a labour force consisting of five hundred Tamil and Javanese coolies.

HEARWOOD RUBBER ESTATE.

This is an estate of 3,000 acres, situated at Sungei Siput, a mile and a half from the railway, and belonging to Towkay Chung Ah Yong, of Taiping. Some 500 acres are planted with Para rubber, the trees ranging from seven years old downwards. As on all the other estates in the vicinity, the rubber thrives splendidly, and the older trees are yielding good returns. By 1908 12,000 trees will be bearing, and the next year or so will see a large increase upon that number. From the seven-year-old trees on the estate an average of 3½ lbs. of rubber has been obtained. Mr. E. Hardouin, the manager, is skilled in botany and the production of oils. Under his management the estate has become famed for its oils. Lemon-grass and other catch-crops, including coconuts, are cultivated to a considerable extent, and yield a good revenue. The estate is also rich in tin, the mines being worked by Chinese, who pay taxes on the output to the owner. About two hundred Tamil and Javanese coolies are employed on the estate. The under-manager is Mr. W. D. Wyesuriya.

MALAKOFF ESTATE.

Malakoff estate, situated in the northern extremity of Province Wellesley, 11 miles dis-

been increased to 5,380 acres. The total area now under cultivation is 2,211 acres, of which 969 are under tapioca, 318 under coconuts, 658 under tapioca and coconuts interplanted, 145 under tapioca and rubber interplanted, 100 under rubber, and 21 under betel nuts. Para rubber is being put in rapidly, and in a few years' time Malakoff promises to become one of the largest rubber concerns in the province. The labour force consists mainly of Tamils, but Chinese, Javanese, and Malays are also employed. The coolies are well housed and cared for, and their health is excellent. A hospital is maintained on the property. Mr. George Stothard, the manager, has had many years' experience of planting in Province Wellesley and Perak. Messrs. Boustead & Co., Pinang, are the agents.

BERTAM ESTATE.

Bertam estate in Province Wellesley is one of the most up-to-date rubber plantations in Malaya. It was originally opened up for other crops by Messrs. James Richardson and Abraham Logan fifty or sixty years ago. Then it passed into the hands of the late Mr. Daniel Logan, and from him to his son, who disposed of it later to a Kongsee of three Chinamen. In 1906 it was acquired by the present proprietors, the Straits Settlements Bertam Rubber Company.

The property is situated 10½ miles from Butterworth, and is about 15,000 acres in

good water and an adequate labour force in which sickness is unknown. At the time of writing 1,200 acres have been fully planted with 180,000 rubber-trees, ranging from one to nine years old, and Bertam rubber is well known in the trade for its high quality. Tapping was commenced in 1905, when the yield of 6,000 lbs. commanded the highest price of any Straits Settlements rubber produced that year, namely, 6s. 10d. a pound. In 1906 the yield was 20,000 lbs., and for 1907 the estimate was 30,000 lbs. At the Singapore show of 1906 Bertam scrap rubber obtained the first prize, and at the Kuala Kangsa show of 1907 the second prize for sheet rubber and second prize for scrap rubber were awarded to the products of this estate. On an average 100,000 rubber-trees a year are planted. There are also 1,000 acres planted with coconuts, and from 45,000 trees the yearly return is 240,000 nuts. These are all sold to local dealers, who take delivery on the estate. In a couple of years or so the return will be trebled. Cassava is grown as a catch-crop, and this product, which has realised as much as from 10 to 12 dollars a picul, is a valuable asset towards the upkeep of the rubber. Of the undeveloped part of the property, allotments are lent gratis to families of Chinese on the understanding that they fell the trees and clear the land in readiness for rubber planting. Thus the proprietors save the expense of clearing the jungle, while the "squatters," as



THE STRAITS SETTLEMENTS (BERTAM) RUBBER COMPANY, LTD.
ESTATE ENTRANCE, COCONUTS, AND COPRA SHEDS.



THE STRAITS SETTLEMENTS (BERTAM) RUBBER COMPANY, LTD.
MALAY COOLIE LINES, THE RUBBER FACTORY, THE STAFF, AND THE ESTATE BUNGALOW.



THE STRAITS SETTLEMENTS (BERTAM) RUBBER COMPANY, LTD.

RUBBER TREES FOUR YEARS OLD, TAPPING, AND RUBBER TREES EIGHT YEARS OLD.

they are called, are able to make a livelihood by planting cassava, which does not interfere with rubber-trees. The Malay population of the district lease strips of padi land, of which there are about 3,000 acres on the property; and a further revenue is derived from charges made for the privilege of driving cattle from Kedah over the estate, which is traversed by 15 miles of roads. It is a remarkable fact that whereas in most parts of Malaya the Malays have been found unsatisfactory for plantation purposes, at Bertam they form a splendid tapping force. The regular labour force of the estate is 400 Tamils, Chinese, Malay, and Siamese coolies, and free Tamil labour is being substituted for indentured labour.

On the north of the property there is a retaining wall 14 miles long which holds

a capital of £175,000. Sir West Ridgway is the chairman, and the other directors are Messrs. J. E. A. Dick Lauder, Thomas Ritchie, G. Dundas-Mouat, G. S. Barwick, George Dalziel, and Sir William E. Ward. Messrs. Boustead & Co. are the Pinang agents, and the Hon. John Turner is the visiting agent. Mr. H. Read Smith is the secretary of the company, whose London offices are at 16, St. Helen's Place.

CHENDERIANG RUBBER, LTD.

The only rubber estates of any importance in the historical district of Chenderiang are those started by Mr. Malcolm Duncan, and floated by him as limited companies in 1907. One of these is known as Chenderiang Rubber, Ltd., and was floated in London

pany, Ltd. Afterwards he opened up extensive tin mines in the Chenderiang valley, and later on the two rubber estates above mentioned. With the exception of his three assistants, he is the only white man in the neighbourhood in which he is stationed, and he has taken such an important part in the development of the locality that he is frequently referred to as the Mayor of Chenderiang. At present Chenderiang is about the fifth most important Chinese mining centre in Perak, having an output of four to five thousand piculs per month. Mr. Duncan has just formed in London a company whose object is the dredging of the Chenderiang valley for tin, and the undertaking is regarded as certain to meet with success. There is a fine water supply in connection with the mines, as contiguous to the property



CHENDERIANG RUBBER ESTATE, LTD.

VIEWS OF THE ESTATE AND OF THE NURSERY.

back the river when it is in flood. The estate buildings comprise the manager's house, two assistants' houses, a factory, drying shed, copra shed, and coolie lines. Sheet, crepe, scrap, and block rubber are prepared in the factory, in which the machinery is all worked by oil engines.

The manager is Mr. John Lamb, son of the late Hon. James Lamb, M.L.C. He was engaged in planting in Sumatra for three years, and was assistant manager of the Prye estate for twelve years before taking up his present position in May, 1905. The European assistants are five in number—Messrs. C. Moore, C. Ritchie, G. Lungly, J. Knox, and B. Crowe.

The Straits Settlements Bertam Rubber Company, Ltd., was floated in May, 1906, with

with a capital of £20,000. The estate is situated on the Chenderiang Tapah old road, and is a property of 640 acres. It was opened up two years and a half ago by Mr. Duncan, and at the present time 250 acres are planted with young Para rubber, 100 acres more have been felled and cleared, and the whole of the estate is to be planted by the end of 1908 if sufficient labour can be procured.

The other company is Sungei Jong Rubber Estate, Ltd., a private limited liability company, consisting of seven members only, with a capital of £10,000. At present 50 acres are planted and 200 acres are felled.

Mr. Duncan is a native of Aberdeen, Scotland, and came to the Chenderiang district some eight years ago as manager of the Chenderiang Hydraulic Tin Mining Com-

pany, Ltd. Afterwards he opened up extensive tin mines in the Chenderiang valley, and later on the two rubber estates above mentioned. With the exception of his three assistants, he is the only white man in the neighbourhood in which he is stationed, and he has taken such an important part in the development of the locality that he is frequently referred to as the Mayor of Chenderiang. At present Chenderiang is about the fifth most important Chinese mining centre in Perak, having an output of four to five thousand piculs per month. Mr. Duncan has just formed in London a company whose object is the dredging of the Chenderiang valley for tin, and the undertaking is regarded as certain to meet with success. There is a fine water supply in connection with the mines, as contiguous to the property

JEBONG ESTATE.

Situated one mile from Simpang railway station and six miles from Taiping is the Jebong estate, one of the most flourishing rubber properties in Perak. It is owned by the Jebong (Perak) Rubber Company, Ltd.



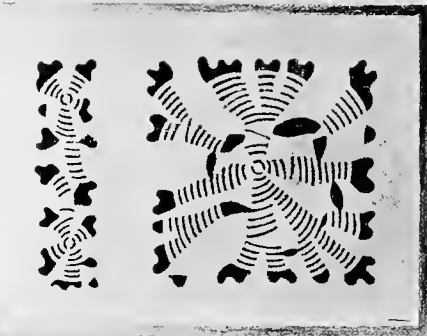
JEBONG ESTATE.

1 RUBBER EXHIBIT.

2. THE RAILWAY FRONT.

3. INTERIOR OF RUBBER FACTORY.

4. TAPPING RUBBER TREES.



JEBONG ESTATE.

1. THE AVENUE.

2. TWO YEARS OLD RUBBER CLEARING.

3. OLD RUBBER TREES.

which has an authorised capital of £80,000, and is 1,184 acres in extent. On the north it is bounded by the railway, on the south by the River Larut, on the east by the Simpang estate, and on the west by the Jebong river. Of the total area, 953 acres have already been fully planted with rubber, and contain altogether 115,226 trees. There are 267 acres under nine and ten-year-old rubber, 332 acres under two-year-old rubber, and 322 acres on which the rubber is a year old. At the present rate of progress the whole property will shortly come under cultivation, and the tapping area will, of course, increase yearly. The soil is alluvial clay, and is easily drained. Both the old and the young trees have grown well, and at the agri-horticultural show at Kuala Kangsa in 1907 Jebong exhibits were awarded first prize for sheet rubber and second for crepe. An up-to-date factory has been built upon the estate, and contains a portable 8-h.p. engine and four washing machines. In 1906 the yield amounted to 59,000 lbs. of dry rubber, which met a ready sale in London. No catch-crops are sown, but a few coconut and areca-nut palms have been left upon the ground for the use of the labour force, which comprises 352 Tamils and 133 Malays, the latter being employed in tapping. Each family of Tamil coolies is provided with a detached house. The health of the coolies has been remarkably good, largely owing to the fact that their

are Messrs. R. H. Eliot, Keith Rollo, R. H. S. Scott, D. Watson, and T. G. Hayes.

CHUNGKAT SALAK ESTATE.

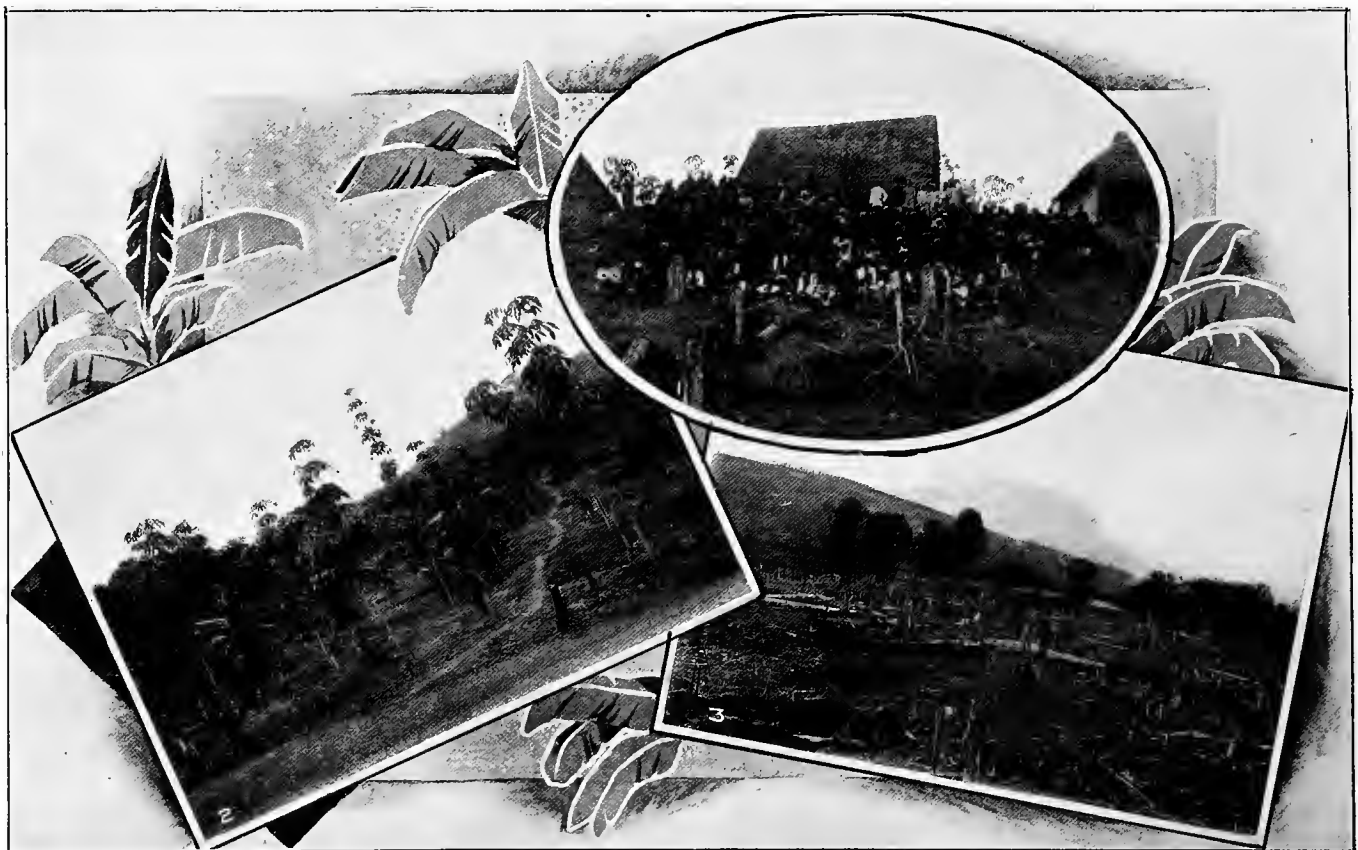
The Chungkat Salak rubber estate, situated about nine miles from Kuala Kangsa, and half a mile from Salah North railway station, forms part of a grant of 10,000 acres made by the Government to a Mr. Hill. It has an area of 3,900 acres of undulating land free from Crown rent. It was acquired in June, 1906, by the Chungkat Salak Syndicate, a company formed in Glasgow, and Mr. E. H. F. Day was appointed manager in February, 1907. When the estate was opened up, 120 acres were planted with Para rubber, and 380 more have since been placed under cultivation. There are now some 23,000 young trees on the estate. Some of these have attained a height of 25 feet in fifteen months from plants which were grown from seed planted in the nurseries five months previously. A special officer sent from England to report on the estate declared that he had never known such quick or vigorous growth. In about a year's time a further 1,000 acres of rubber will have been planted, and the prospects of the company are very bright. The land is believed to be rich in tin, and mines are being opened by Chinese. The Government are about to construct a cart road, four miles in length, through the property, to connect Salah

European assistant. The coolies employed are mostly Tamils. A European assistant has been sent to India for the purpose of recruiting this class of labour, and the force has been increased from 90 to 350 coolies in four months. There are also sixty Javanese at work on the estate, but Javanese are not largely employed owing to the cost of recruiting them. This cost amounts to over 50 dollars per head, and only 21 dollars of this sum is recoverable from the coolie's wages.

Amongst the directors of the company, the capital of which is £35,000, are Sir William Treacher and the Hon. Mr. John Anderson, of Messrs. Guthrie & Co., of Singapore.

BAN ENG & CO.

Among many Chinese firms owning rubber, coconut, and tapioca plantations in Province Wellesley, a prominent place is taken by Ban Eng & Co., of Pinang. This house was founded by the late Mr. Chew Choo Heang, eldest son of the late Chew Koe Lip. He was born and educated in China, and at the age of twenty-two went to Pinang, and in partnership with Mr. Tan Kay Beng commenced business as general merchants. Fifteen years afterwards they purchased the Kean Ann estate, Bukit Tolory, Province Wellesley. This property is 1,400 acres in extent and contains 60,000 rubber-trees, from four to five years



VIEWS ON CHUNGKAT SALAK ESTATE.

drinking water is conveyed in pipes from Taiping hill, where the supply is very pure. The property is in fine condition and reflects great credit upon Mr. B. C. M. Knight and his assistant, Mr. F. H. Davies. The registered office of the company is at the office of Messrs. Bosanquet & Co., Colombo, and the directors

North railway station with the River Plus. Mr. Day received his planting experience in Ceylon and India, where he was for some fifteen years engaged on well-known tea, coffee, pepper, and cinchona plantations. In addition to him, there are on the estate a European mining superintendent and a

old, 200 acres of coconuts in full bearing, and tapioca. A well-equipped tapioca factory has been built upon the property. Mr. Chew Choo Heang died in 1901, leaving a widow (a daughter of the late Lim Sum Kee) and four sons and two daughters. He was succeeded in the management and senior partnership of



1. THE FACTORY.
3. THE LATE CHEW CHOO HEANG.

2 & 4. VIEWS ON KHEAN ANN ESTATE.
5. CHEW SIANG KHENG.

the business by his younger brother, Mr. Chew Siang Kheng. This gentleman was born in China in 1864, and first went to Pinang twenty years later as cashier in his brother's firm. He married the second daughter of Mr. Cheah Cheong, and has three daughters.

EASTFIELD ESTATE.

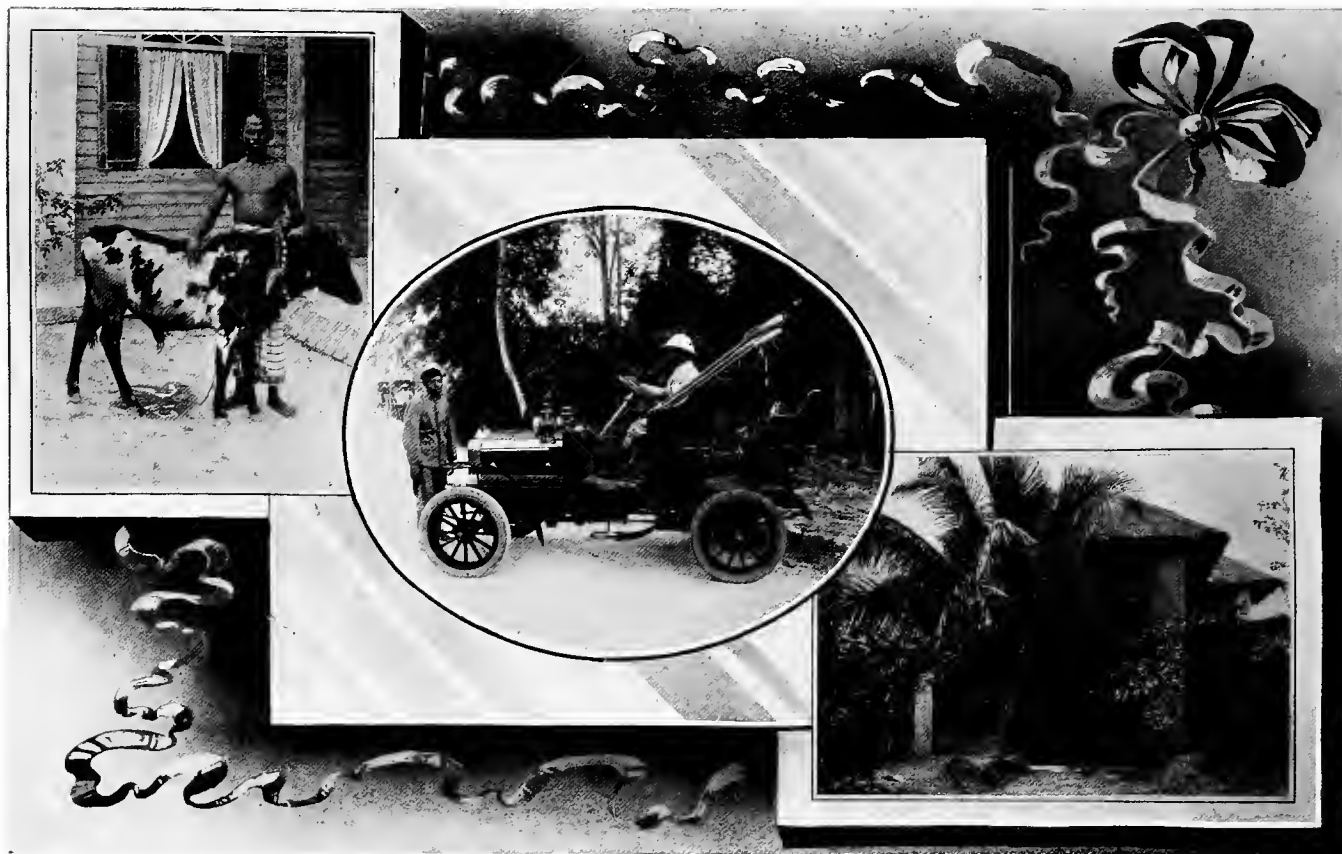
Mr. Edwin Philips is the owner of this property in Sungei Siput, in the Kuala Kangsa

purchased Plang estate, in Sungei Siput, from Mr. F. G. Bosanquet. This property was originally planted by Mr. Bosanquet with Liberian coffee, coconuts, and, on a small scale, with Para rubber. Mr. Bosanquet, who was continually suffering from malarial fever, was compelled to return to England, with the result that Mr. Philips secured the estate for a nominal sum, but owing to the declining price at the time and the unhealthy character of the place, he was considered to have made a some-

doubt that these estates will be eventually very valuable.

SANDYCROFT ESTATE.

Sandycroft estate is one of the few rubber properties situated in the territory of the Dindings. It is connected with Taiping and the Perak river district by a fine Government cart road, which traverses the estate for about



A PRIZE CALF.

EASTFIELD ESTATE.

E. PHILIPS (Proprietor).

THE BUNGALOW.

district, and of Kanthan estate in Chemor, in the Kinta district. The former is some five miles from Sungei Siput railway station on the main road, and comprises 850 acres with a mile and half of road frontage, while the latter estate is some two miles from Chemor railway station on the main road, and comprises nearly 600 acres with a similar advantage of a road frontage. Both properties are being cleared and planted with Para rubber, coffee, and cocoa, the last-named product being introduced on a large scale for the first time into the States by Mr. Philips. Mr. Philips is also the lessee of the Kuala Kangsa Government plantation, and is the owner of a fine herd of English cattle and some prize sheep and goats. Besides being proprietor of these estates, he also owns valuable tin lands and house property in Ipoh and Sungei Siput, and is altogether a very successful business man. He is an enthusiastic motorist, and a member of the Perak Motor Club. A native of Ceylon, he came to the Straits in 1893, and was employed for some time in the Straits Trading Company, afterwards taking to tin mining on a small scale. He subsequently took charge of the Tambun Coffee Estate—now the celebrated Tambun tin mine—and later on

what rash speculation. The result, however, justified his venture. Mr. Philips inter-planted the coffee with Para rubber, and was amply rewarded for his energy and labour. At that time planting was purely experimental, although in this instance it proved very successful. Some of the sheet rubber prepared on the estate was sent to Singapore and fetched the highest price in the market, viz., 425 dollars per picul (133½ lbs.)—6s. 11½d. per lb. according to the London rate of exchange at that time. The transaction naturally attracted the attention of capitalists at home, with the result that Mr. Philips received many offers for this estate, and at last sold the property to the Asiatic Rubber Produce Company, Ltd., for £10,000. After a visit to Japan for the benefit of his health and a trip to his native country, from which he had been absent fourteen years, Mr. Philips returned to the States and undertook the cultivation of the two estates he now owns. Both properties are bordering on the main road and in close proximity to town, and the soil is well suited for the cultivation of rubber. These facts, considered in conjunction with Mr. Philips' long experience as one of the pioneer planters of the district, leave little room for

two miles. It was, together with the neighbouring estate of Hidden Treasure, originally opened by Mr. E. H. Bratt, but became the property of the Sandycroft Rubber Company in 1905, though its original proprietor continues to act as a director and visiting agent for the company.

The area under cultivation is over 400 acres; 150 acres contain trees from nine to seven years old, which are expected this year (1907) to produce 30,000 lbs. of dry rubber, or 200 lbs. per acre. The drainage is natural and the soil is very rich, as may be seen from the growth of the tree in one of our illustrations. This tree, which is eight years of age, has attained the remarkable girth of 62 inches, taken 3 feet above the ground. The company enjoys the confidence of the investing public of the Straits Settlements in a marked degree, and the shares stand at a premium of 300 per cent., being in that respect higher than those of any other locally-formed rubber company with a currency capital. On an output of 16,500 lbs. the dividend paid last year was 20 per cent.

The estate is fully equipped with manager's bungalow, rubber-curing house, and many sets



SANDYCROFT ESTATE.

SANDYCROFT BUNGALOW.
TWO YEARS OLD TREE (15½ feet high).

EIGHT YEARS OLD RUBBER TREE (61 inches girth 3 feet from the ground),
SANDYCROFT RUBBER HOUSE.

of coolie "lines." The labour employed in tapping is chiefly Malay, but there is also a strong force of Tamils on the estate, which is managed by Mr. R. B. Murray, assisted by Mr. Raeburn Scott. The registered offices of the Sandycroft Rubber Company are at Winchester House, Singapore, and the Board consists of Messrs. F. W. Barker, Gentle, Cook, Bratt, and Plumptre, with Mr. W. Lowther Kemp as secretary.

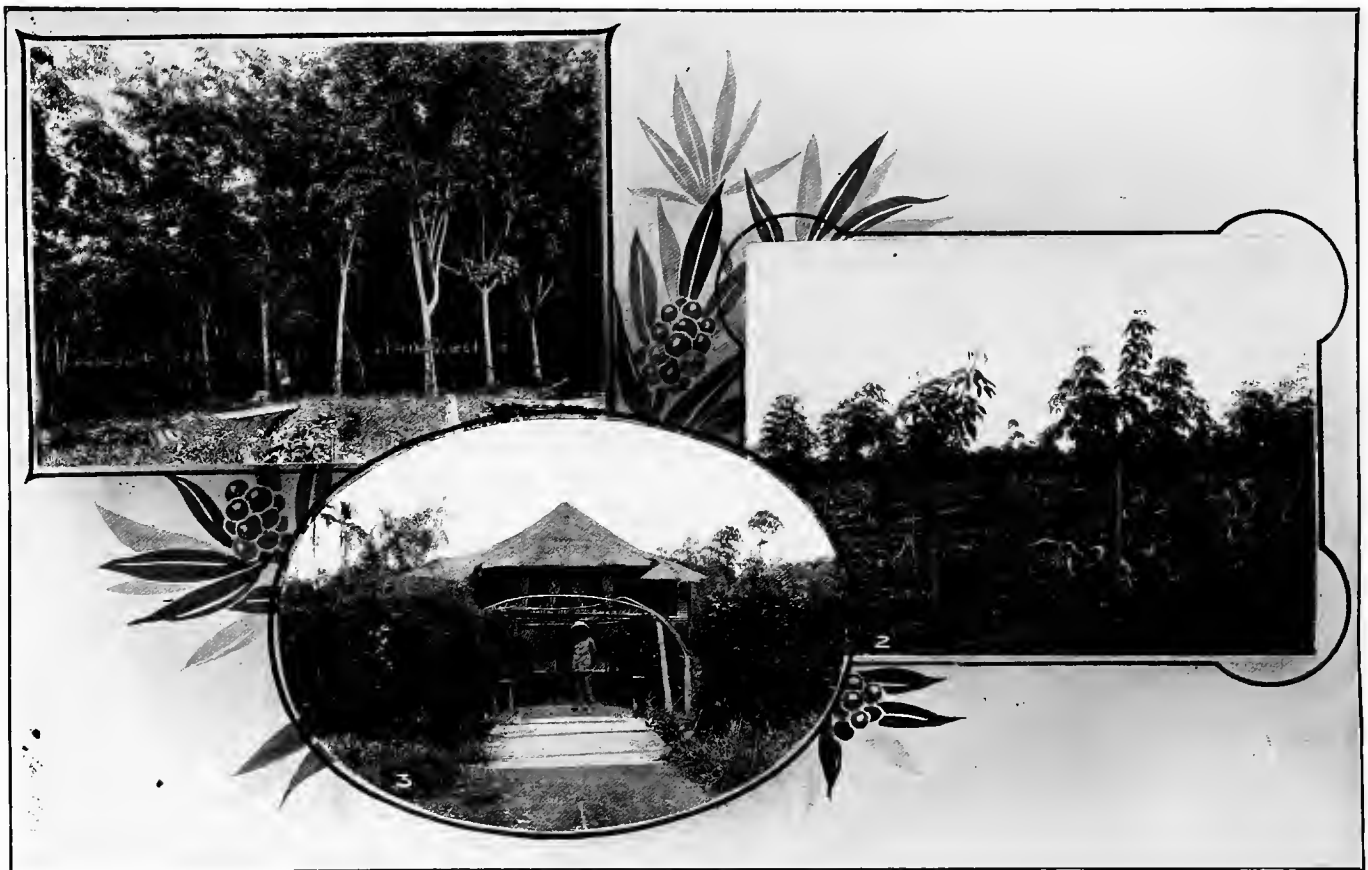
CICELY RUBBER ESTATE.

In rubber circles in Perak probably there is no property that one hears mentioned so frequently as the Cicely estate, situated two miles from Teluk Anson, and managed by Mr. Maurice Maude. This is by no means the largest rubber estate in the district, but it is famed for the possession of some fine old trees in full bearing, and for the manner in which it came into the possession of its present owners. Some eight years back the place was planted with rubber, but after a while was practically abandoned by the partners in the undertaking, three Perak men, who considered that they had thrown their money away. Two years ago, it was "re-discovered" by Mr. Maude, over-

by the end of 1907. Of this area, 650 acres were acquired from the original proprietors, and the balance was purchased later. On the property there are 8,350 tapable trees, which will yield, on an average, a little over 3 lbs. each this year. Half of the total number of trees are tapped every day, and the average daily yield is 120 lbs. These trees are from eight to nine years old, and it is estimated that next year each of them will produce 4 lbs. of dry rubber. The new estate is situated on rich, low-lying land, which would appear to be the best possible for rubber-growing; it is in excellent condition, and shows no signs of weeds, these having been so thoroughly eradicated in the past that at the present time 40 Javanese women are able to keep the whole estate clean. This class of labour has been found best for weeding and tapping purposes. Javanese labour almost exclusively is employed. In the near future rubber machinery is to be installed. In 1906, the first year of the company's existence, the dividend earned was 5 per cent. In 1907, 15 per cent. was paid on ordinary shares and 20 per cent. on preference shares.

The manager of the estate is a brother of Mr. Cyril Maude, the well-known London

the main road from Taiping to Matang, Perak, consisted of abandoned Sakai and Malay holdings. In that year Mr. Edward Lauder Watson, a Perak rubber-planting pioneer, leased the property in perpetuity from the Government, and now rents 1,000 acres. He paid an initial premium of 2 dollars per acre, and undertook to contribute an annual rental of 1 dollar per acre for 640 acres, and 4 dollars per acre at the end of the sixth year for the remaining 360 acres. Having felled and cleared the land, he planted 480 acres with Para rubber, the seed being obtained from the neighbouring Jebong estate, and as a catch-crop decided to cultivate 110 acres with pisangs. The soil, which is of a sandy clay, is found very suitable for rubber-growing, and the trees, some twenty months old, exhibit a remarkable and healthy progress. A notable experiment made on the estate is the inter-planting of the young rubber-trees with crotalaria, a nitrogenous plant which, apart from its beneficial effects as a fertiliser, tends to keep the land free from weeds and tropical growths. Of 300 labourers employed, 250 are Tamils and the remainder Chinese. It is free labour, and the supply obtainable from the surrounding Malay Kampongs for tapping



CICELY RUBBER ESTATE.

1. OLD RUBBER TREES.

2. YOUNG RUBBER TREES.

3. THE BUNGALOW.

grown with weeds and jungle. In conjunction with Messrs. Aylesbury and Garland, of Ipoh, Mr. Maude acquired the property for 25,000 dollars, and floated it as a company at home with a capital of £12,000. Since that time it has been yielding excellent results, and it promises three years hence to give the shareholders 100 per cent. per annum on their money. Cicely estate is 810 acres in area, all of which will be planted

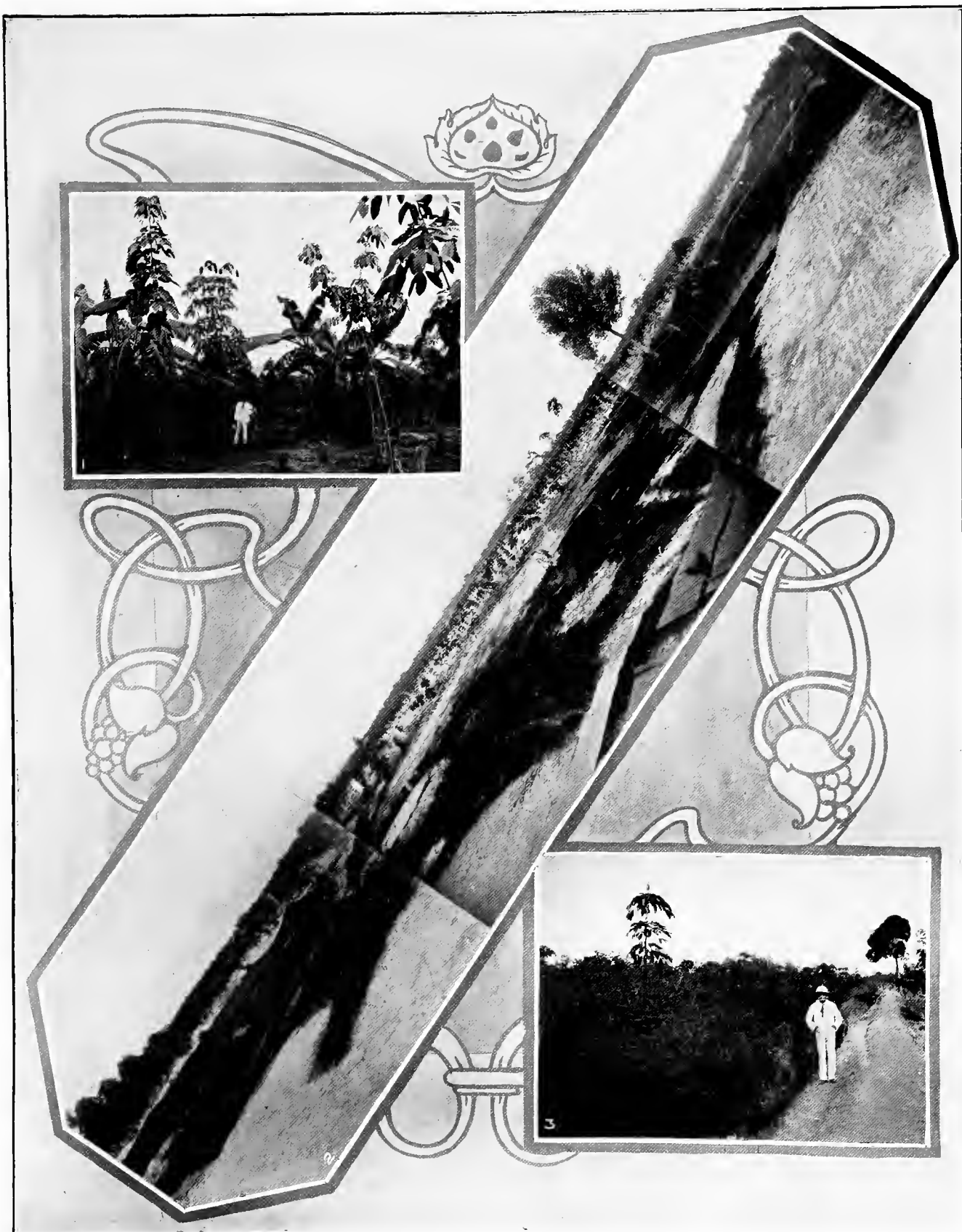
actor and proprietor of the new London theatre, The Playhouse. Mr. Maurice Maude had several years' experience of planting in the West Indies and Australia, and came to the Federated Malay States ten and a half years ago.

LAUDERDALE ESTATE.

Until November, 1905, the property now known as the Lauderdale estate, $4\frac{1}{2}$ miles on

purposes when the estate is in bearing should be practically unlimited.

Mr. Watson, the proprietor, is the son of a hydraulic engineer of Melrose, Scotland, and before coming to Perak went, at the age of twenty, to Ceylon, where he commenced tea planting in the Pusselawa and Kalutara districts. His experience in rubber-planting was acquired subsequently on the Jebong, Gapis, Silensing,

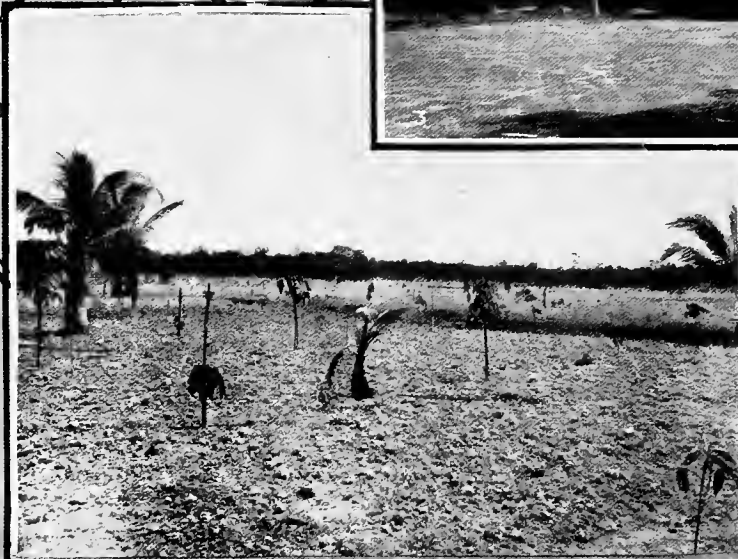


LAUDERDALE ESTATE.

1. RUBBER AND PISANGS (BANANAS)

2. GENERAL VIEW.

3. RUBBER AND CROTALARIA.



YAM SENG ESTATE.

1. YOUNG RUBBER TREES.

2. COCONUT NURSERY.

3. THE BUNGALOW.

4. NEW CLEARING.

Yam Seng, and other properties. After engaging for a year in tin mining in Negri Sembilan, he purchased this estate, and he is now interested largely in Jebong estate and in other rubber syndicates. He is on the committee of the Perak Planters' Association and of the New Club, Taiping. He is a member of the Sports Club, London, and of the Perak and Pinang Clubs. Mr. Watson was educated at Edinburgh and at Leeds University. He intended, originally, to become a mechanical engineer, but has no cause to regret the step he took at an early age, for this led to his journeyings East, where he has built up a sound estate, around which he has laid a private golf course on which to enjoy his leisure time.

SIMPANG ESTATE.

The Asiatic Rubber and Produce Company, Ltd., is a Ceylon company, with head offices at Colombo. It is represented locally by Messrs. Lee, Hedges & Co. Among other properties

Hapatale, and Badulla districts. He served with the first contingent of the Ceylon Mounted Infantry in South Africa, for which he was awarded the Queen's medal with two clasps. Mr. Kellow is a member of the Perak Club.

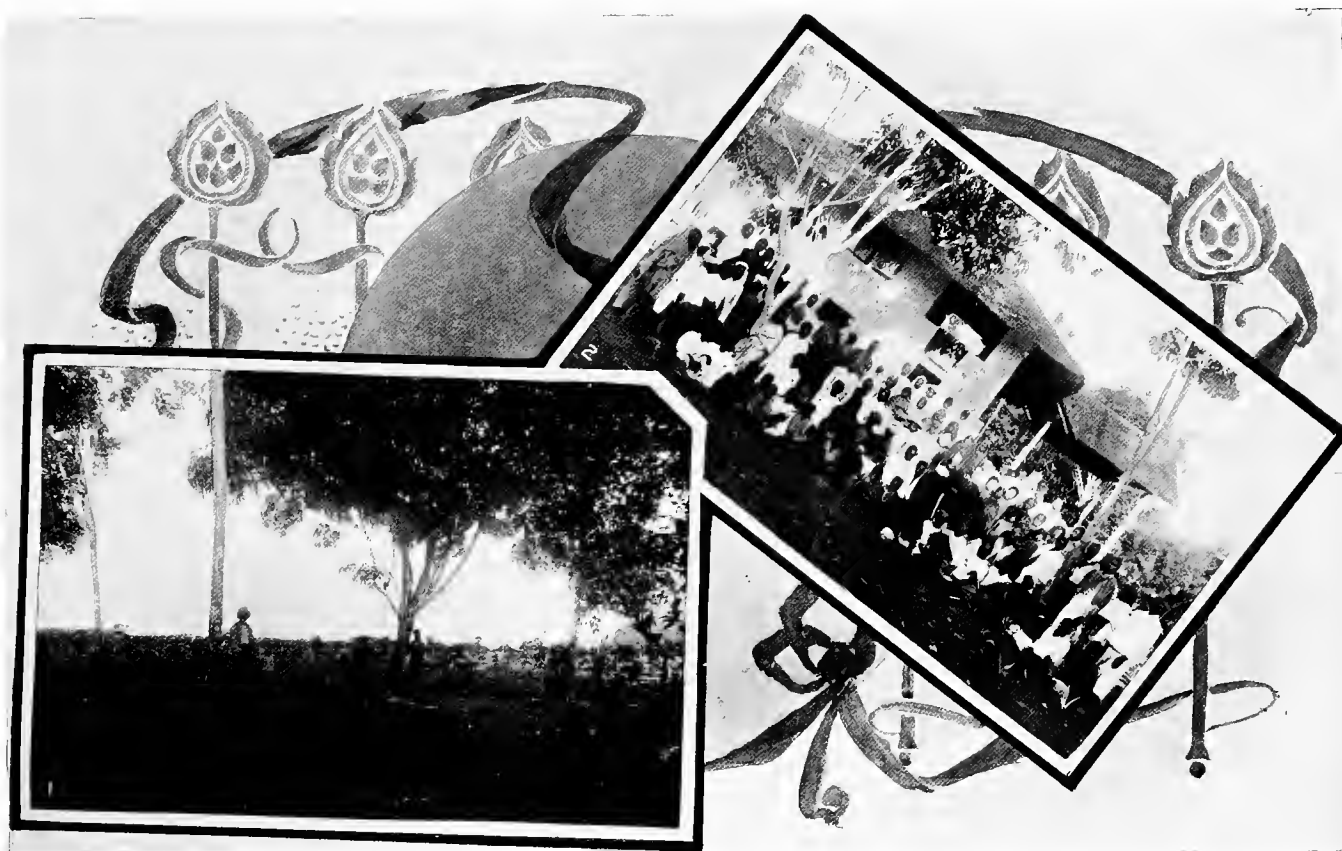
YAM SENG ESTATE.

It is twelve years since this estate in the Matang district of Perak, some 10½ miles from Taiping and 4½ miles from Sempang railway station, was opened. It was first planted with coffee and coconuts, and in the second year rubber was introduced. It is owned by the Yam Seng Rubber Company, Ltd., whose head offices are at 10, Stock Exchange Buildings, 20, Anglesea Street, Dublin, and is managed by Mr. Charles Edward Symonds, a son of Major-General J. C. Symonds, of the Royal Marines. The estate is divided into two blocks of 953 acres and 1,034 acres respectively, the latter forming the estate reserve. At present 573

20 feet. The rubber is manufactured into sheet, and about 30,000 lbs. of this were turned out in 1907. The company was awarded the second prize, and was second for the diploma for rubber exhibits at Pinang and Singapore in 1905 and 1906 respectively. There are some 25,000 seven-year-old coconut-trees on the estate, and these are now coming into bearing.

The labour force comprises free and indentured Tamils and some 120 Chinese and Malays, who attend to the weeding of the estate by contract. Health and water supply are both excellent, and communication by land as well as by the Sapetang river to Port Weld affords good facilities for transport.

Mr. Symonds is a native of St. Heliers, and has been in Perak since 1892, when he first took up sugar planting on Caledonia and Prye estates. Subsequently he turned his attention to coconuts and tapioca on the Golden Grove estate. He has occupied his



THE NEW RUBBER CLEARING.

SIMPANG ESTATE.

LABOURERS.

which it owns in Malaya is the Simpong estate of about 640 acres, situated five miles from Taiping, in the Matang district. Some 200 acres were planted recently with Liberian coffee and rubber, but this is now being entirely replaced with Para rubber. Two hundred additional acres of new clearings were opened in 1906-7. By the beginning of October, 1907, some 2,000 lbs. of dry rubber had been dealt with since the January previous, and this found a good market in sheet. The labour force consists of 80 free Tamils, 35 Bengalis, and 30 Chinese and Malays.

Mr. W. A. T. Kellow, the manager, is an old Ceylon coffee, tea, rubber, and cocoa planter, whose experience was gained in the Dato'sbage,

acres are planted with coconuts and rubber, while another 173 acres are ready for planting. The oldest rubber-trees are eleven years of age, and 112 acres of trees are being tapped. The soil is a clayey loam, with a sandy surface, and, although the rainfall totals some 130 inches yearly, drainage on the estate is no difficult problem, the land being inclined to undulation. Regarding the planting of rubber-trees, the following return will be of interest: 11,254 trees are 11 years of age; 1,680 from 6½ to 7 years; 7,120 of 15 months; 172,444 of a year; 510 of 9 months; 5,046 of 4 months; and 11,800 of three months. The trees are planted at intervals of 15 feet by 15 feet, but there are a few patches planted 20 feet by

present appointment since 1904. He is a member of all local clubs, and is prominent amongst the Masonic fraternity.

MATANG JAMBOE ESTATE.

This estate is owned privately by Mr. Frederick Harvey Erskine Sperling, who opened it up in 1898. It is situated six miles from Taiping on the Matang road, adjoining Matang village and the Jebong estate, and is bounded by the Larut river. The property is 900 acres in extent. Half of it is held on lease at an annual rent of 50 cents per acre, and the remainder at 1 dollar per acre per annum. In 1898, 150 acres were felled and



MATANG JAMBOE ESTATE.

1. THE BUNGALOW

2. ROAD SCENE ON ESTATE.

3. THE NEW CLEARING.

4. TAPPING RUBBER TREES.

cleared, and each year the estate has been opened up gradually, until at the present time 325 acres are fully planted with Para rubber, the seed for which was obtained from the Kuala Kangsa gardens and Gapis estate. The soil is a rich alluvial loam, with a surface of sandy clay washed down from the neighbouring hills. On an average 175 trees per acre are planted, the oldest being seven years of age, and already 105 acres are being tapped. A recent return shows a planted area of 275 acres, containing 48,443 trees, though it is the intention of the proprietor to open up gradually the whole of the land available for planting. The rubber output, consisting of sheet, crepe, and block, amounted in 1907 to 35,000 lbs., and was dealt with at a factory worked by means of an 8-h.p. portable engine, driving mangles, block and crepe machines, coagulators, and other plant. The labour force consists of 100 Tamils, 100 Malays, and 60 Chinese, all free and in excellent health.

The proprietor of the estate, Mr. F. H. E. Sperling, was born at Nice and educated privately in England. After attending the Agricultural College at Downton, Wiltshire, he migrated in 1885 to Ceylon, for the purpose of planting tea in Nuwara Eliya, Nilambe, and Rangalla districts, and afterwards came to Perak. He is also interested in local tin mining. Mr. Sperling, who is assisted on the estate by Mr. C. H. Jenkins, is a member of the Royal Colonial Institute and of all the local and Pinang clubs. His chief recreation is shooting.

SEMENYIH ESTATE.

Remarkable specimens of Para and Rambong rubber are obtained from this property of the

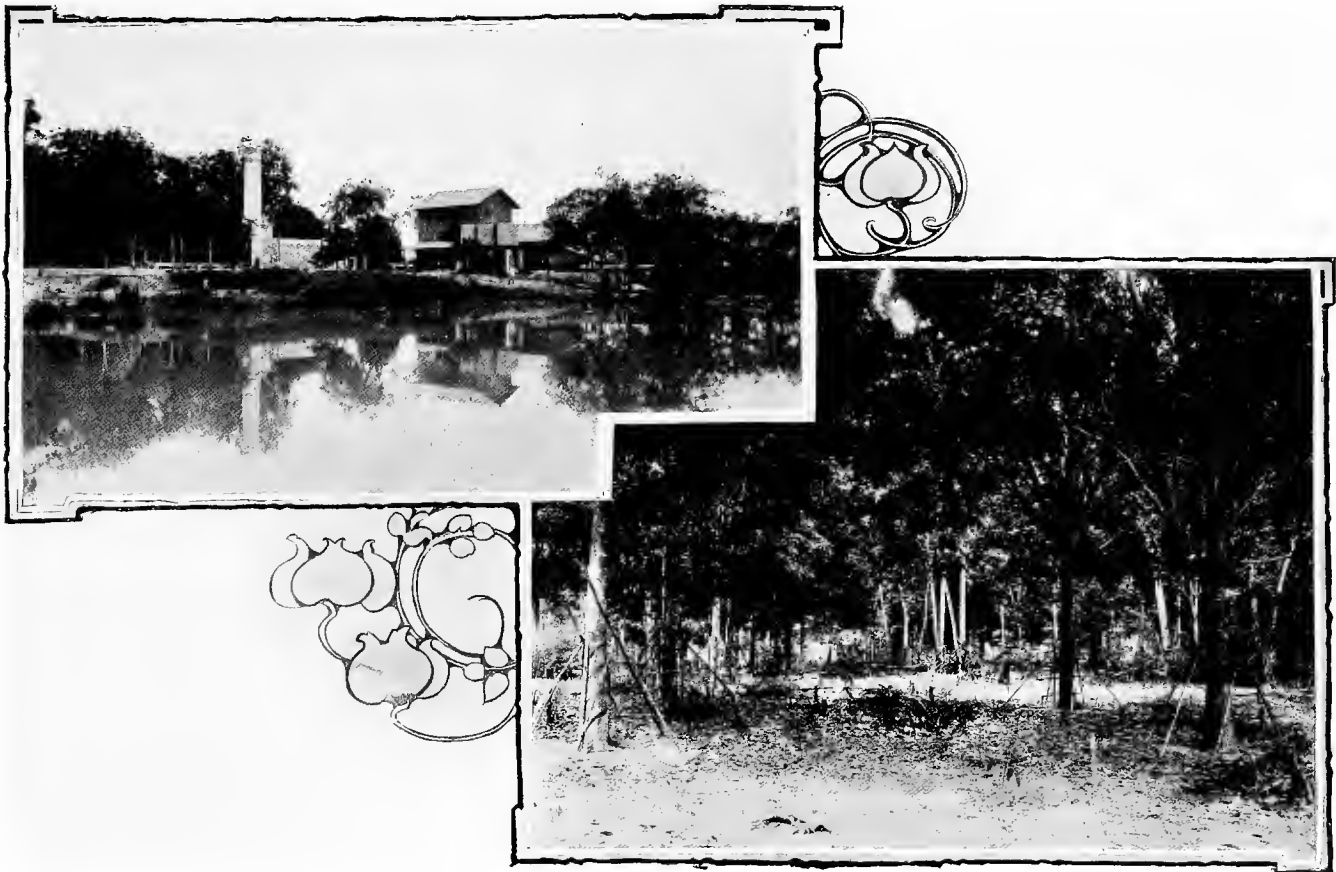
Asiatic Rubber Produce Company, Ltd., of Ceylon, the directors of which are Messrs. G. H. Alston, E. M. Shattock, R. F. S. Hardy, and C. D. Rotch; the secretaries, Messrs. Lee, Hedges & Co., Ceylon; the visiting agent, Mr. John Gibson; and the manager, Mr. C. Mitchell. The estate has an area of 700 acres, 54 of which were planted with Para rubber in 1898, 36 acres in 1903, 200 acres in 1906, and 329 acres in 1907, leaving 90 acres in reserve for clearing. In all, 81,162 trees have been set. Tapping was first started in June of 1906, and in June of the year following the total yield of rubber was 4,635 lbs., and this was sold in Ceylon. During the same season 400 piculs of coffee were produced, 300 acres of the estate having, in earlier days, been planted with coffee, interplanted with rubber.

Originally the estate belonged to Mr. Lau Boon Tit, from whom it was purchased in January, 1906. It is situated seven miles from Kajang railway station, and one mile from the village of Semenyih. It is quite near to the main road at the twenty-second mile-post, and is approached by a cart-road. The land is gently undulating, only one small part of the new clearing showing a hill, rather sharply defined. The soil is very free, friable, deep, gritty, and porous, and is evidently very well suited for the cultivation of rubber. The estate buildings are substantially constructed of well-cemented brick and hardwood timber. Some 350 Tamil labourers are employed. Mr. C. Mitchell, the manager, was for ten years planting in Ceylon before he came to the Federated Malay States in April, 1906. He took charge of Sungei Siput estate, and from thence was transferred to the Sembayah estate.

TRONG ESTATE.

Mr. William Blair Stephens, a prominent Perak planter, manages the Trong estate, which is twelve miles from Taiping on the main road to Bruas. It is 960 acres in extent, and is held in perpetuity from the Government at an annual rental of 50 cents per acre for 100 acres, and 1 dollar per acre for the remainder, in respect of which an initial premium of 3 dollars per acre has been paid. Originally the property was opened up in areca nuts, but since 1903 rubber has been planted, and some 600 acres of Para trees are now under cultivation. There are some 20 nurseries on the property, in which the oldest rubber is now four years of age. The trees are planted some 18 feet by 18 feet apart, and others 22 feet by 22 feet. When taken up the land was practically all virgin jungle, and this of course necessitated some heavy felling and clearing. The soil being reddish loam intermixed with clay, the growth of the trees, especially of those on the hillside, is very satisfactory, while the sixteen months old trunks compare well with other rubber plants in the State. The rainfall averages from 57.2 inches in June to 22.13 inches in December—the wettest month—giving an average of 10.85 inches, and an annual total of 130.07 inches. The labour force consists of 80 Tamils, 50 Malays, and some 25 Chinese.

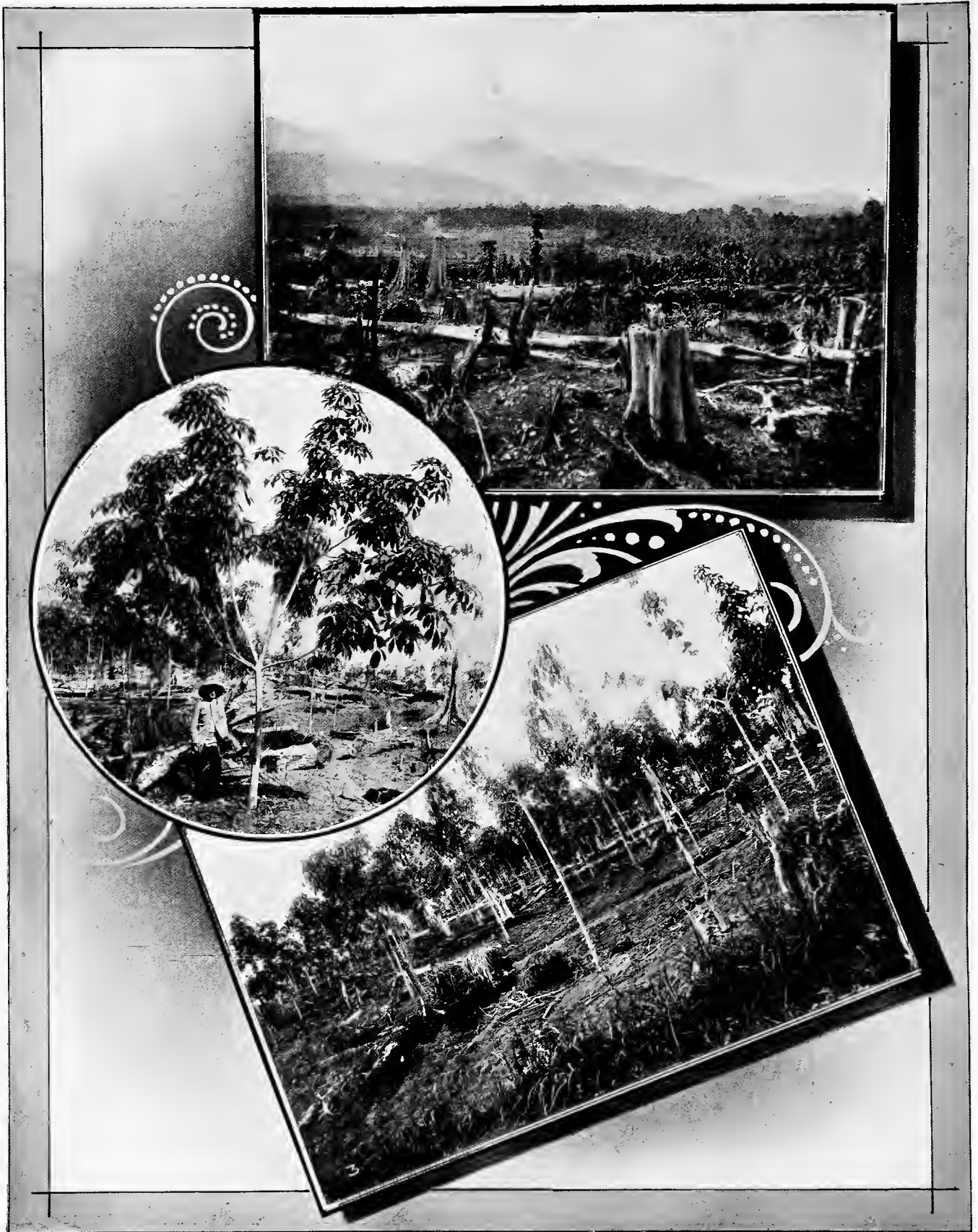
Mr. Stephens, who is a native of Queensland, and who has been rubber planting in the native States since 1904, when he came to the Jebong estate, owns rubber properties at Matang Batu, at Pondok Tanjong, near Bagan Serai, and Alor Pongsu estate, in the Krian district. He is the honorary secretary of the Northern Perak Planters' Association, is on the



SEMENYIH ESTATE.

THE ESTATE RUBBER FACTORY.

VIEW OF OLD RUBBER TREES.

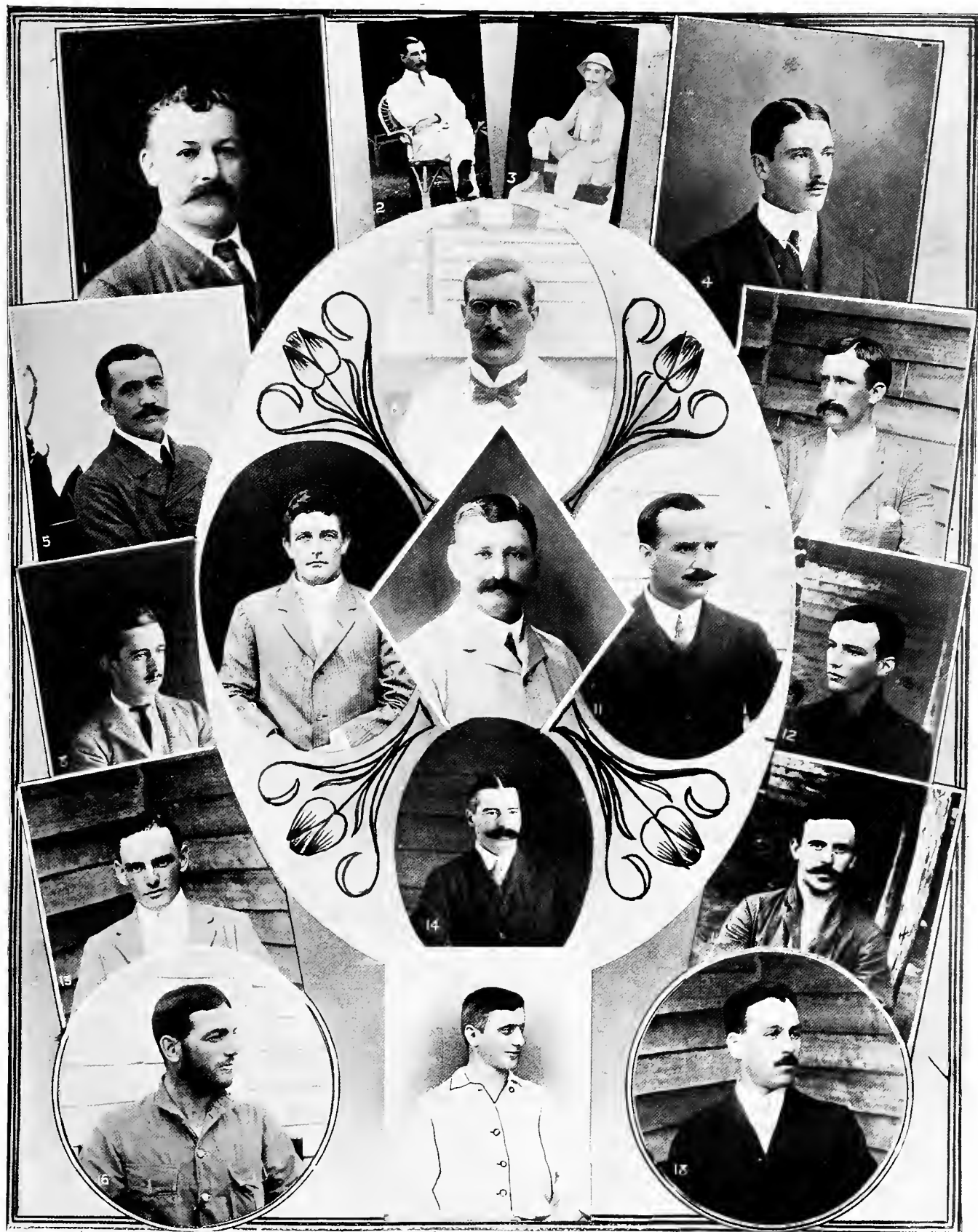


TRONG ESTATE.

1. GENERAL VIEW.

2. A FINE SIXTEEN MONTHS OLD RUBBER TREE.

3. SIXTEEN MONTHS OLD RUBBER TREES.



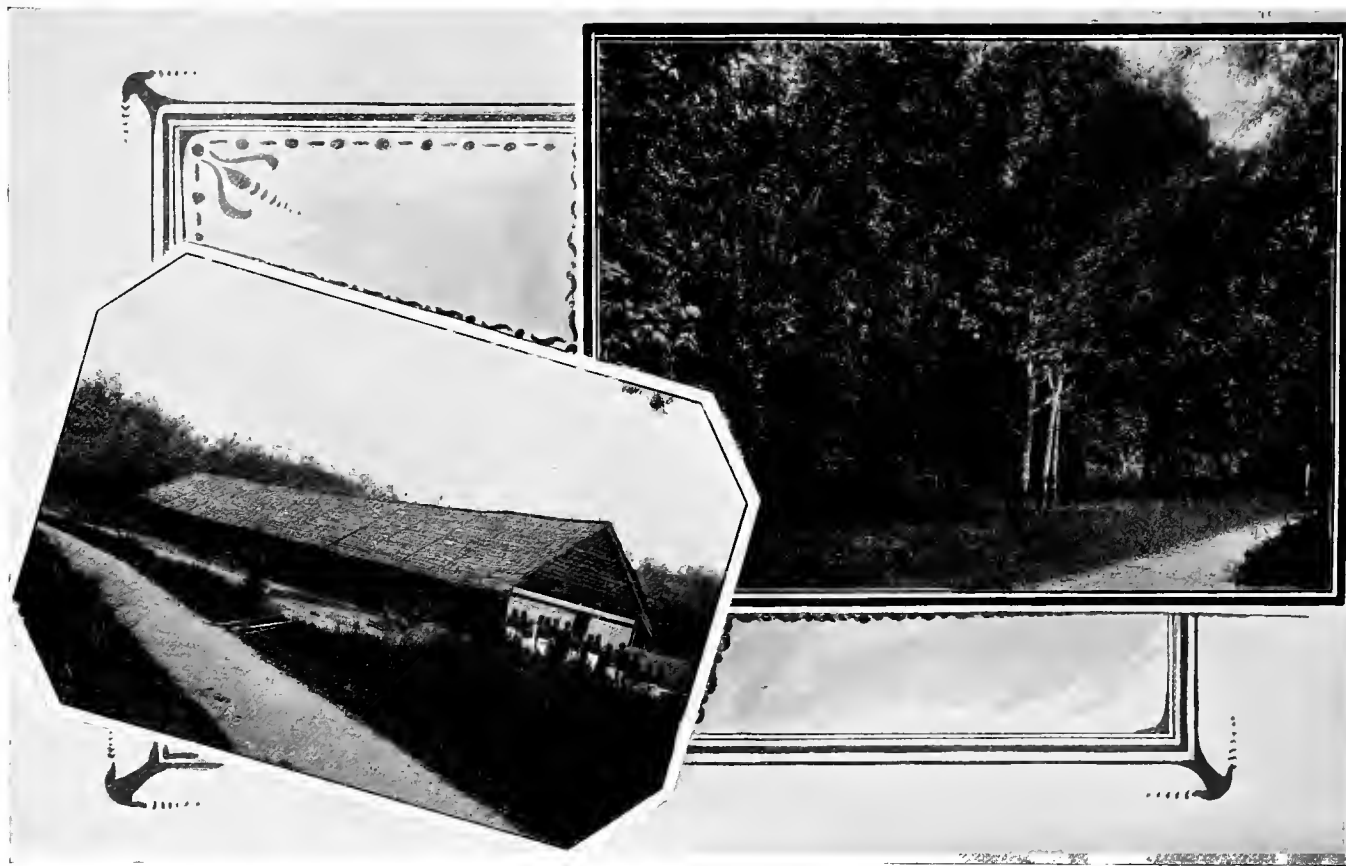
PLANTERS OF LARUT, MATANG, AND KRIAN.

1. A. McDONALD. 2. C. E. SYMONDS. 3. W. SIM. 4. CAPTAIN H. J. DEMPSTER. 5. J. W. KENNEDY. 6. W. H. TATE. 7. J. L. ROSE. 8. C. H. JENKINS.
 9. E. LAUDER-WATSON. 10. THOS. BOYD. 11. B. C. N. KNIGHT. 12. J. K. SWAINE. 13. W. B. STEPHENS. 14. F. H. E. SPERLING. 15. F. S. FIRMSTONE.
 16. W. DAVIES. 17. A. WALLIS WILSON. 18. T. H. MENZIES.

committee of the Perak Planters' Association, and is a member of all Perak and Pinang social and sporting clubs. He is owner of the griffins "Ayesha," "Amatof," "Mixup," and "Blackrat,"

opened up, and elephants were the chief means of transport. Even now elephants may be seen passing through the estate on the way to mining lands which are further in the jungle

bong rubber (*Ficus elastica*) there were 2,906 trees planted in 1905. More rubber is now being planted, and large tracts of land are being cleared for the purpose. Rum is also



ESTATE HOSPITAL.

SUNGEI KRUDDA ESTATE.

VIEW OF TAPABLE RUBBER TREES.

and a steward of the Perak Turf Club. In the management of the Trong estate he is assisted by Mr. T. H. Menzies.

SUNGEI KRUDDA ESTATE.

Situated about eight and a half miles from the Sungei Siput railway station is the Sungei Krudda rubber estate, belonging to the Perak Rubber Plantations, Ltd. The property, which was taken up and planted by Mr. G. Gordon Brown, one of the best known of Perak pioneer rubber planters, extends over 1,005 acres, 500 of which are under cultivation, while another 200 are being cleared for rubber. At present about 20,000 trees, out of a total of about 80,000, are being tapped, and many more are approaching maturity. The yield for 1907 is estimated at 30,000 lbs. of rubber. The labour force, consisting of 250 coolies, is chiefly Chinese Sinkhs (indentured labour) and Klings. Considerable trouble has been experienced lately through the coolies suffering from sickness, but the excellent hospital arrangements with which the estate is equipped are proving effective in combating the evil. Mr. Brown, who now manages the estate, is a native of Scotland. He commenced planting on a tea estate in Ceylon in 1887, and came to the Malay States about ten years ago. He obtained land from the Government and worked it for several years before the Sungei Krudda estate was floated and took it over. In those early days the country had not been

than the road terminus. The estate is now reached by a road so good that it is frequently used by motorists.

There are two European assistants on the property. A factory has been built containing the Federal Engineering Company's special rubber-washing machines, and other up-to-date appliances.

GULA ESTATE.

The Gula estate, owned by the Perak Sugar Cultivation Company, Ltd., is situated on the banks of the Gula river, and comprises 6,813 acres of land in the Krian district of Upper Perak. The property was acquired in 1882 by Mr. W. Drummond, of Shanghai, on a lease in perpetuity at a rental of 1 dollar per acre and a royalty of 1 per cent. on the output of sugar. The company was incorporated in 1883, with a capital of 350,000 taels. The head offices are at No. 22, Kiangse Road, Shanghai, the Straits Settlements agents being Messrs. Kennedy & Co., of Pinang.

Of the total area 2,500 acres are planted with sugar, 586 acres with Para rubber, and 36 acres with Rambong rubber. The output of sugar for 1906 was 73,018 piculs, an average of 30 piculs per acre, for which an average net price of 5.71 dollars per picul was obtained. The proportion of manufactured sugar to cane was 9 per cent. There were in 1906 65,107 rubber-trees, of which 4,913 were planted between 1903 and 1905, and 60,194 in 1906. Of Ram-

manufactured on the estate, and about 500 puncheons of the spirit are exported to Rangoon and Calcutta yearly.

The sugar factory, built in 1884, contains two sets of three-roller mills, which crush 240 tons in twenty-four hours, and a "triple effect" boiling plant with 4,000 square feet heating surface. There are two multitubular boilers of 40 h.p. nominal, one water-tube boiler of 80 h.p. nominal, and two of 65 h.p. nominal each. The engines are of the horizontal type, 40 h.p. nominal each.

After the sugar-canes have been cut in the fields they are conveyed to the factory in punts along canals constructed on the estate. There are 120 of these punts, of an average capacity of 3½ tons, and some 50 miles of canals fed from the Kurau river.

There is a spacious hospital on the estate under the charge of Dr. Coope, who is assisted by a staff of trained dispensers and dressers. This building, as well as the factory and most of the estate bungalows, is lighted with electricity generated at the factory.

The labour force consists of 1,521 coolies. Originally Chinese were brought to the estate under contract, and paid 25 cents per day, but since 1883 Tamils, Malays, and Javanese have also been employed.

The supervising staff consists of a manager, an engineer, a medical officer, an accountant, and seven assistants. Mr. Thomas Boyd, the manager, is a native of Dumfries, Scotland. Previous to assuming his present position he

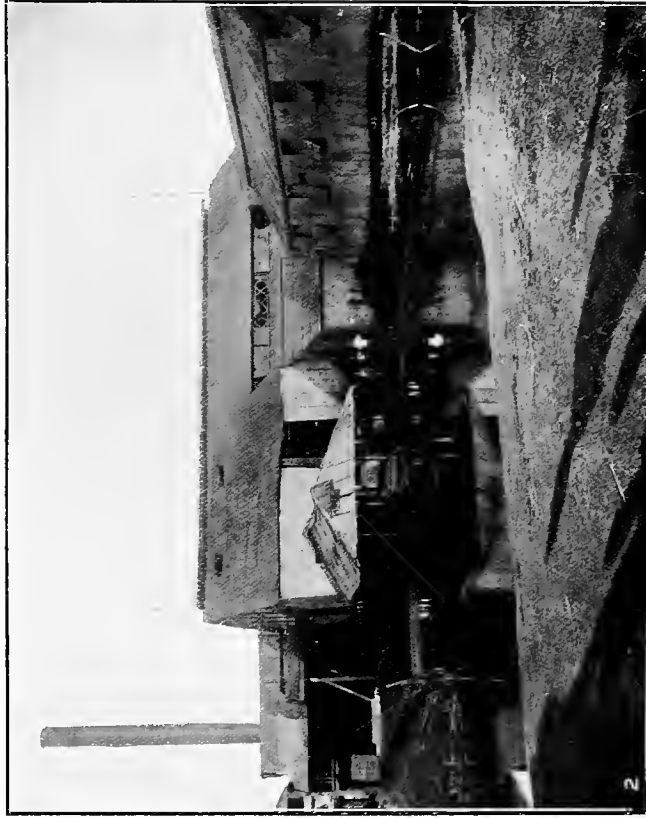
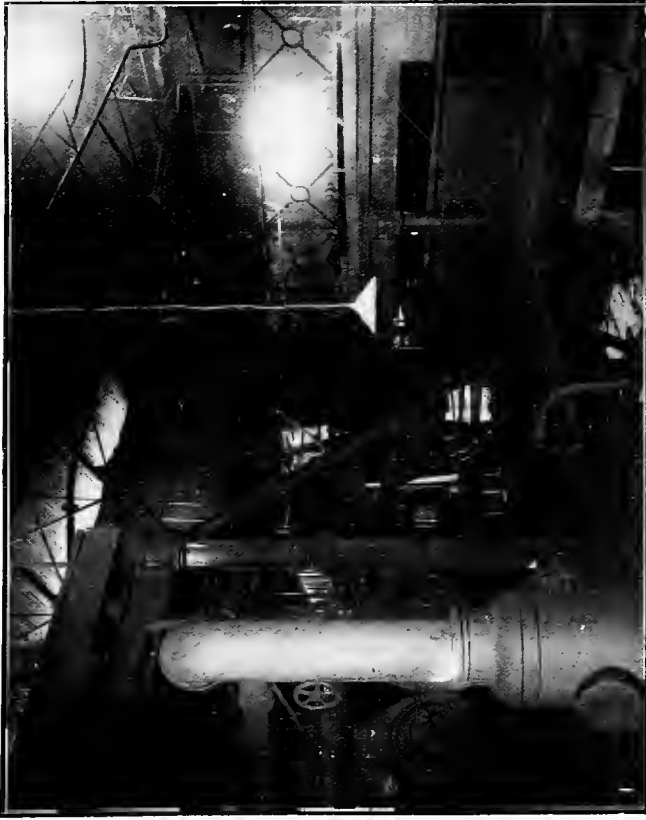


GULA ESTATE.

1. RUBBER TREES TWO YEARS OLD.

2. YOUNG RUBBER TREES.

3. RUBBER TREES ONE YEAR OLD.



GULA ESTATE.

1 & 2. THE SUGAR FACTORY.

3. LABOUR FORCE EMPLOYED ON THE ESTATE.



GULA ESTATE.

THE CANE FIELDS.
SUGAR FACTORY (Interior).

MANAGER AND EUROPEAN STAFF.

STEAM LAUNCH "GULA."

was in Brazil and on the Albion estate, Demerara, learning sugar-planting. He is vice-president of the Malay Peninsula Planters' Association, a member of the Perak Planters' Association and of all the Pinang clubs. During Mr. Boyd's absence at home Mr. John William Kennedy is acting for him. Mr. Kennedy also hails from Dumfries, and came out to Gula estate as assistant in 1900. Mr. Alexander McDonald, the chief engineer, is a native of Ross-shire, and was trained as a mechanical engineer at Inverness, at the Marine Workshops, Glasgow, and afterwards at the works of the Merrylees Watson Company. He was sent out by this company in 1896 to erect additional machinery on the Gula estate, and decided to remain as engineer. He is a member of the Engineers' Institute and the Pinang Cricket and Turf Clubs.

ULU BULUH ESTATE.

This property is a privately owned concern, which has only quite recently been opened up. It is 12 miles from Kuala Lumpur, on the border of the Ulu Selangor but still within the Kuala Lumpur district. It is fortunately situated in having an extensive railway frontage, Sungei Buloh station being practically at one extremity of the estate. The main road from Kuala

these natural advantages are being put to the best use by some of the most experienced planters in the Federated Malay States. The property embraces an area of nearly 2,000 acres, of which by the end of 1907, 300 acres had been cleared and planted with Para rubber. A comprehensive programme of further extensions is well in hand; but care is taken not to let rapidity of opening up new areas interfere with the careful planting and tending of new clearings and the scrupulous upkeep of the planted areas. The place seems very healthy, and labour is easily obtained. The Government Forest reserve, which constitutes the southern boundary of the property, forms a belt separating it from the Klang and Kuala Selangor planting districts—a protection worth considering in the event of pests or diseases ever visiting those districts.

The managing partner, Mr. Alec Gordon Glassford, was born at Rankester, Fifeshire, in 1879, and was educated at Edinburgh Academy. He came to the Federated Malay States in 1897, and started planting on Ulu Yam estate. He has been engaged in coffee and rubber planting in various parts of Selangor ever since, and took up his residence on Ulu Buluh estate early in 1907. Mr. Glassford is a member of most local clubs, and his recreations are golf, football, and shooting.

become in course of time one of the leading estates in the Malay Peninsula. It is five miles distant from Bagan Serai station on the Federated Malay States Railway main line. Originally the property belonged to the Perak Sugar Cultivation Company, Ltd., but in May, 1906, it was floated into a separate concern, bearing its present name, and out of an issue of 11,500 shares there were allotted to the Perak Sugar Cultivation Company, Ltd., as the purchase price of the property, 8,400 fully paid-up shares of 60 taels each. The new company entered into possession of the estate on September 1, 1906, and has now a capital of 700,000 taels. There is a total area of 4,399 acres, acquired from the Perak Government on a lease in perpetuity at a rental of 25 cents per acre per annum. In 1906 the area under sugar was 1,417 acres, and the output of cane crushed in the factory at Kulumpang, and turned into what is known in the trade as "basket sugar," was some 30,000 piculs (4,000,000 lbs.). It is not, however, the company's intention to devote their energies to sugar, but rather to the important industry of rubber planting. Before the estate changed hands 215 acres of Para rubber had been planted, and these trees, from seven to eight years old, form one of the finest sights in Northern Perak. Already this small area in



ULU BULUH ESTATE, SELANGOR.

1. VIEW OF THE ESTATE FROM THE RAILWAY.

2. A YOUNG CLEARING.

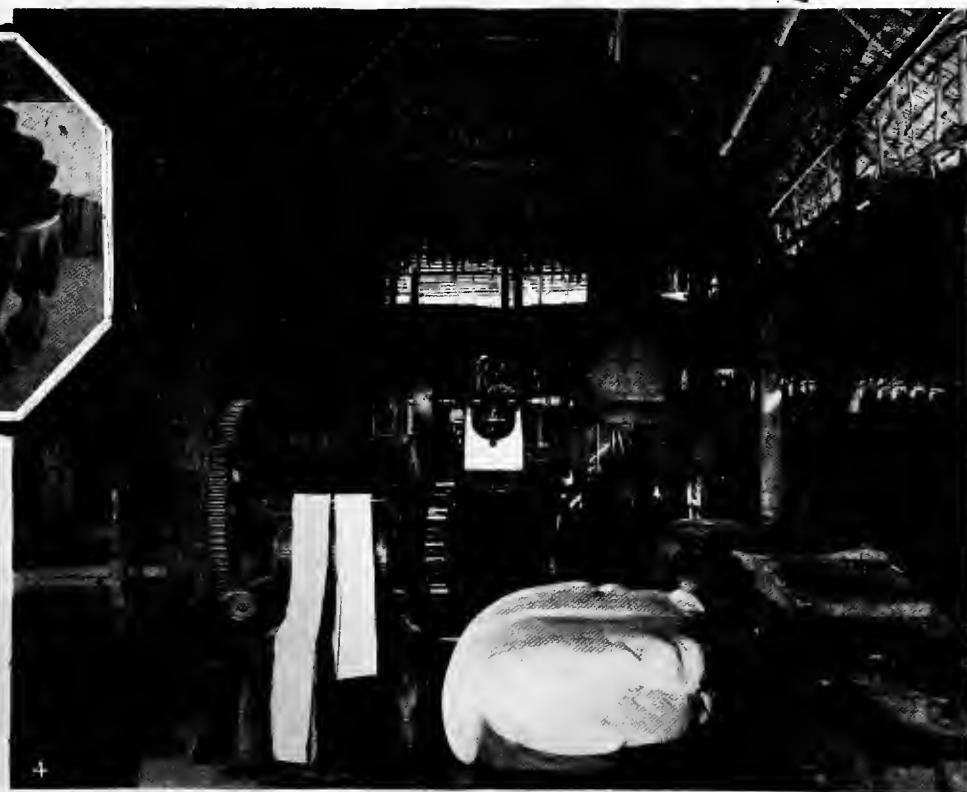
Lumpur to Kuala Selangor, now in course of construction, will traverse the whole length of the property, and another road from Sungei Buloh to Kuang, which is also under construction, will likewise cut through the estate.

The ease of transportation, the rich soil, and the nicely undulating lay of the land make the property peculiarly suitable for rubber, and

KULUMPONG RUBBER COMPANY, LTD.

Contiguous to the Kurah river, connected by numerous canals and waterways with Gula estate, and possessing unsurpassed facilities for railway communication with Pinang, the Kulumpang Rubber Company's property in the Krian district of the State of Perak promises to

bearing has an output representing 17,000 lbs. of dry manufactured rubber. Since the advent of the new company 1,800 acres more have been put under rubber, and at the present time in going over the estate one sees rubber everywhere. Here are nurseries where the young shoots have just thrust their heads above ground; there one observes fields of



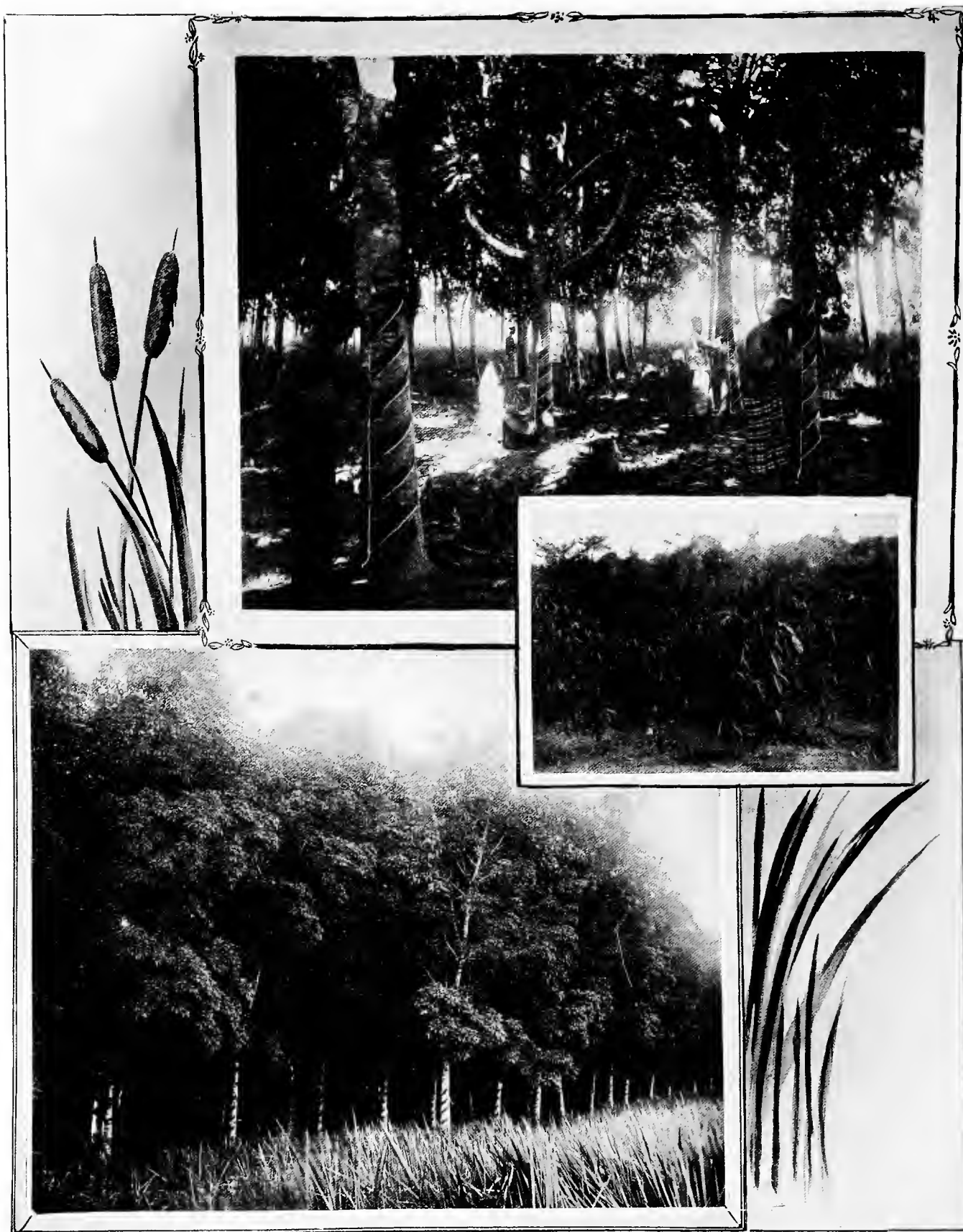
THE KULUMPONG RUBBER COMPANY, LTD.

1. THE SUGAR FACTORY.

2. THE EUROPEAN STAFF.

3. RUBBER EXHIBIT.

4. THE RUBBER FACTORY.



THE KULUMPONG RUBBER COMPANY, LTD.
TAPPING, RUBBER NURSERY, AND RUBBER TREES (SIX YEARS OLD)

more advanced trees, one year to two years old, all looking extremely healthy and strong, and bidding fair to equal any rubber grown in the native States. A rubber factory on a small scale, fitted with a 20 h.p. oil-engine, is working daily, and turns out some very high-grade rubber, which up till now has commanded a good price on the London market. Our photographs will convey some idea of the work in progress.

There is a labour force of 879 hands all told, comprising 615 indentured Tamil coolies, 146 Javanese, with Malays and Chinese squatters. The health of the coolies has always been excellent, and the fine hospital, under the charge of Dr. Coope, of Gula, is scarcely

Laidlaw, farmer, of Roxburgh, and was born in 1877. He was educated at Stewart's College, Edinburgh, at Brighton Grammar School, and at Edinburgh University, where he took a medical course and graduated M.B. and Ch.B. in 1903. After practising medicine for some time in England, he spent twelve months as surgeon on steamships plying between England, Egypt, and South Africa. In 1905 he came to the Federated Malay States and practised in Kuala Lumpur, while these estates were being opened up and a bungalow was being built on the property. Dr. Laidlaw married a step-daughter of Mr. Robert Laidlaw, M.P. He is a member of the Malaya branch of the British Medical Association.

GAPIS ESTATE.

Gapis estate is the property of the Kuala Kangsa Plantations, Ltd., a locally-formed private syndicate. It is situated about a quarter of a mile from Padang Rengas railway station in the Kuala Kangsa district of Perak. It consists of 1,200 acres, 500 of which are planted with Para rubber, 350 with coconuts, and 42 with pepper. Formerly the estate was planted entirely with coconuts and coffee. Coconuts are still the principal source of revenue, the crop for 1907 being estimated at 250,000 nuts. As more trees come into bearing, this output will be increased to a million or more. Mr. E. R. Salisbury, the manager, has



DUSUN DURIAN ESTATE, JUGRA, SELANGOR.

BUNGALOW, CLEARING, AND TWO YEARS OLD RUBBER.

ever busy. Mr. Thomas Boyd, of Gula, is general superintendent of Kulumpung estate, and Mr. William Sim is resident manager, carrying on the estate works with the assistance of three European superintendents.

DUSUN DURIAN AND ROXBURGH ESTATES.

Dusan Durian estate, situated nine miles from Jugra town, is owned by Mr. Robert Laidlaw, M.P. for East Renfrewshire, and is managed by his brother, Dr. W. S. Laidlaw. Together with a smaller property, Roxburgh estate, it embraces 700 acres. Since being opened in 1905 by Dr. Laidlaw, 550 acres of the total area have been planted with Para rubber and the remainder with coconuts and coffee. The soil is rich, and the property has been thoroughly drained on an approved system. There are, altogether, 100,000 rubber-trees on the property, and they have shown excellent growth.

Dr. Laidlaw is a son of the late Mr. William

tion, of the Federated Malay States Agricultural Association, and of all local clubs. His chief recreations are shooting and motoring.

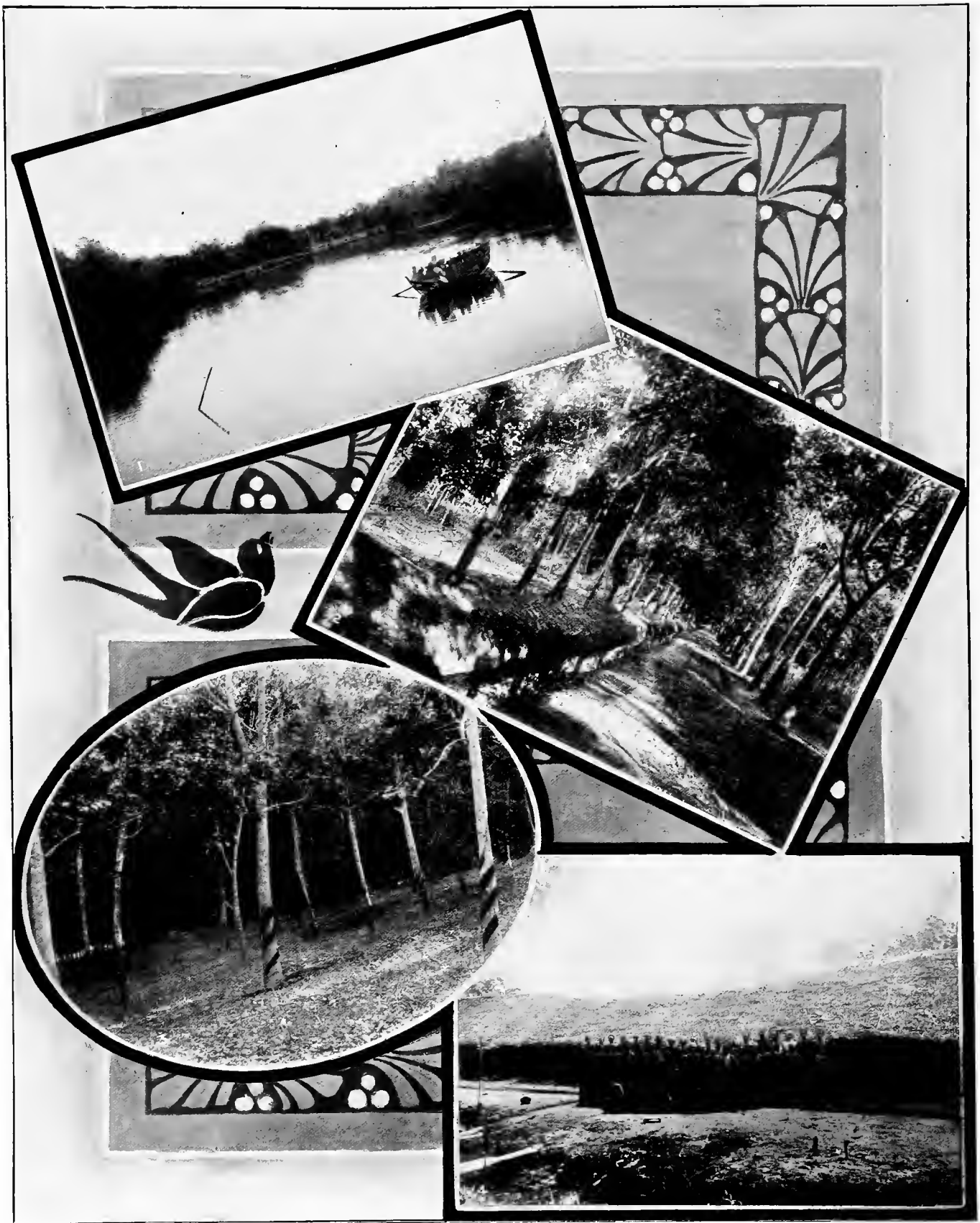
SUNGEI KLAH ESTATE.

This property in the Sungkai district takes its name from the Klah river, which flows through it, and is one of the latest in which rubber planting has been taken up. It is owned by the Malaya Rubber Company, Ltd., and has been opened up about eighteen months. The estate is 3,000 acres in extent, and 300 acres have been planted with Para rubber and another 300 acres have been cleared. Most of the plantations are from one to two years old, and the trees promise well, those thirteen months old being 14 feet high. The property is situated conveniently, and has the main road and the railway as well as the Klah river running through it. The labour staff consists of 100 Klings, 100 Javanese, and some Chinese. Mr. R. Hodgson is the manager.

been ten years in the States and for seven years in charge of Gapis estate. He has one European assistant, Mr. T. Craster, and a large staff of Tamil coolies.

SELINSING ESTATE.

Selinsing rubber estate, situated 12 miles from the capital of Perak, was in July, 1907, acquired from Messrs. W. F. Dew, G. Graham Clarke, and C. J. Bayley, the original owners, by the Selinsing Rubber Company, Ltd., which was floated in Colombo with an authorised capital of Rs. 1,000,000. Of this sum Rs. 690,000 have been fully paid up. The property embraces 1,460 acres. Para rubber has been planted on 793 acres and further clearings are contemplated for next year. The trees vary in age from nine years to as many months. There are 1,400 Para trees between nine and ten years of age on the roadside, and six acres nine years old. Small areas have also been planted with Rambong rubber and coconuts. The estimated yield of the estate



SELINSING ESTATE.

1. SCENE ON THE SEPATANG RIVER.

2. THE AVENUE.

3. SEVEN YEARS OLD RUBBER TREES.

4. SOME OF THE LABOURERS.

for 1907 is 7,000 lbs. dried rubber, which, together with a small revenue of 144 dollars from coconuts, is calculated to bring in 14,000 dollars. In 1908 there will be 180 acres in bearing. The land rises gently from the Sepatang river, with sufficient fall for drainage purposes, and the transport facilities are excellent. The estate is three hours' journey from Port Weld by the Sepatang river, and is connected by good cart roads with Bagan Serai and Simpang railway stations, the former being 11 miles distant, and the latter five miles. The estate is favourably situated in regard to labour, and no difficulty is experienced in obtaining as many free Tamil coolies as are required. The estate buildings comprise the superintendent's bungalow, airy line accommodation for the coolies, a drying shed for rubber, and a coffee pulping store. Mr. A. Wallis Wilson is the manager, and his assistant is Mr. J. K. Swaine. Messrs. Carson & Co., Colombo, are the secretaries and agents for the company.

BATAK RABIT ESTATE.

This plantation, which is three miles from the town of Teluk Anson in Perak, and a mile and a half from the railway terminus, comprises 1,098 acres of some of the finest virgin rubber land in the State. It was first opened up in February, 1906, for the planting of Para rubber, and up to date 200 acres have been felled, cleared, and planted. The oldest trees on the estate have been planted eighteen months and show exceptional promise. The soil is a rich alluvial loam, exceptionally well drained. There is on the property a nursery containing some 100,000 plants. It is proposed to plant tapioca and ground-nuts as catch-crops in the near future. Situated facing the Perak river, with a wide road frontage, the estate enjoys exceptional facilities for cheap transport to the port of Teluk Anson. The labour force employed consists of thirty-five indentured and seventy free Tamils, and the health of the

this estate, situated 25 miles from Taiping, on the south road to Bruas. The estate has a total area of 701 acres. The land is undulating, and the estate has excellent drainage. The soil is alluvial loam with a sandy surface washed down from the hills.

The property was first opened up in 1906, and the concession was acquired in perpetuity at an initial premium of 3 dollars an acre per annum and an annual rental of 1 dollar an acre per annum for six years, and thereafter at 4 dollars an acre per annum. Mr. E. H. Bratt, the visiting agent, first opened up the estate, and subsequently converted it into a limited liability company under the style of the Hidden Streams Rubber Syndicate, Ltd., with an authorised capital of £12,000 in £1 shares. The directors are Messrs. C. T. Sidgewick, de Winton, Bethune, and Spillman; and the London agents are Messrs. George Williamson & Co., of 138, Leadenhall Street, E.C. Preparations for



PLANTERS OF SELANGOR.

- | | | | | | |
|------------------------|--------------------|--------------------|------------------------|-------------------------|-----------------------|
| 1. JOHN WHITHAM. | 2. A. GLENNIE. | 3. H. E. G. SOLBÉ. | 4. F. R. CHARTERIS. | 5. CAPTAIN A. J. FOX. | 6. C. F. LUSHINGTON. |
| 7. C. E. S. BAKENDALE. | 8. H. W. HARRISON. | 9. J. GIBSON. | 10. R. M. G. MITCHELL. | 11. K. PFENNINGWERTH. | 12. O. PFENNINGWERTH. |
| 13. H. R. QUARTLEY. | | 14. H. M. DARBY. | 15. A. C. CORBETTA. | 16. GEORGE V. L. SCOTT. | |

SOMERSET RUBBER ESTATE.

Adjoining the well-known Cicely and Silaha estates, and situated about six miles from Teluk Anson, is the Somerset rubber estate, belonging to the Somerset Rubber Estates, Ltd. It is a property of 640 acres, about 350 of which have been cleared, while 200 were to be planted by the end of 1907. The land is being opened up under the management of Mr. William Dell, who has been in the Federated States for six years, and has had considerable planting experience.

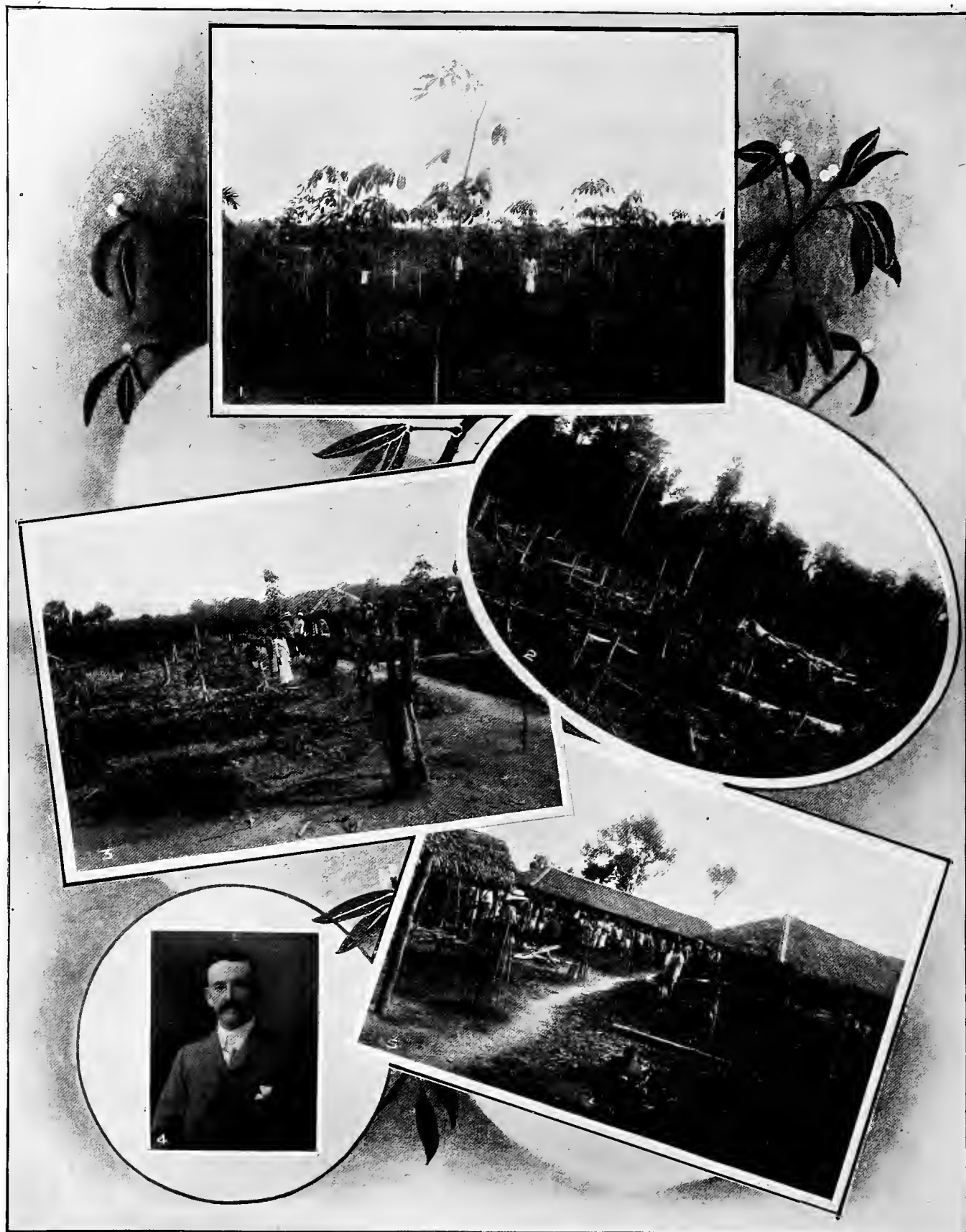
coolies has greatly improved since the management has adopted the rule of boiling all drinking water supplied to them. The management is in the hands of that well-known planter, Mr. William Duncan, of Robana estate, and the proprietor is Mr. Murison Allan, of the legal firm of Messrs. Adams & Allan, Pinang.

HIDDEN STREAMS ESTATE.

Five hundred and fifty acres of Para rubber of one year's growth and under is planted on

rubber planting have commenced in earnest, and a substantial bungalow and four sets of coolie lines have been built. A labour force of eighty Malays, twenty Chinese, and sixty-seven Tamils, all of whom are free labourers, has been engaged in clearing, felling, burning, and planting for twelve months, and a considerable area is already under cultivation. Seeds from eight-year-old Para on Sandycroft estate are used, and in spite of the phenomenal drought of 1907, the young trees have shown good growth.

Captain Hugh Thomas Dempster, manager,



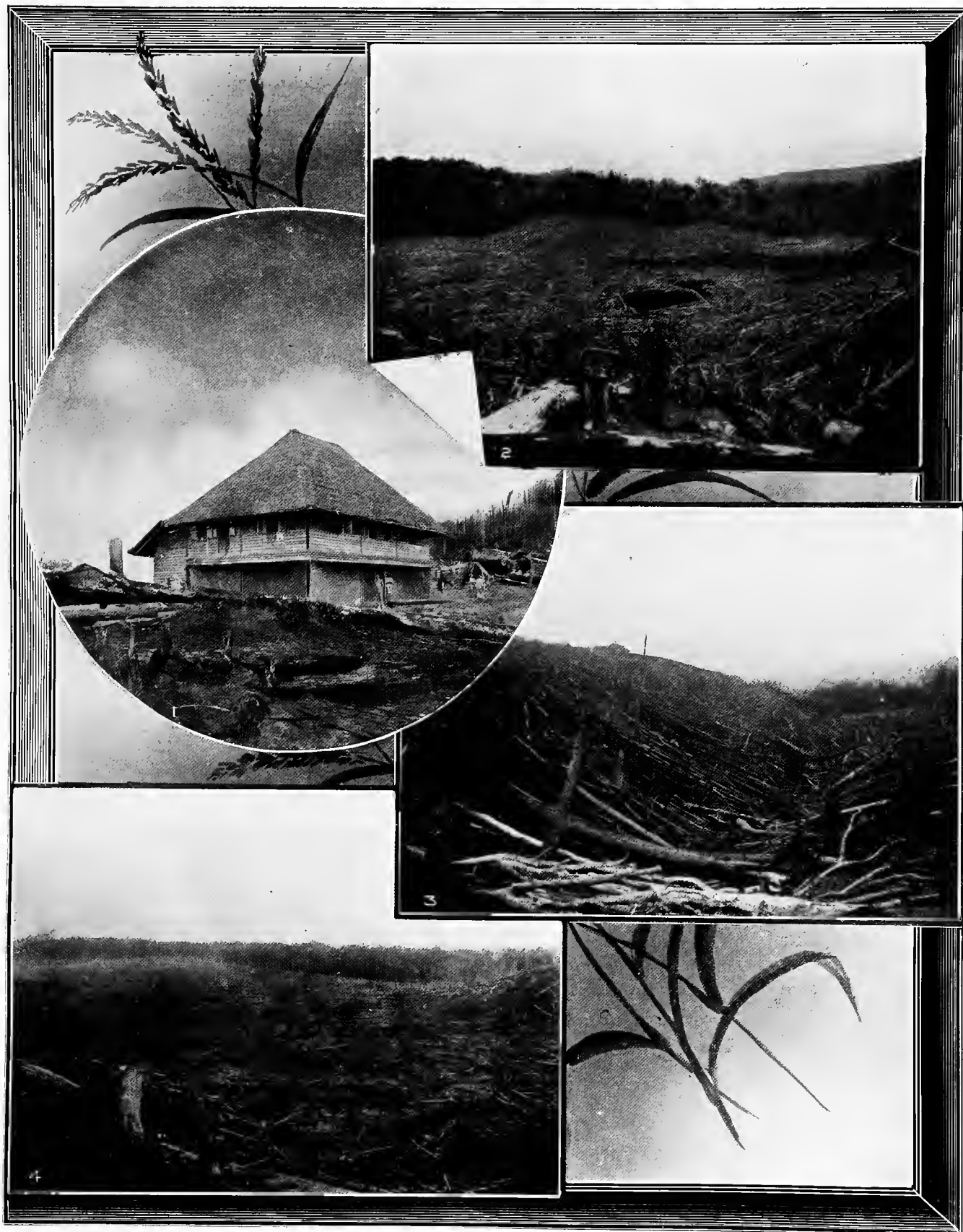
BATAK RABIT ESTATE.

1 & 3. YOUNG RUBBER TREES.

2. A TYPICAL JUNGLE CLEARING.
(See p. 405.)

4. MURISON ALLAN.

5. THE COOLIE LINES.



HIDDEN STREAMS ESTATE.

1. THE BUNGALOW.

2, 3, & 4. THE NEW CLEARINGS.

(See p. 405.)

was born in King's County, Ireland, and received his education at Stoneyhurst. He joined the 3rd Battalion Suffolk Regiment, and was promoted captain in 1904. From 1902 to 1905 he was seconded from his regiment as company commander and signalling officer of the Malay States Guides. He resigned his commission in 1906 to take up

WELLINGTON ESTATE COMPANY, LTD.

One of the finest stretches of country in the Malay Peninsula is that portion of the State of Perak in which the Federated Malay States Railway crosses over the mountain range from Taiping to Padang Rengas. In this grand and picturesque locality, amidst

Although the oldest rubber on the estate is only of eighteen months' growth, it is surprising to observe the girth, height, and vigorous development of the young trees, which are about as fine as any of their age in the State of Perak. Some thirty rubber-trees, originally planted for shade purposes, are to be seen on the ground, and when it is mentioned that the



THE BEVERLAC (SELANGOR) RUBBER COMPANY, LTD.

1. GENERAL VIEW ON KAPAR ESTATE.

2. GENERAL VIEW ON BEVERLAC ESTATE.

his present position. He is a member of the Auxiliary Forces, Whitehall Court, Perak, New and Perak Turf Clubs, and of the Perak Planters' Association. His principal recreations are football and shooting.

BEVERLAC AND KAPAR ESTATES.

The Beverlac and Kapar Rubber estates in the Klang district of Selangor belong to the Ceylon-formed company, the Beverlac (Selangor) Rubber Company, Ltd. This company has an authorised capital of Rs. 1,000,000, one-half of which has been fully paid up. Beverlac estate is situated one mile from Klang, and comprises 233 acres fully planted with Para rubber, ranging in age from a few months to nine years; and Kapar estate, which is 10 miles from Klang, on the Klang-Kuala Selangor Road, is 336 acres in extent, and the majority of the Para trees with which it is fully planted vary in age from one to five years. During 1906 the total production of dried rubber from the two properties was 18,000 lbs., which was sold in Colombo and London. The estimated yield for 1907 is 25,000 lbs. The directors of the company are Messrs. G. B. Leechman (chairman), Herbert G. Bois, G. H. Alston, and R. F. S. Hardie. Mr. E. W. Harvey is the estate manager.

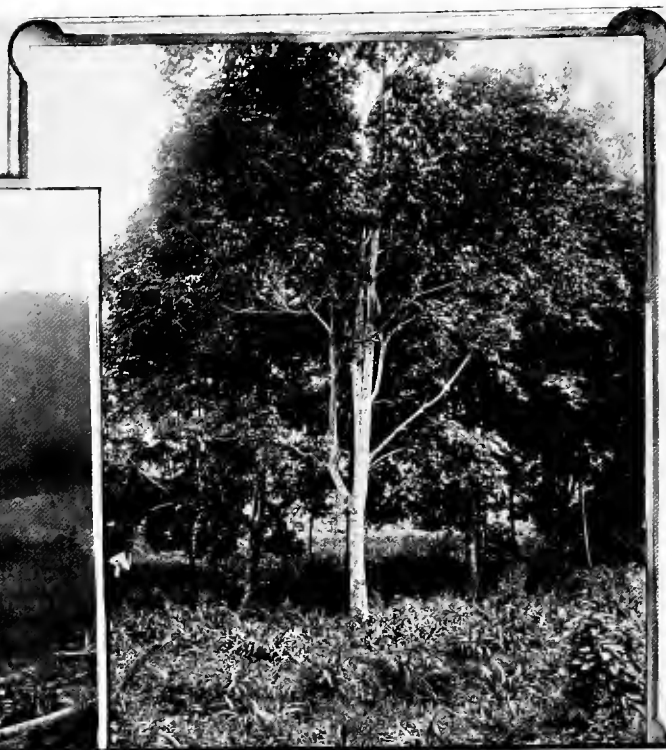
frowning but well-wooded hills, and under the shadow of that towering rocky landmark, Bukit Pondu, a number of enterprising Pinang gentlemen resolved to plant rubber, the soil being abnormally rich and in every way suited for the rapid growth of this valuable product. A property, 980 acres in extent, was acquired accordingly, and named the Wellington Estates. This land is held under an old lease from the Perak Government at an annual rental of 10 cents per acre or until it shall have repaid all outlay, and then the rental is to be 5 per cent. of the annual profits. These terms are undoubtedly as favourable as those on which any other similar concession in the State is held. The main line of the railway traverses this property from end to end—Padang Rengas station being within a mile of the very heart of the estate—and the excellent metalled road from Kuala Kangsa to Taiping also runs through it.

Formerly, some 300 acres of coffee represented the planted area. This was planted by the original proprietors. The rest was virgin forest and jungle. But under the energetic management of the superintendent 50 acres of Para rubber were planted in 1905, 350 acres in the following year, and 300 acres in 1907—making a total of 700 acres fully planted since the time of opening in July, 1905.

trunks of these measure 61 inches in girth on the ground line and 45 inches at a height of 3 feet, some idea can be formed of the magnificent trees which this estate will be able to show when properly in bearing.

Wellington estate provides a unique example of pioneering in the rubber industry; for the work on these heights cannot be compared with rubber-planting on the plains. The timber felled on the new clearings is of enormous girth, and to the uninitiated would appear to present almost insuperable difficulties in the way of clearing the ground. But constant labour and pertinacity have accomplished wonders, and now where only eighteen months ago there was impenetrable jungle, plantations of healthy young rubber-trees are to be found. Our illustrations, which show young rubber as well as the matured tree, also convey an idea of the fine panoramic views which everywhere present themselves on this estate. It is a notable fact that the whole of the clearing and planting has been done by free Malay labour. At present there are some 60 Malays and 100 Chinese employed.

Messrs. Guthrie & Co., Ltd., are the Pinang agents of the estate, the directors of the company being Messrs. A. R. Adams, J. W. Hallifax, Robert Young, and Dr. T. Hill



THE WELLINGTON ESTATE COMPANY, LTD.

1. BIRD'S-EYE VIEW.

2. OLD RUBBER TREES.

3. YOUNG RUBBER TREES.

4. NEW CLEARING.



BUKIT LINTANG RUBBER ESTATE.
RUBBER TAPPING AND GATHERING SEEDS.

Jamieson, all of Pinang. Mr. George Henry Cater is manager and superintendent. A native of Lancashire, and an old Charterhouse boy, Mr. Cater first began planting in 1896 on the well-known Hilton estate, in the Matala district of Ceylon, where he gained experience in tea, cocoa, and rubber. Mr. Cater went to the Federated Malay States in 1904. He is a member of most of the Perak and Pinang clubs, was renowned as a football player and captained the Pinang Football Club, and won the Pinang Tennis Championship in 1903. Nowadays, however, his work leaves him very little time for recreation, and rifle-shooting is his only sport.

LABUAN PADANG ESTATE.

The proprietors of the Labuan Padang estate were, until recently, the Malay Estates Company, Ltd., a Ceylon flotation with an authorised capital of Rs. 125,000, which has practically all been paid up. Messrs. James Ryan and A. A. Hankey were the directors, and Messrs. Lee, Hedges & Co. the secretaries and Colombo agents. Quite lately the property was sold to the Damansara Company, which owns the adjoining property. The estate lies five miles distant from Batu Tiga railway station, from which it is approached by a good cart-road. It embraces 1,075 acres, 310 of which have been planted with Para rubber, varying in age from two to seven years. In 1906, 11,000 lbs. of

well for the future production of large quantities of excellent rubber.

Mr. C. B. Holman Hunt, the manager, is son of Mr. William Holman Hunt, the well-known artist. He was born at Florence in 1866, and was educated at Harrow and at St. John's College, Cambridge. He took a three years' medical course, and for twelve months worked at St. Thomas's Hospital. Forsaking the medical profession, he went out to Ceylon in 1890 to take up planting. For eleven years he was engaged in various capacities on estates of the Eastern Produce Estates Company, Ltd., and subsequently was employed on a plantation at Travancore, India. He was appointed manager of the Labuan Padang estate in 1906. Now that the property has changed hands, it will probably be supervised by the Damansara Company's manager. Mr. Holman Hunt devotes most of his leisure to entomology and natural history generally. He is a member of the Entomological Society and of the Bombay Natural History Society.

LAPAN UTAN ESTATE.

Owned by the Lapan Utan Rubber Company, Ltd., this estate is situated two miles from Kuala Selangor and 26 from Klang. Mr. C. F. Lushington, the manager, took charge of the property as forest land in September, 1906, soon after his arrival from Ceylon, where he had been planting for eight

from the commencement of work. Mr. C. F. Lushington is a son of Mr. C. M. Lushington, Government Agent in the Southern Province, Ceylon, and was born at Kurunegala, Ceylon, and educated at Malvern College. He is a keen sportsman and was best known in Trincomalee as a cricketer and big-game hunter, though in Malaya he has not found time to take up either form of recreation. Recently, however, he had the good fortune to shoot a fine tiger near the estate boundary.

GLENMARIE AND BATU ESTATES.

These properties formerly belonged to the Selangor Plantations Syndicate; but in January, 1906, they were taken over by the newly formed Batu Tiga (Selangor) Rubber Company, which has a capital of £60,000. Originally, about 260 acres of the Glenmarie estate, which embraces altogether 2,050 acres, were planted with coffee and pepper. This area has been interplanted with rubber, and, including this, there are altogether 910 acres under rubber cultivation, the trees ranging in age from a few months to ten years. Tapping was commenced in April, 1906, and the yield up to the end of the year was 2,260 lbs. The estimate for 1907 was 6,000 lbs. On the Batu estate, which is situated only three and a half miles from Kuala Lumpur, and comprises 900 acres, 125 acres were planted originally with coffee. By the end of 1907, 488 acres were fully planted with



OLD RUBBER.



JUNGLE BOUNDARY.

LABUAN PADANG ESTATE, BATU TIGA, SELANGOR.

rubber were produced, and the estimate for 1907 was 25,000 lbs. The trees have grown most satisfactorily, and some of the older ones are the best in the district. An up-to-date rubber manufacturing plant was to have been installed during 1907, and everything promises

years. Though new to the country, by employing a mixed force of Malays, Javanese, Chinese, and Tamils, he succeeded in getting the whole estate of 400 acres fully planted (24 feet by 12 feet) and thoroughly drained (10 feet by 10 feet and 5 feet by 5 feet) within one year

Para trees, from four years old downwards, and tapping will be commenced in the early part of 1908. The first year's yield is estimated at 1,000 lbs. Both properties are conveniently situated near the railway; indeed, the Glenmarie estate abuts upon the line for a



THE BATU TIGA (SELANGOR) RUBBER COMPANY, LTD.

1. OLD RUBBER TREES (GLENMARIE ESTATE).

2. RUBBER TREES FOUR YEARS OLD (GLENMARIE ESTATE)

3. RECENT CLEARING (GLENMARIE ESTATE).



THE BATU TIGA (SELANGOR) RUBBER COMPANY, LTD.

1. A YOUNG CLEARING (BATU ESTATE).

2. OLD RUBBER TREES INTERPLANTED WITH COFFEE (BATU ESTATE).

mile and a half between Batu Tiga and Sungei Way stations. On this property the labour force consists of 150 Tamils, 70 Javanese, 60 Banjorese, and 20 Chinese; while at Batu estate 230 Tamil coolies are employed. The directors of the company are Messrs. L. T. Boustead, H. W. Brett, and J. C. Tate. The local manager of the two estates is Mr. H. E. G. Solbé. He is the son of the late Mr. Edward Solbé, of the British consular service in China, and was born in 1868. He received his education at Dulwich College, and at the age of twenty went to Ceylon, where he obtained a wide experience of planting, extending over fifteen years. He went with the second Ceylon contingent of the British forces to South Africa. Since 1905 he has had charge of the Glenmarie estate, and since 1906 the Batu estate has also been under his management. He is a member of most of the clubs in the district, and his principal recreation is golf.

BRIEH RUBBER COMPANY, LTD.

It is only a little over two years ago that the Brieh Rubber Company, Ltd., which is financed exclusively by Pinang people, joined the ranks of rubber-growers. Brieh estate has an area of some 1,100 acres, and is situated alongside the Government Road, $7\frac{1}{2}$ miles from Bagan Serai railway station, and $3\frac{1}{2}$ miles from Alor Pongsu railway station. It is bounded and crossed by the Krian and Sungei Brieh rivers, which furnish an abundance of water for all the requirements of the estate. There are now actually planted on the property some 400 acres of Para rubber, 30,000 trees being one year old or over and 19,000 under one year. Planting began only in 1905. At

the time of writing 120 additional acres were being opened up and planted. On the estate are nurseries containing no fewer than 75,000 young trees, which will gradually be drawn upon as new land is cleared. Nothing but rubber is grown on Brieh estate, and one cannot but be impressed by the extremely healthy appearance of the young trees and the regularity of their setting. Our illustrations convey only a very crude idea of what are the possibilities of this favourable and well-chosen rubber property. The land has been rented in perpetuity by the Government at an annual rate of one dollar per acre, and a royalty of $\frac{2}{3}$ per cent. on rubber as soon as the trees come into bearing. As regards labour, 95 indentured coolies and upwards of 100 free Malays are employed, and illness is practically unknown among them.

The directors of the company are Messrs. Arthur Robert Adams and Lim Kek Chuan, of Pinang, and Mr. George Stothard, of Malakoff estate, Province Wellesley. Messrs. Anthony and Anderson, of Pinang, are the local agents. Mr. Reynold Godfrey Palmer, the genial superintendent of the estate, is an Englishman. Born in Syria, he was educated in Europe, and after years of experience in India, came to Perak in 1901, where after planting sugar at Kalumpang, he commenced opening up Brieh estate, in 1905. He is a member of the Malay Peninsula Planters' Association, and of the Town, Golf, and Turf Clubs, Pinang.

KAMUNING ESTATE.

In several respects Kamuning estate is unique among rubber properties. It stands in the enviable position of being absolutely

free from Government rent, having been granted, many years ago, in perpetuity to Mr. T. H. Hill by the Perak Government in recognition of his pioneering work in the country. Under the management of Mr. A. D. Machado, it has been the scene of many experiments, and at the present time has at once the oldest and the youngest rubber-trees of any estate in the district. Some of the trees are twenty-five years of age and yield about 20 lbs. of rubber per annum. These were planted at a time when there was little confidence in the possibilities of rubber amongst planters of the Federated Malay States. The estate now consists of 6,000 acres, about 1,000 acres of which are planted with rubber. In all, some 3,600 trees are in bearing, and of these about 290 are twenty-five years old. For the present year the estimated yield is 12,000 lbs.

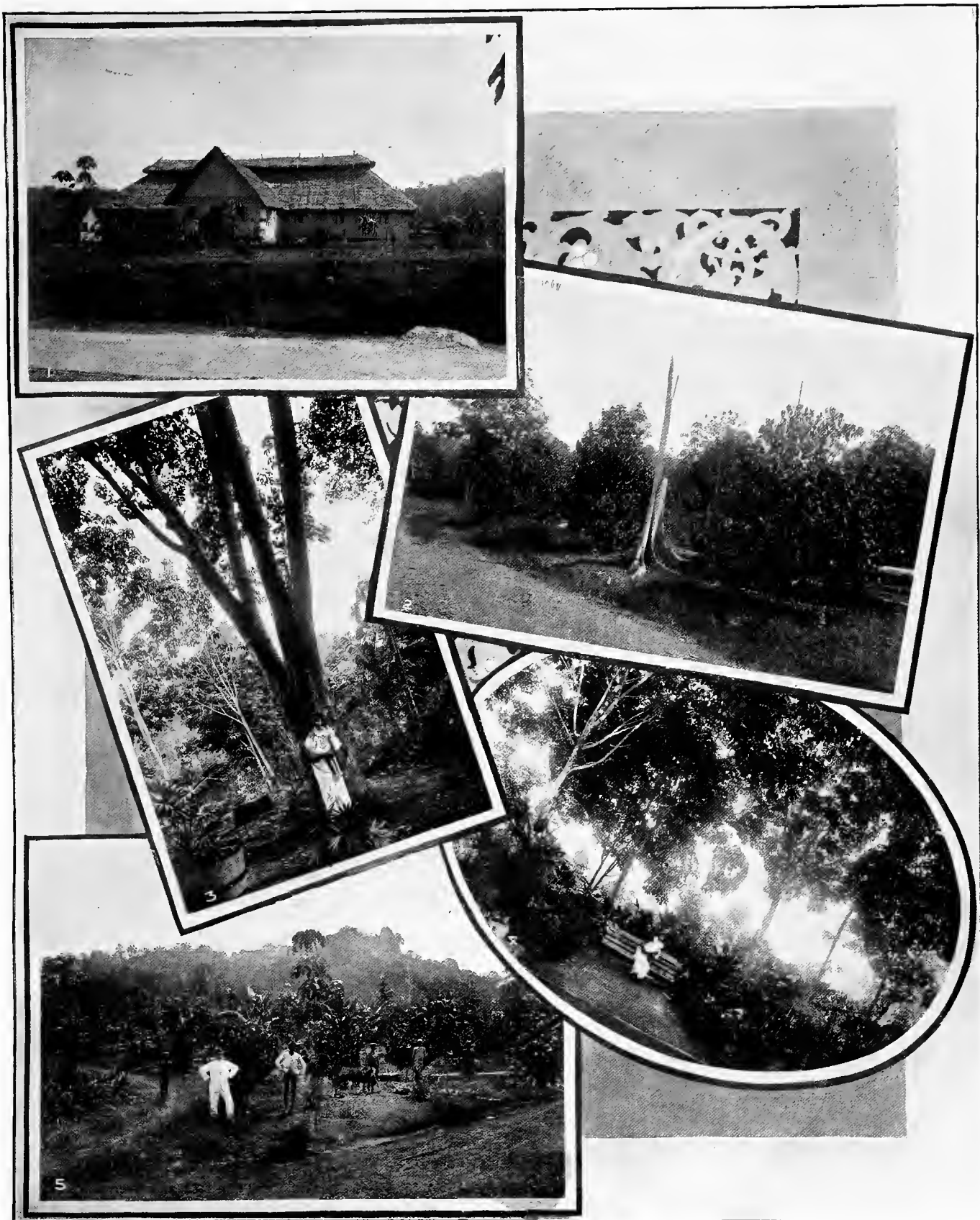
Kamuning has also this distinction, that, although it is a rubber estate, the bulk of its revenue so far has not been derived from that source, but from tin-mining, the estate having many strips of rich tin-land within its boundaries. These mines are worked by Chinese on tribute, and yield a very handsome profit. In addition to rubber and tin, the property produces for export papaya juice, lemon-grass oil, coffee, and a little pepper.

The estate could be under no better management than that of Mr. A. D. Machado, who has held the appointment for the last three years. He is a botanist of no mean repute, and formerly held the position of Assistant Superintendent of Gardens and Forests under the Straits Settlements Government. In these circumstances, it is only natural that he should devote some of his time to botany, and the results of his various botanical experiments have been watched with interest by planters all



THE BRIEH RUBBER COMPANY, LTD.

BUNGALOW AND RUBBER NURSERY, RUBBER TREES, TWO YEARS OLD (TWO VIEWS), SUPERINTENDENT'S BUNGALOW, AND CLEARING.
(See p. 413.)



KAMUNING ESTATE.

1. THE ESTATE HOSPITAL.

2 & 4. VIEWS ON THE ESTATE.

3. AN OLD RUBBER TREE.

5. KAMUNING HILL.

over the country. In his experimental essays he has grown nearly all known varieties of hemp fibres—the coca plant, from which cocaine is extracted; Egyptian cotton, for the cultivation of which the seasons locally prove too irregular; and almost every class of rubber. On the rubber land Para rubber is, of course, the best variety, and is the kind which is most extensively planted, but *Castilloa elastica*, *Funtumia elastica* (Lagos silk rubber), and several other varieties are also grown, a box of the last mentioned plants having been obtained from the Congo Free State Government a year or so ago. Para rubber trees thrive excellently. The estate, which affords work for 500 Tamil coolies, is a first-class property, and in a few years' time, when it is in full bearing, will produce an immense amount of rubber. The proprietors are Messrs. Guthrie & Co.,

portable and attractive at the expense of, perhaps, an extra coolie.

MERTON ESTATE.

The proprietor of Merton estate is Mr. G. Maitland Kirwan, and the local manager is Mr. J. W. Cater. The property has an area of 584 acres, of which 50 acres were planted with Para rubber in 1899, 50 acres in March of 1906, 100 acres in June, and 50 acres in November of the same year. The average number of trees planted per acre in 1906 was 151.

Tapping was started in 1905, and the yield of rubber was 1,860 lbs. In the following year there was a yield of 4,394 lbs., while for 1907 the estimated yield was 8,000 lbs. The produce of the estate is sold in England. Situated about five and a half miles from Batu Tiga railway

years ago. The Batu Caves Railway traverses the property, at the foot of which is the station. Formerly the estate was planted with coffee and was privately owned, and since it was acquired by the present proprietors, the Batu Caves Rubber Company, Ltd., coffee has been retained as a catch-crop. The property is 1,903 acres in extent, and of this 1,224 acres have been planted with Para and Rambong rubber—principally the former—much of which has been interplanted with coffee. Of the remainder of the property 562 acres are planting land, 57 acres tin-mining land, and 60 acres waste land. Fruit is grown on part of the estate, and produces a revenue of about 1,000 dollars a year. The estimated yield from the property for 1907 is 2,000 lbs. of Para rubber, 600 lbs. of Rambong rubber, and 200 piculs of coffee. Some six hundred Tamil



MERTON ESTATE.

EIGHTEEN MONTHS OLD RUBBER.

A YOUNG CLEARING.

of Singapore, and under the Hon. Mr. John Anderson, head of that firm, much development work has been accomplished.

Since Mr. Machado took charge of the property the estate has staged some fine exhibits at local agricultural shows. In 1906 and again in 1907 it carried off the Governor's prize for the best collection of agricultural produce—in other words, for the greatest number of prizes won under the heading of agriculture—as well as several cups for rubber. At the last show Mr. Machado carried off thirteen first and five second prizes, one third prize, and five "highly commendeds." The estate can boast of a better garden and of more tastefully laid out grounds surrounding the manager's bungalow than any estate in the Federated Malay States, and serves to show what can be accomplished towards making homesteads com-

station, and eight and a half miles by road from Klang, the estate is almost surrounded by the Klang river, which takes off the surplus water from the main drains. A rich clay soil is found on the lower levels.

There are on the estate one bungalow, a store, rolling machinery sufficient to cope with the rubber output, and good lines for the 250 or 300 Tamil coolies employed.

BATU CAVES ESTATE.

Considerable archaeological interest attaches to this estate from the fact that the famous Batu Caves, one of the sights of the Federated Malay States, are situated upon it. These caves are said to have been inhabited by the Sakais, and there are on the property durian trees planted by this aboriginal people 125

coolies are employed as well as a few Javanese and Malays. An adequate drainage system has been carried out, and the young trees have made good progress and promise well for future tapping. The Batu river runs through the property, which is only five and a half miles distant by rail from Kuala Lumpur. There are two substantial bungalows, a coffee and rubber store, and well-built coolie lines on the estate.

Mr. W. D. Fraser, the manager, was born at Edinburgh, in 1882, and received his education at Merchiston School in that city. After the completion of his scholastic career he was for two years engaged in stockbroking. In 1900 he volunteered for the Sharpshooters and served during part of the South African War, receiving a medal with four bars for his services. He came out to the Federated Malay



BATU CAVES ESTATE.

1. YOUNG RUBBER.
2. STORE ON ESTATE.
3. FIVE YEARS OLD RUBBER INTERPLANTED WITH THREE YEARS OLD RUBBER.
4. A YOUNG CLEARING.

S**



THE ISSENG RUBBER COMPANY, LTD.

1. RUBBER INTERPLANTED WITH TAPIOCA.

2. RUBBER NURSERY.

3. VIEW OF ESTATE, SHOWING FACTORY.

4. COCONUT PALMS.

States to learn planting in 1902, and has been on the Batu Caves estate since 1906.

The authorised capital of the Batu Caves Rubber Company, Ltd., is £30,000, half of which has been fully paid up. The directors are Messrs. H. K. Rutherford, T. N. Christie, J. McEwan, and R. Williamson.

ISSENG RUBBER ESTATE.

"Isseng," an estate of 940 acres owned by the Isseng Rubber Company, Ltd., is situated in the Krian Province of Upper Perak. It adjoins the Sungei Gedong Ferry on the Krian river, and is bounded on the west by the public main road leading to Taiping and on two sides by the Krian river. Bagan Serai railway station is only five and a half miles distant, so that there is communication by railway, road, and water. The land is well drained, and there are substantial buildings for the accommodation of five hundred labourers. Formerly, sugar was under cultivation, but it has now given place to rubber. About 300 acres have been planted with Para, and some 45,000 one-year-old trees are doing remarkably well. Tapioca is interplanted, besides about 7,000 coconut-trees, ranging from one to four years of age, which will produce a valuable secondary crop. The labour on the estate consists of 150 Tamil coolies for attending to the rubber, and 100 families of Chinese squatters for felling and clearing and for planting tapioca. The registered offices of the company are in Pinang, and Mr. J. W. Hallifax is the secretary.

EMERALD ESTATE.

The proprietors of this rubber estate of 646 acres are Messrs. W. W. Bailey, H. Payne

Gallwey, and Sir George S. Murray. Fifty acres were planted with Para rubber in March, 1906; 50 acres in June, 1906; 100 acres in November, 1906; 50 acres in January, 1907; 50 acres in May, 62 acres in June; and 72 acres in November. The rest of the property is reserve jungle. There is a good cart-road from Batu Tiga railway station, five and a half miles away, and also from Klang, which is eight and a half miles distant. The Klang river runs through a part of the property. The estate is flat, and has a rich clay soil. All the rubber-trees are in excellent condition. Tamil coolies are employed to the number of 200.

The manager is Mr. J. W. Cater, who is a son of the late Mr. Charles Q. Cater, director of the North British and Mercantile Insurance Company, Ltd. He was born in February, 1882, at Barnet, and educated at Harrow. He went to Ceylon in 1900, and started cocoa-planting in Malacca district. At the time of the Boer War he proceeded to South Africa with the second Ceylon contingent, and received a medal with three bars. He came to the Federated Malay States at the end of 1906, and was on the Wellington estate, Perak, until April, 1907, when he took charge of Merton and Emerald estates. Mr. Cater is a member of the Malay States Volunteer Rifle Corps.

DENISON ESTATE.

At Parit Buntar in Perak is situated the Denison estate, which is owned by the Denison Estate Company, Ltd. Formerly this property, comprising 750 acres, was planted with sugar; at present, 310 acres have been planted with rubber interplanted with tapioca, and 175 acres are under coconut cultivation. The estate is

well drained by a series of canals, the soil is good, and both the rubber and coconuts are doing exceedingly well. Mr. Thomas Boyd, of the Gula estate, is the visiting agent, and Messrs. Kennedy & Co., Pinang, are the general agents.

GEDONG BEDOR ESTATE.

Situated about two miles from the township of Bedor is an estate which has developed remarkably. It is the property of the Gedong Bedor Rubber Company, and is 1,000 acres in extent. About twelve months ago the estate was opened by Mr. Allard, and was planted mostly by the present manager, Mr. C. G. Findlay. Of 350 acres cleared, 300 have been planted with Para rubber, and some 45,000 trees are now in a flourishing condition. The property is in hilly country, admirably suited for rubber-growing, and the young trees, from 5 to 8 feet high, planted on undulating ground, present a pretty spectacle. On the estate there is a fine nursery for rearing plants. Mr. Ch. G. Findlay, the manager, who has been responsible for the rapid development of this estate, has spent the greater part of his life in the East.

PLANG ESTATE.

Situated three miles from the railway station at Sungei Siput, in Perak, this estate is the second largest of the five rubber properties owned by the Asiatic Rubber and Produce Company, Ltd., of Ceylon. It comprises 1,000 acres, 200 of which are already planted with coffee in bearing, while the remainder is reserved for Para rubber. Some 300 acres have been planted, and many of the trees are already



TWELVE MONTHS OLD RUBBER TREES.

EMERALD ESTATE.

EIGHTEEN MONTHS OLD RUBBER TREES.



THE GEDONG BEDOR RUBBER COMPANY, LTD.

1. GENERAL VIEW OF CLEARING.

2. TRANSPLANTING.

3. CLEARING, SHOWING NURSERY.
(See p. 419.)

4. VIEW FROM THE MANAGER'S BUNGALOW.

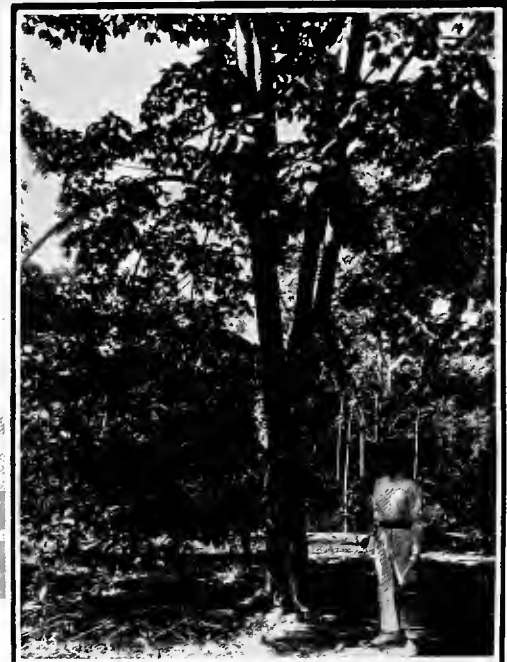


THE DENISON ESTATE COMPANY, LTD.

COCONUT PALMS.
RUBBER INTERPLANTED WITH TAPIOCA.

(See p. 419.)

RUBBER CLEARING.
RUBBER NURSERY.



PLANG ESTATE.

1. THE COOLIE LINES.

2. THE LABOUR FORCE.

3. TAPPING.

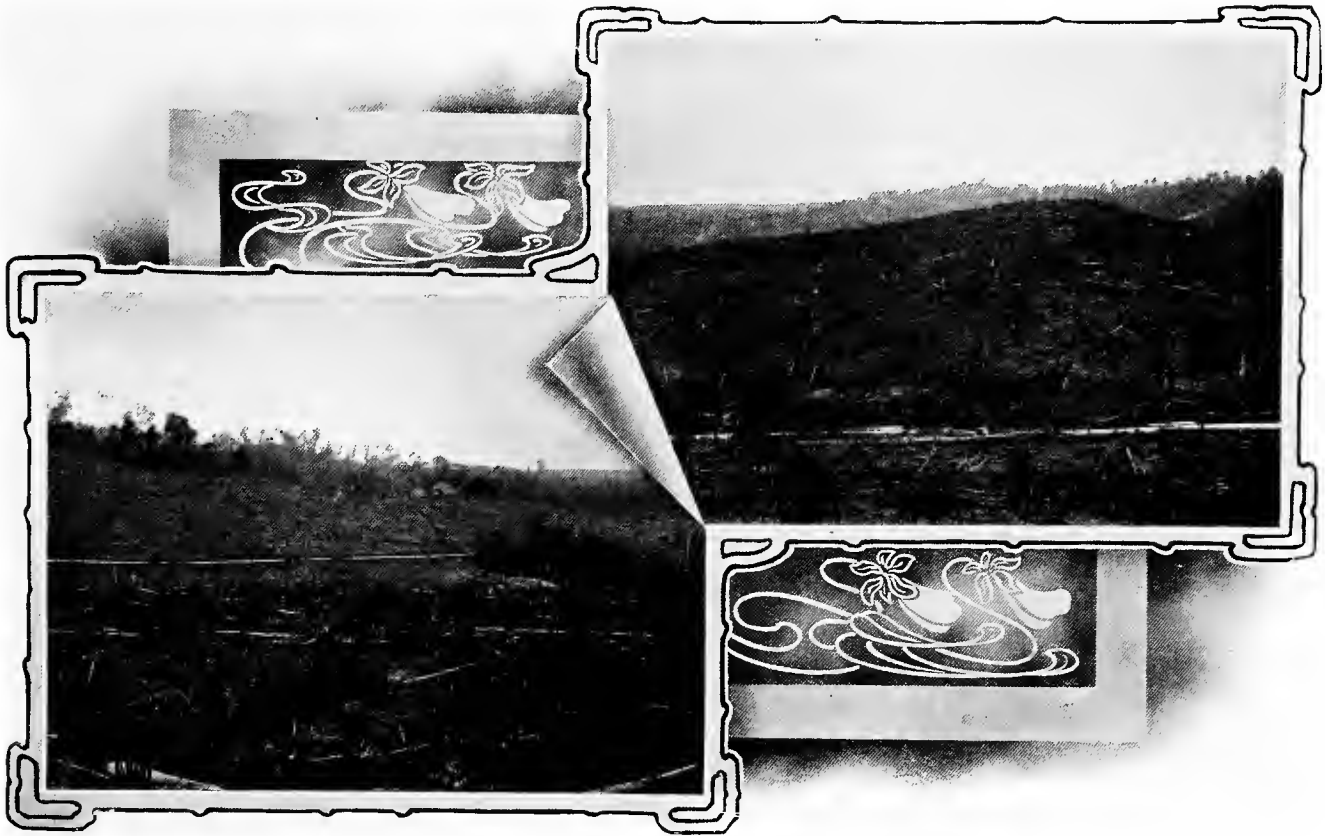
4. A YOUNG RUBBER CLEARING.

in bearing. Excellent results have been obtained, and Plang estate bids fair to become one of the most important properties in the vicinity. The trees show splendid growth, some of three years of age having a girth of 18 inches,

have been planted with Para rubber, while another 185 acres have been felled and burned, and will be planted by the end of 1907. By that time, too, an additional 100 acres will have been cleared. The estate is situated five and a

estate. When this is finished, there will be a good metalled road to the nearest railway station, Simpang Lima, seven miles away.

The area of the estate is 4,495 acres, 2,400 acres of which are freehold, the rest being held



CLEARINGS ON BUKIT DINKEL ESTATE, SELANGOR.

whilst others, of eighteen months' growth, show average girth of 8 inches. Trees as young as three years of age are being tapped with highly satisfactory results, the average yield of these young plants being half a pound of dry rubber. Apparently, this early tapping, which may be regarded to some extent as an experiment, has no ill effects on the trees. The estimated output of rubber for 1907 was 12,000 lbs.

Mr. J. W. Thompson, the manager, a planter of wide experience, is working up the estate with characteristic energy. Whilst the rubber-trees are young he hopes to produce catch-crops of lemon-grass and coffee, from which good returns are anticipated.

The employees on the estate comprise Chinese, Tamils, Javanese, and Malays, the last-named being employed exclusively in tapping, at which work they have been found to be very proficient. On the estate there is a store where the coolies can obtain all their provisions and supplies at cost price, and by this means contentment is promoted amongst the labour force. Once a week a European doctor visits the estate, and hospital accommodation, with an expert dresser and wards for males and females, is about to be provided.

BUKIT DINKEL ESTATE.

Mr. H. C. Rendle is the proprietor of this estate and Mr. A. G. Tanner the manager. Out of a total area of 978 acres opened up from virgin jungle by the present manager, 22 acres

half miles from Petaling railway station, to which there is a good metalled cart-road. The land on the estate is undulating in character. The soil is very good—almost the best in the district; it is red in colour, except down in the ravines, where black loam obtains. About fifty Tamil, Malay, and Chinese coolies are employed on the estate. Mr. Tanner, the manager, was born on April 2nd, 1870, at Dudley, and educated by private tutors and at Haileybury College. He went out to Ceylon in 1889, and was engaged in tea and coffee planting on different estates for nine years. In 1898 he removed to Kuala Selangor in the Federated Malay States, and purchased 640 acres of land, known as Kempsey estate, which he planted, in part, with coffee and coconuts, and then sold to a company in January of 1906. In 1907 he took charge of Bukit Dinkel estate. Mr. Tanner is a son of Mr. Richard Canning Tanner, M.R.C.S., Kempsey, Worcester.

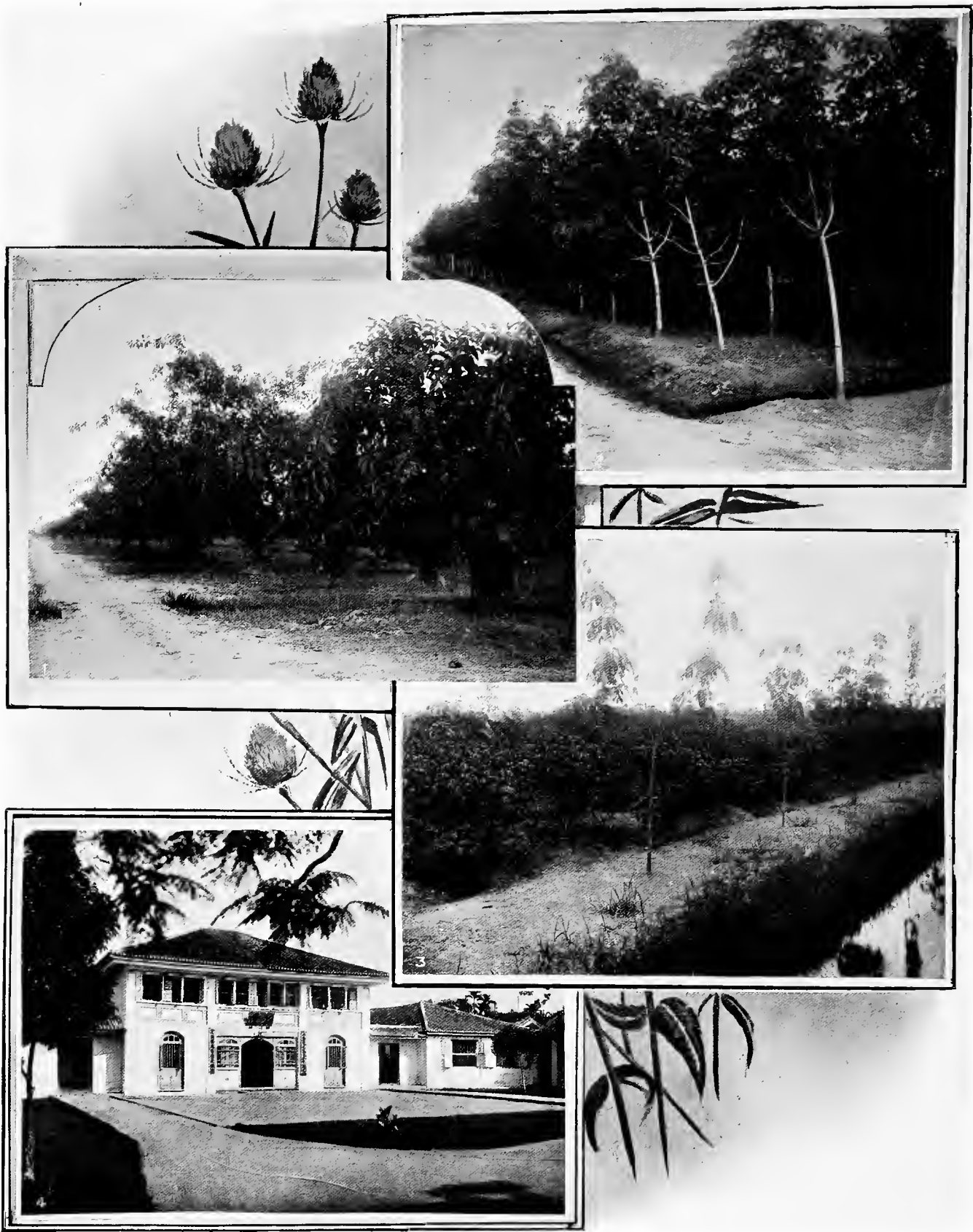
JIN HENG ESTATE.

Jin Heng estate, owned solely by Mr. Heah Swee Lee, member of the State Council, Perak, is situated on the right bank of the Kurau river, in the Krian district of the State of Perak, Federated Malay States. It is distant about 40 miles from Pinang, with which there is daily communication by steam launch, the passage each way taking about five hours. A Government metalled road runs up to Kurau, within three miles of the manager's house, and is now being extended to the boundary of the

on lease in perpetuity—100 acres at an annual quit rent of 1 dollar per acre, and the remaining portion at 50 cents per acre, the total annual rental being 1095.50 dollars. These terms of tenure are very easy. On the majority of estates opened up lately in the Federated Malay States the quit rent is 1 dollar per acre for the first five years and 4 dollars per acre afterwards.

The soil is mostly of a stiffish clay. On the north-east side of the estate it is admirably adapted for rubber-planting; on the west and south sides the soil is of a looser character, better adapted for coconuts than for rubber. The land is quite flat, and is intersected by canals, 12 feet wide, about 1,000 feet apart, running from east to west, while 3-foot drains, running north and south, are cut about 125 feet apart and run into these canals, thus making quite an effective system of drainage. The canals are used for transporting sugar-cane to the sugar factory, and the outlet from them is by water gates into the Kurau river.

The estate is in a high state of cultivation and quite clean. Sugar-cane, Para rubber, Rambong rubber, and coconuts are all grown. Jin Heng estate was originally planted with sugar-cane, but of late years a considerable area has been planted with rubber and coconuts. Of the rubber area, 15 acres are planted with five-year-old Para trees at intervals of 15 feet by 15 feet, or 192 trees per acre; and 500 acres, 12 to 15 months old, planted through canes. These younger trees show good growth for their age, the best of them standing



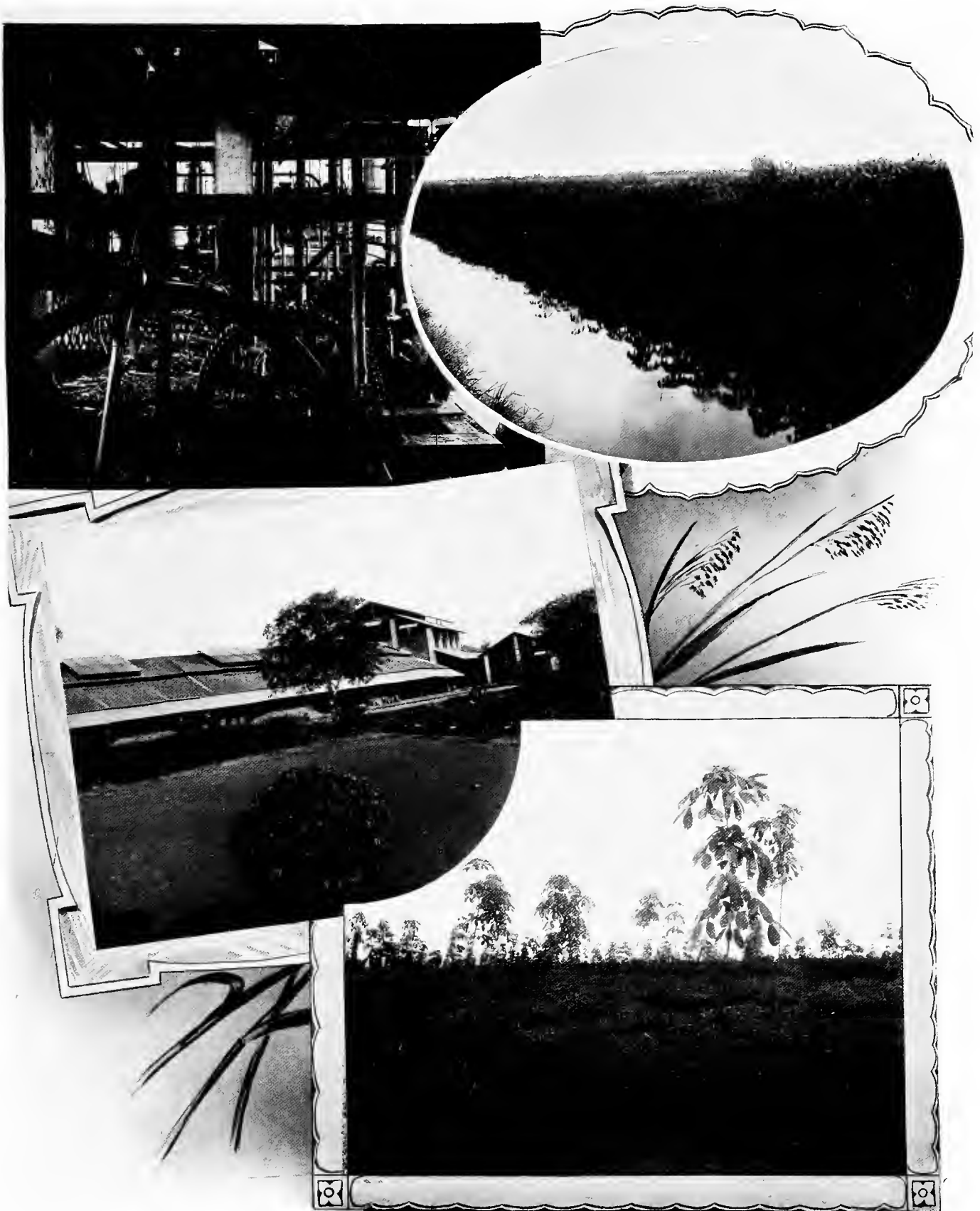
HEAH SWEE LEE'S JIN HENG ESTATE.

1. RAMBONG RUBBER.

2. RUBBER TREES THREE YEARS OLD.

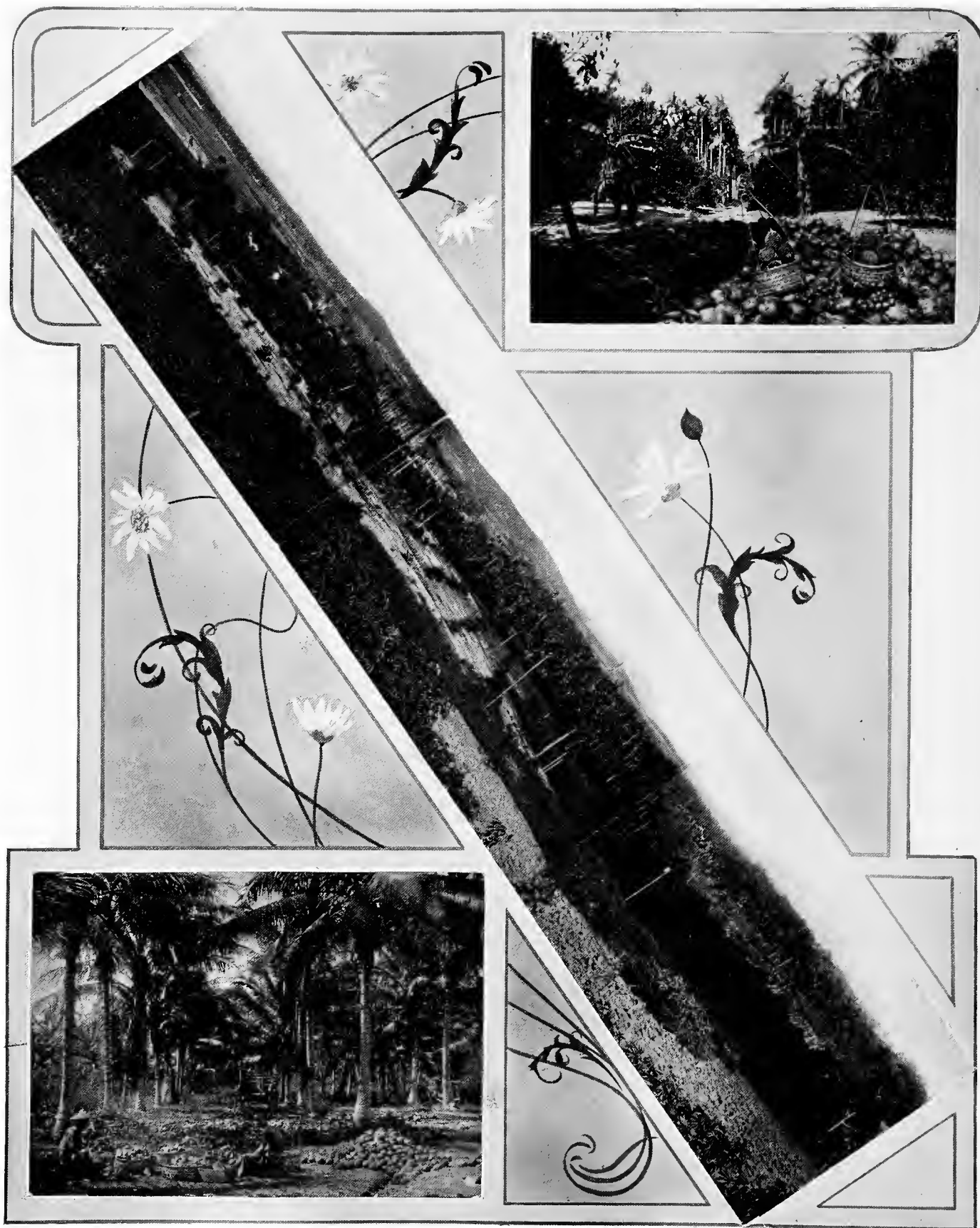
3. RUBBER INTERPLANTED WITH TAPIOCA.

4. THE ESTATE BUNGALOW.



HEAH SWEE LEE'S JIN HENG ESTATE.

VIEWS OF THE SUGAR FACTORY, THE RUBBER NURSERY, AND TREES ONE YEAR OLD.



LEE TOON TOCK'S RUBBER ESTATE.

FRUIT, BIRD'S-EYE VIEW, AND COCONUTS.



LEE TOON TOCK'S RUBBER ESTATE.

YOUNG RUBBER TREES.

FRUIT TREES.

RUBBER INTERPLANTED WITH COCONUTS.

RUBBER NURSERY.

from 14 feet to 15 feet high. In some of the fields the canes have been taken off, and the rubber shows a very uniform growth right through. The "supplying" has been carefully done, and there is not a blank to be seen anywhere. In the area from which the canes have been cleared it is not the intention of the proprietor to plant canes again; tapioca will be substituted as a catch-crop. There are 1,200 acres of young Para rubber trees from six to ten months old—700 set 15 feet by 15 feet apart, and 500 set 20 feet by 20 feet apart—also planted through canes. This rubber has a splendid colour, and is quite equal to any of a similar age grown in that part of the country. Great care has been taken to insure that the sugar-canes do not interfere with the growth of the rubber. There are 200 acres planted with Rambong rubber (*Ficus elastica*), the trees being about six years old. These are of very regular growth, and some of the trees show fine stems. The trees are planted 40 feet by 40 feet apart, and have, therefore, ample room for expansion. In addition to the rubber land, there are 170 acres of coconuts, three years old, planted 30 feet by 30 feet; 130 acres of coconuts one year old, planted through sugar-cane; and about 1,000 acres planted with sugar-cane alone. There are still 300 acres of fallow land and about 700 acres of jungle.

The estate is mostly worked by Chinese squatters, who grow the canes under advances and sell them to the proprietor. These men also contract to keep the rubber clean after it has been planted, and in this way it is possible to run the estate much cheaper than could be done by employing day labour. There are also 400 indentured Tamil coolies under contract for two years at a wage of 25 cents a day for men and 18 cents for women.

In addition to the manager's house—an excellent brick structure, with well laid out grounds—there are on the estate two bungalows for assistants, a fully equipped hospital with dressers' quarters, a kongsu shop, and ample coolie lines. A sugar factory is fully equipped with up-to-date machinery, the greater part of which, like the building itself, was new only two years ago.

Following is the estimated revenue from Para rubber trees on Jin Heng estate, from 1911 (when the trees planted in 1905 will have come into bearing) to 1916, on the basis that 75 per cent. of the trees will be fit to tap when five years old and the rest the following year:—

1911.		lbs.
2,880 trees at 1 lb.		2,880
72,000 " " $\frac{3}{4}$ lb.		54,000
		56,880 at 4s. £11,376

1912.		lbs.
2,880 trees at $1\frac{1}{2}$ lbs.		4,320
72,000 " " 1 lb.		72,000
165,300 " " $\frac{3}{4}$ lb.		123,975
		200,295 at 4s. £40,059

1913.		lbs.
2,880 trees at 2 lbs.		5,760
72,000 " " $1\frac{1}{2}$ lbs.		108,000
165,300 " " 1 lb.		165,300
47,100 " " $\frac{3}{4}$ lb.		35,325
		314,385 at 4s. £62,877

1914.		lbs.
74,880 trees at 2 lbs.		149,760
165,300 " " $1\frac{1}{2}$ lbs.		247,950
47,100 " " 1 lb.		47,100
		444,810 at 4s. £88,962

1915.		lbs.
240,180 trees at 2 lbs.		480,360
47,100 " " $1\frac{1}{2}$ lbs.		70,650
		551,010 at 4s. £110,202

1916.		lbs.
287,280 trees at 2 lbs.		574,560 at 4s. £114,912

It will be noted that a higher return than 2 lbs. per tree is not estimated, but the majority of the trees after reaching nine years of age would be yielding 3 lbs. each.

DAMANSARA SELANGOR RUBBER COMPANY, LTD.

The property owned by this company comprises Damansara and Teloh Batu estates, of a total area of 2,167 acres. Originally planted with coffee, about 544 acres are now interplanted with Para rubber, from six months to seven and a half years old, and 62 acres are planted with Para rubber only, from four and a half to seven years old. In 1905 and 1906, 276 acres were set out with Para rubber, interplanted with coffee, and in 1907, 187 acres were planted in the same way. The remainder of the property is jungle reserve. The yield for nine months in 1906 amounted to 12,564 lbs. of rubber and 410 piculs of coffee. For 1907 the estimated yield is 35,000 lbs. of rubber and 850 piculs of coffee.



THE DAMANSARA SELANGOR RUBBER COMPANY, LTD.

1. THE STORE.

2. THE COOLIE LINES.



THE DAMANSARA SELANGOR RUBBER COMPANY, LTD.

RUBBER TREES AT DIFFERENT STAGES OF GROWTH.

Situated three miles from Batu Tiga railway station, the estate is bounded by the Selangor river, and has three miles of cart-road frontage. The land, on which the average number of trees planted per acre is 135, is undulating and the soil varies from reddish, porous loam to stiff rich clay. Tamil and Javanese coolies are employed to the number of 750.

A son of Colonel Ed. Browell, Mr. H. F. Browell, the local manager, was born at Bagshot, Surrey, in 1873, and educated at Wellington. Subsequently he was engaged in Ceylon for a few years in planting. When the South African War broke out he went to the front with the Ceylon contingent. Afterwards

Seaport estate derived its name from Mr. W. W. Bailey's well-known racehorse "Seaport," which won many of the best races in the Straits. On the estate there are 2,000 acres. The first clearings were made in 1905 by Mr. H. E. G. Solbe. In 1905, 60 acres were planted with Para rubber, 20 feet by 10 feet; in the year following 459 acres were planted in the same manner; and at the end of 1907, 270 acres were planted, 12 feet by 24 feet.

There are some 157,800 rubber-trees on the property, the general appearance of which is excellent. The clearings look remarkably well and there is an entire absence of weed.

The estate is situated about eight miles from

sickness has been experienced among the coolies, but the estate is joining with the surrounding properties in erecting a first-class hospital for the use of coolies. Dr. Watson, the district medical officer, pays regular visits.

The manager, Mr. H. L. Jarvis, was born in 1880, at Bedford, and was educated at the Grammar School there. In 1898 he proceeded to Mysore, India, and engaged in coffee-planting under Mr. Ed. Hunt on Karradi Betta estate for four years. After that he became manager of the estates of the late Mr. James Hunt for a year and a half. Following a trip home on leave, he came out to the Federated Malay States in January, 1906, eventually



SEAPORT ESTATE, BATU TIGA, SELANGOR.
CLEARINGS AND YOUNG RUBBER.

he returned to Ceylon and then came to the Federated Malay States and took charge of this estate. He evinces a lively interest in sport and is a member of all local clubs. During 1904 and 1905 he captained the Selangor Rugby team, and he enjoys frequently a round on the links or a turn at the wickets. At present he is home on leave, and in his absence Mr. N. Fisher is the acting manager of the estate. He was born on Christmas Day, 1884, at Fulham, and was educated at Haileybury. He came out in 1903 to Damansara, where he learned planing, afterwards going to the Golden Hope estate. He is a son of Rev. Canon F. H. Fisher, of Debden, Essex.

SEAPORT ESTATE.

The proprietors of this property are Sir George S. Murray, Mr. W. W. Bailey, and Mr. J. Delay. The local agents are Messrs. Whittall & Co., and the manager is Mr. Harold L. Jarvis, with Mr. W. L. Leonard as his assistant.

Kuala Lumpur by train, about one mile from Sungei Way railway station, two miles from Batu Tiga station, and has nearly two miles of railway frontage. With respect to transport arrangements it holds a very favourable position, and arrangements are now being made with the railway authorities to remove Sungei Way station to Seaport estate.

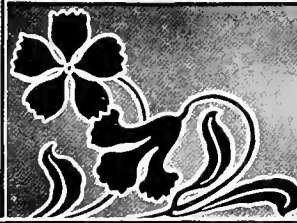
The land is undulating and free from peat. On the hilly parts there is reddish loam. The property is well watered by streams, and comprises some excellent jungle which is eminently suitable for rubber growth, and some tin-bearing land. A large portion of the estate has not yet been explored for tin, but, from indications, it promises to give a rich field of this metal.

There are on the estate excellent quarters, a new bungalow, and a shop from which the employees can purchase all their daily necessities. Here is found a great variety of stock, embracing cloths, food-stuffs, stationery, and beer. Particular attention is given to the coolies' lines, Mr. Jarvis being a great believer in cleanliness and good sanitation. Very little

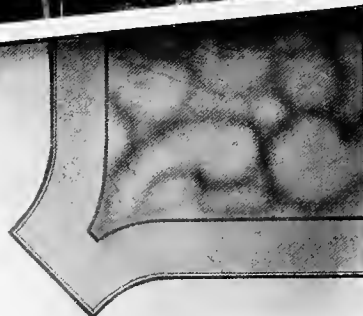
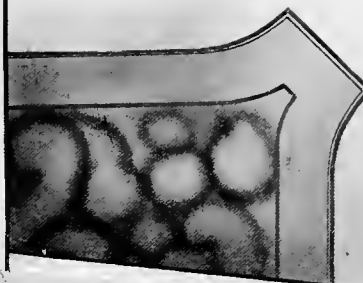
taking over charge of Seaport estate from Mr. Solbe. Mr. Jarvis is a son of Mr. Robert Page Jarvis, manager and part proprietor of the Phoenix Brewery, Bedford. He is a member of the Selangor, Klang, and Port Swettenham Clubs, and his recreations are tennis and golf. Among his other leisure occupations is violin-playing, which he studied at the Royal College of Music in London.

BUKIT CHERAKAH ESTATE.

Fourteen miles from Kuala Selangor and 23 miles from Klang is situated the Bukit Cherakah estate, comprising 2,236 acres, the proprietors of which are the Scottish Malay Rubber Company, Ltd. Felling and clearing was commenced on the property towards the end of 1905, and within the next two years 1,267 acres were planted with Para rubber. The land is mostly undulating, and there are two kinds of soil—sandy loam and red loam. The trees have shown a better growth than the average, and the land is well drained. The



BUKIT CHERAKAH ESTATE, KLANG.
THE BUNGALOW AND VARIOUS STAGES OF GROWTH OF YOUNG RUBBER,



RANTAU PANJANG ESTATE, KUALA SELANGOR.
THE BUNGALOW, SOME REMARKABLY FINE YOUNG RUBBER TREES, AND CLEARINGS.

labour staff consists of 350 Tamil coolies and 100 Banjorese. Felling, clearing, and draining are done by Banjorese, Javanese, and Malays. Mr. J. Hunter is the manager of the estate, and the directors of the company are Messrs. J. A.

Kuala Selangor. Messrs. F. E. Posth, H. Fauconnier, and J. Andouin, the proprietors, came to the Federated Malay States from France in 1904, and after studying rubber-planting for eighteen months they commenced in

price realised in London being 6s. per pound. In 1906, 43,000 lbs. were taken from the trees, and this was sold at an average of 5s. 5d. per pound. The estimated crop of rubber for 1907 is 55,000 lbs. The company paid a dividend of



THE PATALING RUBBER SYNDICATE, LTD.

1. AVENUE OF RUBBER.

2. OLD RUBBER TREES.

Hunter (Managing), of Meikle Kenny, Kerriemint, N.B.; Thomas Wedderspoon, Castleton, Meigle, Perthshire, N.B.; and R. C. Bowie, Carnoustie, Forfarshire, N.B. Before coming to the Federated Malay States Mr. Hunter had six years' experience of planting in Southern India and Ceylon, and prior to joining the Bukit Cherakah estate he was in charge of the Sungei Kapar and Jalan Acob estates. Mr. Hunter is also the manager for the Strathmore Rubber Company, Ltd., and of the Kongs Rubber Company, Ltd.

Mr. R. M. G. Mitchell.—Born at Loth, in Sutherlandshire, Scotland, on September 15, 1879, Mr. R. M. G. Mitchell, the superintendent of Bukit Cherakah estate in Selangor, was educated at Edinburgh, and served for three years with a commercial house before coming out East in 1900 to learn planting. His first appointment was on the Wardieburn Estate, where he had three years' experience in coffee and rubber planting. Then he took charge of and opened up Harpenden estate. In November, 1906, Mr. Mitchell joined Bukit Cherakah estate as superintendent, and is now in charge of one of the divisions. He is a son of the late Mr. William Mitchell, sheep farmer, of Ribigill, Scotland.

RANTAU PANJANG ESTATE.

The Rantau Panjang estate is a French-owned rubber property situated 15 miles from Rawang railway station and sixteen miles from

June, 1906, to open up Rantau Panjang estate on their own account. This property embraces 1,500 acres of undulating land, with soil varying from light sandy loam on the hills to rich alluvial deposits on the flat. Already about 500 acres have been fully planted with Para trees, which have shown a highly satisfactory growth both in height and girth. Twenty-five Javanese, twenty Malays, and the same number of Sakais are employed in felling, clearing, and draining; and the planting is done by a staff of 150 Tamils. The estate contains a never-drying stream of good drinking water, and the Selangor river runs along one of the borders for a mile and a half, making a perfect system of drainage quite easy.

PATALING RUBBER ESTATE.

The Pataling Rubber Estate Syndicate, Ltd., owns this property, comprising 2,170 acres. The Federated Malay States Railway runs through the estate for nearly three and a half miles, and a fine view of rubber-trees of all ages can be obtained from the train, on both sides of the line. Originally part of the land was planted with coffee, but when this failed, about ten years ago, rubber was taken up. Up to the end of June, 1907, 1,420 acres of rubber were under cultivation, and it is anticipated that this figure will shortly be increased to 1,650 acres, the total area available for rubber. Tapping was commenced in 1904, and in the year following 25,000 lbs. were obtained, the average

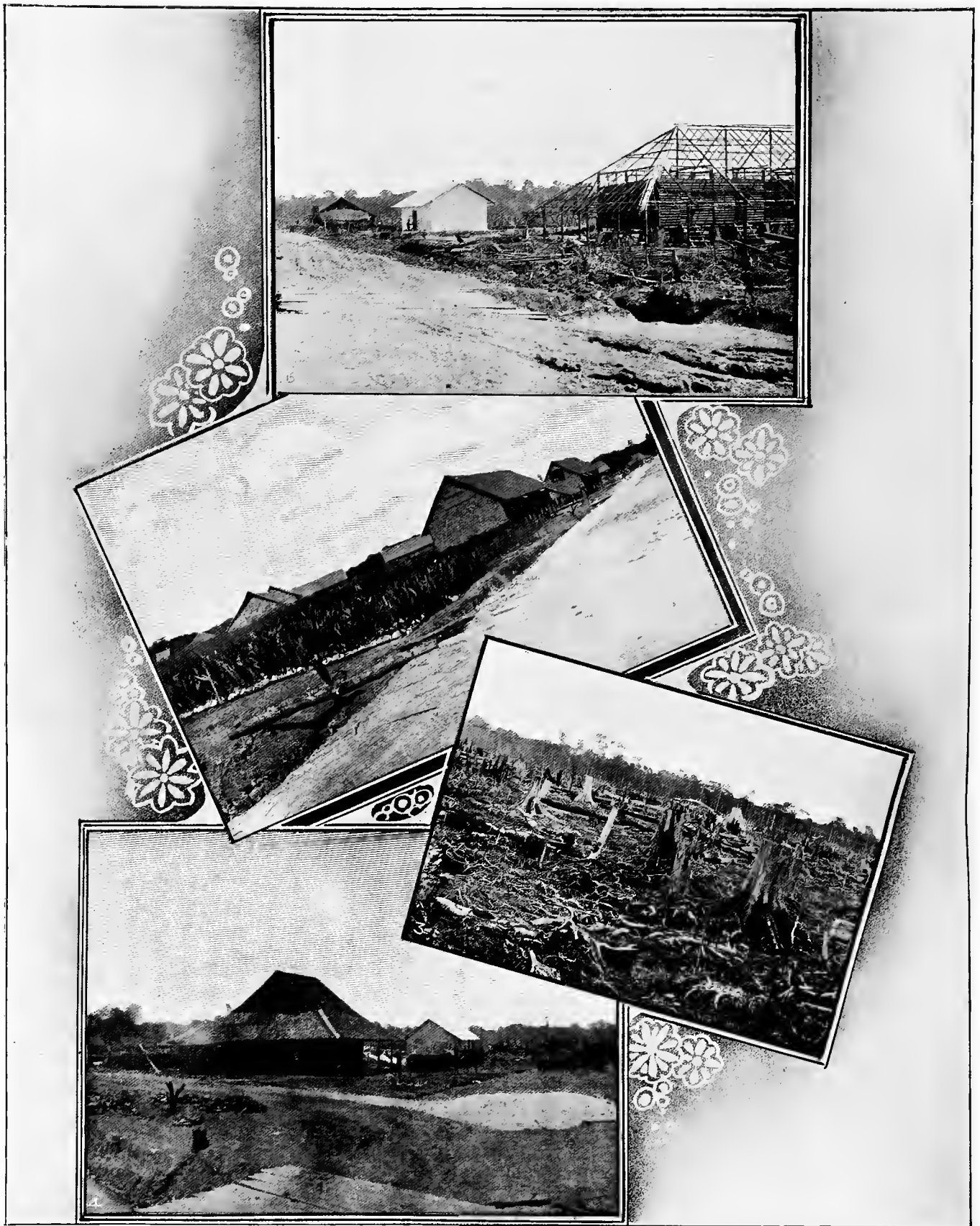
25 per cent. in 1905 and of 40 per cent. in 1906, whilst in 1907 they expect to pay 50 per cent.

Mr. F. G. Harvey, the manager, was born in Kent in 1877, and educated at Leatherhead. From 1894 until 1905 he was engaged in tea-planting in Ceylon, after which he took over the management of the Pataling estate.

JUGRA LAND AND RUBBER ESTATES, LTD.

The concession granted to this company is situated on Jugra Island, at the mouth of the Langat river, and consists of 28,000 acres. Up to the present 15,464 acres have been actually granted to the company, and the balance of 13,000 acres will be handed over upon the completion of the cultivation of the first portion. The company have reserved 8,000 acres for their own use, and they have for disposal 7,000 acres of good land suitable for rubber and coconuts. They commenced operations in August, 1906, and already 12,000 acres have been drained, 750 acres felled, and 125 acres planted with Para rubber and coconuts. It is expected that by the end of 1908 2,000 acres will have been planted with Para and coconuts, and by the end of 1910 an additional 2,000 acres with other products. The labour employed consists of 280 Javanese, 220 Tamils, 120 Banjorese, 30 Chinese, and 70 Sakais.

A road about 12 miles in length will eventually be constructed through the island,



GENERAL VIEWS ON THE ESTATES OF THE JUGRA LAND AND RUBBER ESTATES, LTD.

and will probably be linked up with the mainland. A large sum is being spent on the construction of a complete drainage system. Three permanent bungalows are at present being built on the estate as well as large and airy coolie lines. Mr. F. A. Callaway, the manager of the estate, has two assistants, Messrs. V. A. Tayler and F. O. Greve. Mr. R. W. Harrison is the visiting agent.

The Jugra Land & Rubber Estates, Ltd., has an authorised capital of £150,000, of which £80,000 has been fully paid up. The directors are Sir W. Hood Treacher, K.C.M.G., Messrs. W. W. Campbell, W. Maclellan, Lawrence Dougal, and E. V. Carey (chairman).

KLANANG ESTATE.

Situated five miles from Jugra and 20 miles from Klang is the flourishing property known as the Klanang Estate, on which are grown Para and Rambong rubber, coconuts, and coffee. The total area is 2,095 acres, of which 622 are planted with Para only and 60 with Para and Rambong rubber, 447 acres are under coffee and coconut cultivation, and the remaining 966 acres are uncultivated. The rubber varies in age from a few months to seven and a

1905 and 15 per cent. in 1906. Messrs. J. L. Anstruther, Edmund Walker, and J. L. Davies are the directors; Messrs. Cumberbatch & Co. are the local agents; and Mr. John Gibson is the visiting agent.

Mr. A. Glennie, who is the manager, was born at Aberdeen, in 1876, and received his education at the Grammar School in the granite city. After five years' commercial experience he went, in 1898, to Ceylon to engage in planting. He spent nine years in different parts of Ceylon, and has held his present position since July, 1907. He has two assistants, Messrs. F. R. Charteris and H. B. Mollett, and has under his charge a labour force of 350 Tamil coolies. There are on the property three bungalows, a rubber store, two copra drying sheds, and seven permanent sets of coolie lines.

Mr. F. R. Charteris, the assistant manager of Klanang Estate, Jugra, Selangor, is a son of Dr. William Charteris, of Hipperholme, near Halifax, Yorkshire. He was born in June, 1877. After attending the local Grammar School he commenced the study of medicine, but gave it up, and in March, 1901, he came out to Perak to join the Perak Sugar Cultivation Co., Ltd., with whom he remained for six years. He

Tanjong Malim district, and is a Government grant held on favourable terms of rental. The whole of the large tract of undulating land is being opened up, though at present only two estates have been delineated. The Kalumpang estate, managed by Mr. W. de L. Brooke, with Mr. R. Jarvis as assistant manager, has been opened about four years. Something like 600 acres have been planted already with Para rubber, and an additional 200 acres are being cleared. Forty acres are now covered with old trees. The coolies employed are Chinese, Tamils, and Javanese. Mr. Loke Yew is very energetic in his efforts to clear the whole of the land and open it up, so that in a very short time several other plantations will be in working order.

KEPONG MALAY RUBBER ESTATES, LTD.

This company owns Kepong and Eberswaldie estates, originally planted with coffee, and has a capital of £20,000. The directors are Sir G. Voules (managing director), Messrs. W. Nicholas, A. K. E. Hampshire, F. Smith, and F. M. Voules. The company possesses 1,560 acres; 81 acres are now under rubber cultiva-



1. PEPPER ON LOKE YEW'S CHUNGKAT ASA ESTATE.



2. LOKE YEW'S KALUMPANG ESTATE.

half years and the coffee and coconuts from three to ten years. There are altogether on the property 100,000 rubber-trees (of which 12,000 are already of tapping age) and 25,000 coconut-trees. The estimated output for 1907 is 15,000 lbs. of dry rubber, 600,000 coconuts, and 400 piculs of coffee.

The property belongs to the Klanang Produce Co., Ltd., which has a nominal capital of £50,000, £20,000 of which has been fully paid up. A dividend of 7½ per cent. was paid in

became junior assistant to the Klanang Produce Co., Ltd., on January 15, 1907, and in the short space of six months was promoted to his present position. Mr. Charteris was a keen cyclist when at home. He is an all-round sportsman, a good billiard-player, and a popular clubman.

KALUMPANG ESTATE.

This estate forms part of Towkay Loke Yew's 20,000 acres of land, situated in the

tion, with trees from two to six years old, 1,316 of which are tapable. In 1905, 22 acres were planted with rubber, in the following year, 342 acres, and in 1907, 83 acres. There are four and a half acres under coconut cultivation, and the remainder of the property consists of reserve jungle. In contour the property is hilly, with reddish loam on the higher ground and black earth on the lower levels. The rubber-trees are in excellent condition, especially those on the hilly ground. Situated eight miles from



KEPONG ESTATE.

1. RUBBER STORES

2 TAPPING RUBBER TREES.

3. OLD RUBBER TREES.

4. YOUNG RUBBER TREES.



KLANANG ESTATE, JUGRA, SELANGOR.

THE STORES AND OFFICES, THE BUNGALOW, THE COOLIE LINES, AND A FINE COCONUT AVENUE.
(See p. 435.)

Kuala Lumpur, the property has both a railway and a road frontage about three and a quarter miles long, and contains a good bungalow, store, and coolie lines. Two hundred coolies are employed—150 Tamils and 50 Javanese. For this season the estimated yield is 2,000 lbs. of rubber. The property was owned formerly by Mr. W. Nicholas, from whom it was taken over by the present company in 1905. Messrs. Hampshire & Co. are the local agents, Mr. C. G.

born at Christchurch, New Zealand, in April, 1870, educated at Edinburgh Academy, and went out to India in 1889 as a coffee planter. In 1890 he came to the Federated Malay States and joined in partnership with his brother on Mount estate, near Kuala Lumpur, and subsequently taking charge of Edinburgh estate, where he started planting Para rubber. Mr. J. Gordon-Glassford is a member of all local clubs, and finds recreation in the game of golf.

comprises a total area of 839 acres, of which 585 are planted with 88,640 Para rubber trees. It is situated in the Klang district of Selangor, about two miles distant from Padang Jawa station, and four miles by the main trunk road from Klang, and is contiguous to the Sungei Rengam estate. It has a railway frontage of a mile and three-quarters. The land is undulating and in places rather hilly. On the higher levels the soil is very porous, and consists of a



KALUMPANG ESTATE.

HO SIEW CHE (MANAGER) AND HIS RESIDENCE, OLD RUBBER TREES, AND A SPLENDID PATCH OF PEPPER.

Glassford is the visiting agent, and Mr. L. Forbes Brown is the manager.

EDINBURGH ESTATE.

The proprietors of this estate are Messrs. C. G., J. G., and A. Gordon-Glassford. Originally the property, to the extent of 200 acres, was planted with coffee, and belonged to Mr. Lawrence Dougal and others. In 1902 it was purchased by the present proprietors, who forthwith commenced planting Para rubber. The estate is undulating and well drained, and the soil good and pliable, bearing very healthy trees. It is eight miles by road and train from Kuala Lumpur, and a railway station is situated only some 200 yards away. One hundred and fifty Tamil coolies and 25 Javanese are employed. The total acreage is 1,410 acres. In 1903 77 acres were planted with Para rubber; in 1904, 41 acres; in 1905, 95 acres; in 1906, 80 acres; and in the early part of 1907, 137 acres. The balance is now ready for planting. About 4,000 trees will be available for tapping early in 1908.

Mr. J. Gordon-Glassford, the managing partner, is a son of the late Mr. James Gordon-Glassford, of Dougalston, Scotland. He was

CHANGKAT ASA ESTATE.

One of the oldest estates in the Mukim of Hulu Bernam, in the district of Hulu Selangor, is that owned by Towkay Loke Yew, and known as Loke Yew's Changkat Asa estate, which is situated on the border of Perak, about two miles from Tanjong Malim. This, too, is part of the Towkay's grant of 20,000 acres of land, and was the first to be planted. Pepper was originally cultivated, and some 15,450 of these plants are said to be producing the finest pepper in the States—in fact, the first prize was secured by pepper from this estate in the Agri-Horticultural Show held in Singapore in 1906. There are 800 acres of gambier, 12,000 Para rubber-trees, and 10,000 gutta tabau-trees.

The manager of this estate is Mr. Ho Siew Chee, an old friend of the Towkay, and an experienced planter, who has held the position for twelve years. Another large stretch of land is being opened up and planted under the management of Mr. A. W. Birch and Mr. Tong Kat Poo.

PADANG JAWA ESTATE.

The owners of this estate are the New Padang Jawa Rubber Company, Ltd. Their property

mixture of yellow loam and sand, of great depth, while the soil on the lower land is a stiff clay. The rubber-trees are remarkable for their growth, many measuring 7½ inches in diameter (taken 3 feet from the ground) when one year old. The general agents for the company are Messrs. Kennedy & Co. Pinang. Mr. E. B. Prior, of Golden Hope Estate, Klang, is the visiting agent, and Mr. P. Pfenningwerth is the manager.

Mr. K. Pfenningwerth, manager of the, Padang Jawa estate, Padang Jawa, Selangor, came out to the Straits in 1890 to take up a position as assistant on a coffee estate in Johore. After spending two years there, he accepted an appointment in Pahang under the Pahang Corporation, Ltd., with whom he stayed for close on five years, and then took a trip to Ceylon. It was two years before Mr. Pfenningwerth returned to the Straits. After acting as an assistant on an estate, he obtained a post on the railway. Subsequently he turned to planting again, and was placed in charge of the Padang Jawa estate.

COLWALL ESTATE.

The original proprietors of this estate were Mr. A. B. Lake, the late Mr. G. Macfarlane,



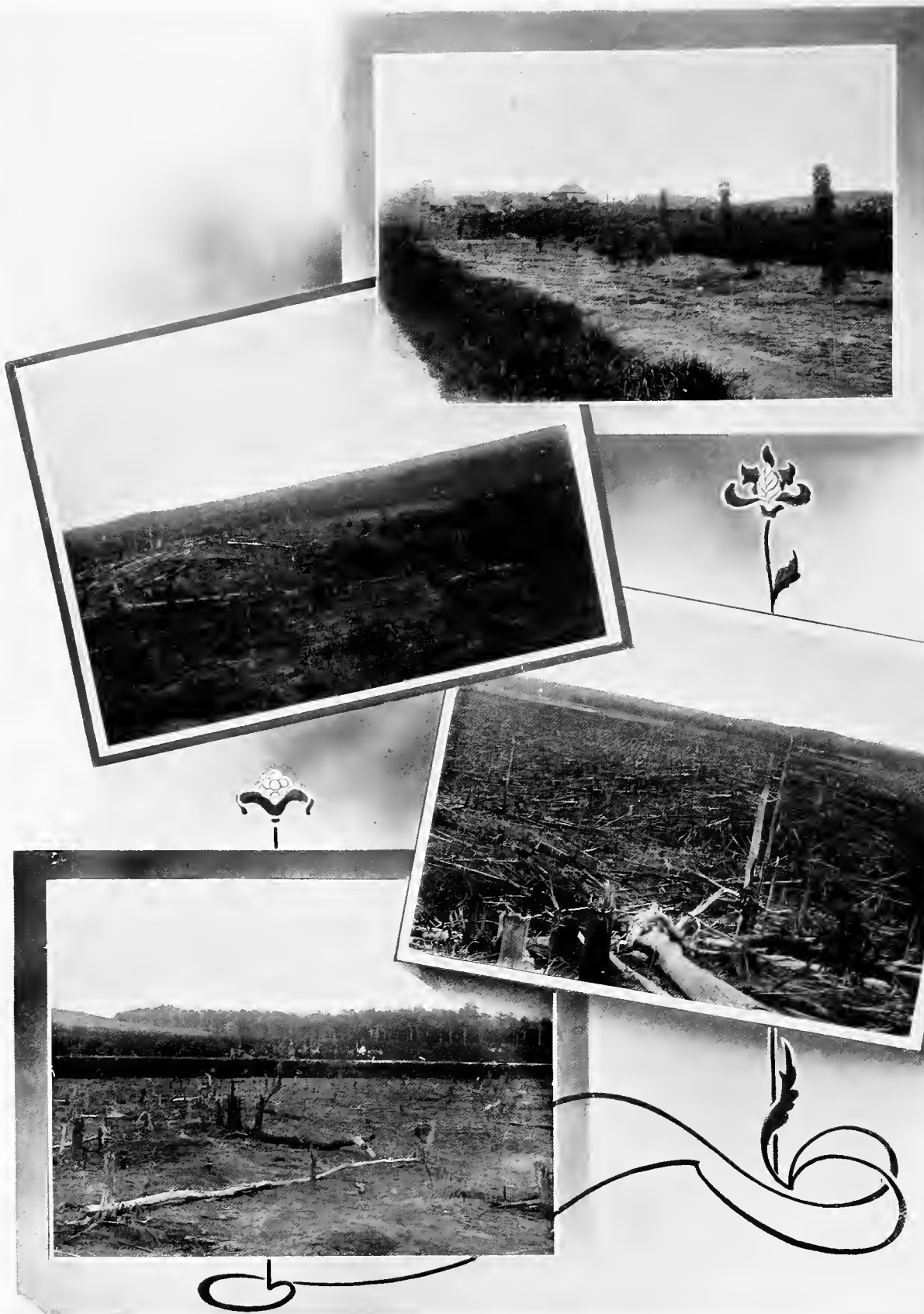
EDINBURGH ESTATE, KEPANG.

1. FOUR YEARS OLD RUBBER TREES.

3. NINETEEN MONTHS OLD RUBBER TREES.

2. VIEW OF THE ESTATE FROM THE RAILWAY STATION.

4. THE ESTATE BUNGALOW.



PADANG JAWA ESTATE, KLANG.

CLEARINGS AND YOUNG RUBBER TREES.
(See p. 438.)



COLWALL ESTATE, ULU LANGAT.

THE LINES, YOUNG RUBBER TREES, AND THE CLEARINGS.

(See p. 438.)



THE KUALA SELANGOR RAMBONG RUBBER COMPANY, LTD., RIVERSIDE ESTATE.

1. TAPPING RAMBONG RUBBER.

2. OLD PARA RUBBER.

and Mr. R. S. Paget. Mr. E. B. Skinner was the visiting agent, Mr. E. W. King the manager, and Mr. E. W. Tyler the manager's assistant. Its area is 1635 acres. Of this area, 56 acres were planted with Para rubber in October–November, 1906; 63 acres in November, 1906; 90 acres in February, 1907; 90 acres in April, 1907; 60 in June of the same year; and 25 in July. By the end of September 490 acres were to have been planted. The uncultivated land is suitable for rubber-growing, and it will be gradually opened up and planted. The estate was first cleared and burned in July and August of 1906. The labour force consists of 80 Tamils, 50 Chinese, and 50 Javanese.

The soil is deep and free. At the rear of the property it is red, the rest is light. All of it is eminently suitable for rubber-growing. Superficially, the property is undulating. Situated five and a half miles from Kajang railway station and four and a half miles from Serdang railway station, the estate is connected with each of these places by a good Government road.

Mr. E. W. King, manager of the estate, was born on December 25, 1880, near Cambridge, and received his education at Sherborne. He served about two years in South Africa during the war, and in 1903 went to Ceylon, where for a time he engaged in tea-planting on Dunsinane estate. In 1906 he moved to the Federated Malay States, and entered the service of the Batu Caves Estate Company, Ltd., with whom he remained for six months, before taking charge of the Colwall estate. He is a son of the Rev. E. G. King, of Northampton.

RIVERSIDE ESTATE.

This property of the Kuala Selangor Rambong Rubber Company, Ltd., is 1,029 acres in extent, of

which all but 481 acres is planted with Para and Rambong rubber, coffee, coconuts, and fruit. Fifty-seven acres were planted with Rambong rubber in 1897; 70 acres with Rambong in 1904, interplanted with Para in 1906; 370 acres with Para, in 1906; 43 acres with coffee, and Para rubber interplanted, in 1906; and 5 acres with fruit and coconuts. The estate, which is situated four miles from Kuala Selangor, is bounded on two sides by an excellent cart-road and on the south by the Selangor river. Tapping commenced in 1906, 200 Para rubber trees and 57 acres of Rambong rubber being operated upon. The rubber finds a market in Ceylon.

Mr. Walter Towgood, the manager, is a son of the late Mr. Herbert Towgood, planter, of Ceylon. He was born in 1869 at Maturatta, Ceylon, and educated at Edinburgh Institution and Blair Lodge School, Scotland. He visited Morocco in 1885, and, nine months later, went to Ceylon to learn tea-planting, under his father, on Mausagalla Estate, Matale. Subsequently he was engaged on several estates in Ceylon, and in 1898 went to Northern India and afterwards to Travancore. Mr. Towgood accepted his present position in 1905, and has since been in partnership with Mr. R. John, in an estate of 1,000 acres adjoining Riverside. They have opened up about 150 acres, and hope to have the whole under cultivation by the end of 1908.

HIGHLANDS AND LOWLANDS ESTATES.

The three large estates known as Highlands and Lowlands, Batu Unjor, and Ayer Kuning are the properties of the Highlands and Lowlands Para Rubber Company, Ltd., which was formed in 1906. The two first named estates

belonged previously to Sir George Murray, Mr. W. W. Bailey, and another gentleman. The directors of the company are Sir F. A. Swettenham, K.C.M.G., the Hon. R. D. Denman, Mr. J. A. Maitland, and Mr. W. W. Bailey.

In January, 1906, the total acreage of the estates was: Highlands and Lowlands 2,273 acres, of which 1,039 acres were planted with rubber; Batu Unjor, 2,396 acres, of which 910 acres were planted with rubber; and Ayer Kuning, 10,000 acres. The last named estate had only been acquired recently, but during the year 622½ acres were cleared or planted. At the beginning of 1907, 2,829½ acres were cleared and planted on the three estates.

On the Highlands and Lowlands estate 588 acres of rubber were planted between 1897 and 1901, 68½ acres in 1901, 90 acres in 1903, 292½ acres in 1905, and 142½ acres in 1906. Coffee was planted previously on the 588 acres, and plants still remain on 480 acres. Although the estimate of 1,000 piculs of clear coffee was realised, this is a decreasing crop, and the plants will soon have to be cut out. The crop of rubber for the year 1906 was 95,333 lbs. from 33,967 trees tapped all through the year, and 4,672 trees lightly tapped once during the last six months. The average per tree was thus 2.46 lbs. Three tappings of 807 nine-year-old trees, planted in 16 acres, yielded 5,742 lbs. of rubber, an average of 7.01 lbs. per tree. After deducting 15,999.88 dollars, the cost of picking and curing coffee and catch-crops, the rubber cost 75.8 cents per lb., without allowing any proportion of charges to capital account for upkeep of the area not in bearing and opening new land.

On the Batu Unjor estate 360 acres are occupied by trees six and seven years old, 384



LOWLANDS AND BATU UNJOR ESTATES.
VIEWS OF THE FACTORY. OLD RUBBER TREES, AND A YOUNG CLEARING.



VIEWS OF LOWLANDS AND BATU UNJOR ESTATES.

acres by trees three years old, interplanted with one-year-old trees, and 166 acres by coffee eighteen months old and rubber one year old. There are, in addition, six acres of Rambong, 10 of coffee and nutmegs, and 110 acres of rubber clearing newly planted. About 88 acres of coffee and rubber are planted with coconuts six years old. The crop of rubber during 1906 was 38,952 lbs.

On the Ayer Kuning estate 770½ acres were felled, 710½ burned, 632½ cleared, 622½ lined, holed, and planted, and 217 drained.

Mr. O. Penningwerth, the manager of the estates, was born at Hatton, Ceylon, in 1876, and educated at the Raffles Institution, Singapore. After serving with an engineering firm for six months, he went to the Lowlands coffee estate and was appointed manager in 1904.

SUNGEI PULOH RUBBER ESTATE.

The proprietors of this estate are the Federated Selangor Rubber Company, Ltd., of which the directors are Messrs. H. K. Rutherford (managing director), A. A. Bethune, and Melville White. The secretary is Mr. G. F. Wood, and the financial agents are Messrs. Barlow & Co., Singapore. The estate is situated five miles from Klang, has an acreage of 1,047 acres, and employs some 220 Tamil coolies. Of the total area, 957

half a mile from Petaling railway station, in the Kuala Lumpur district, and is connected by a good cart-road with the capital of the Federated Malay States, from which it is distant five miles; while Kuchai, the larger property, is two and a half miles farther along the road from Kuala Lumpur to Klang.

In its superficial conformation the land of the estates is undulating. It is intersected by ravines and small streams, affording a good water supply, and the drainage is mostly natural. The soil is rich alluvial in the lower-lying tracts and lateritic in character on the hills. Of 805 acres planted with Para rubber, 250 on Ledbury proper are occupied with trees from two to eight years, while the balance on Kuchai is planted with trees of one year's growth and under. The yield for 1907 was estimated to reach 8,000 lbs.

These properties were originally owned by Messrs. W. MacD. Mitchell and C. S. King, who turned them into a limited liability company in 1906, with a capital of 250,000 dollars, of which 225,000 dollars was called up in shares of 10 dollars each. The directors are Messrs. E. H. Bratt, F. W. Barker, A. D. Allan, G. P. Owen, and T. W. MacD. Mitchell. The secretary is Mr. W. Lowther Kemp, of Winchester House, Singapore.

On the estates are two bungalows, seven sets

BALGOWNIE AND BANGI RUBBER ESTATES.

These estates, which are now worked as one property, belong to the Balgownie Rubber Estates, Ltd. Originally a coffee estate of 250 acres, the property at the present time embraces 1,027 acres, of which 650 acres are under rubber. The trees vary in age from six years to six months. Tapping was commenced in 1906, and the yield was about 11,000 lbs. It is estimated that the 1907-8 crop will produce 21,000 lbs.

The manager of the estate is Mr. D. C. P. Kindersley, who has two assistants, Messrs. J. S. Cooper and P. K. Paul. Mr. Kindersley was engaged originally in planting coffee, and later rubber, in Negri Sembilan. He obtained his present appointment in 1905.

The capital of the company owning the property is 200,000 dollars, of which there is issued 105,000 dollars. The directors are Messrs. W. M. Sime, V. R. Wickwar, and A. W. Beau, and the secretaries, Messrs. Gunn & Co., of Singapore.

AYER KUNING ESTATE.

The proprietors of this estate are the Highlands and Lowlands Rubber Estate Company, of which Mr. R. W. Harrison is the general



1. TAPPING RUBBER TREES.



2. ESTATE BUNGALOW.

acres are planted with rubber-trees of all ages, from two months to eight years. Some 250 acres are interplanted with coffee. Tapping was started in January, 1906, and the output for last year was about 7,000 lbs. The manager is Mr. R. Wallis Wilson.

LEDBURY RUBBER COMPANY, LTD.

This company owns the Ledbury and Kuchai estates of 1,446 acres. The former is situated

of coolie lines, and a store. The labour comprises 300 Tamils and 50 Banjorese.

The late Mr. A. W. Hodson, who was the manager until his recent decease, was a son of Dr. Thomas Hodson, of Ingatestone, Essex, and originally came out to Province Wellesley, where he followed sugar-planting for fourteen years. Then he took charge of Sandycroft estate, on which he remained for two years, and in December of 1906 he took over the charge of Ledbury and Kuchai estates.

manager and visiting agent, Mr. John Whitham the manager, and Messrs. C. R. F. Crowther and C. R. Harrison assistants. The company own a total of 10,086 acres (exclusive of native holdings which are being purchased). In June of 1906, 100 acres were planted with Para rubber; 522 acres in the latter half of the same year; 228 acres in the first half of 1907, and, approximately, 850 acres in the latter half of the same year. The reserve balance of the property is jungle. It is the



BALGOWNIE ESTATE.

1. TAPPING SIX YEARS OLD RUBBER TREES. 2. EIGHTEEN MONTHS OLD RUBBER TREES. 3. RAMBONG RUBBER TREES (FIVE YEARS OLD). 4. GENERAL VIEW.
(See p. 445.)



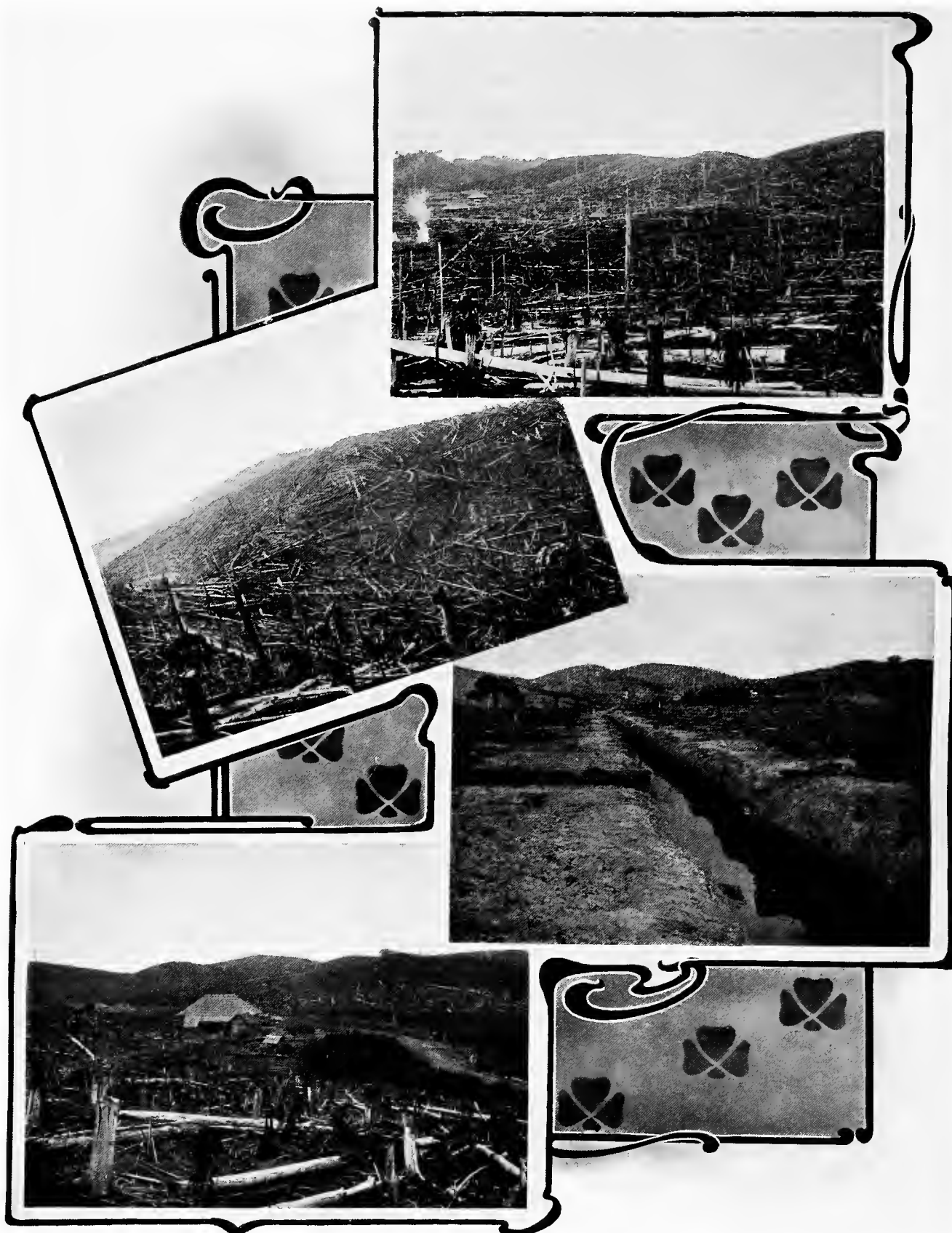
THE LEDBURY RUBBER COMPANY, LTD.

COFFEE AND RUBBER.

YOUNG RUBBER ON LEDBURY ESTATE.

CLEARINGS AND YOUNG RUBBER ON KUCHAI ESTATE.

(See p. 445.)



AYER KUNING ESTATE, PADANG, SELANGOR.

NEW CLEARINGS AND YOUNG RUBBER TREES.

intention of the company to open up and develop this as rapidly as possible, and at least a thousand acres will be planted every year. In various parts large rubber plant nurseries have been started.

Ayer Kuning commences two and a half miles from Klang, and extends beyond the Damansara river, above Batu Tiga. There are about 15 miles of cart-road frontage to the

employees. At first the estate was naturally somewhat unhealthy, but now it compares very favourably with most properties in the district.

Mr. John Whitham, the manager of Ayer Kuning estate, was born in county Cork, Ireland, in December, 1877, and was educated at Totteridge Park School, Hertfordshire, and at the Bedford Modern School. He went to Ceylon in 1896, and was initiated into the work

1,352½ acres in extent, is situated nine miles from Klang, and is bounded by the Vallambrosa, Harpenden, and Kapar estates. A regular service of motor-cars, run by the Federal Railway, between Klang and Kuala Selangor, passes the property. The soil is rich and well suited for rubber production, and an excellent system of drainage has been constructed by Tamils. Rubber was first planted



CLEARINGS ON BRAUNSTON ESTATE, KUALA SELANGOR.

estate at present. Padang Jawa railway station is just one mile distant, and Sungei Rengam and Batu Tiga railway stations are both within a mile of the property, which is drained by the Sungei Rengam, the Sungei Rasa, and the Damansara rivers, all of which flow into the Klang river. The land is hilly, with swamps in between, but extensive drains and canals connecting with the various streams are in course of construction. Contour drains are being cut in the hills about a chain apart to prevent denudation of the soil. This work is receiving special attention. The soil of this estate is as good as any in the district. It is reddish, loamy, and very rich.

The estate employs at present about 600 Tamil coolies, some 400 Banjorese, Javanese, and Malays, besides labourers recruited from the surrounding villages, and a larger force of Tamil coolies which is being rapidly recruited in India. There are 26 sets of permanent coolie lines built in different parts of the estate, also a manager's bungalow, two assistants' bungalows, two bungalows for conductors, and one used as a dispensary. Further buildings are in course of erection. A few of the coolie lines have been made mosquito proof, the Government having given a grant for experimental purposes. In short, everything is being done to promote a good state of health amongst the

of planting on the Hindugalla estate, Peradeniya. In Ceylon, where he remained for some ten and a half years, he gained experience in tea, coffee, and rubber planting, and when in July, 1906, he came to the Federated Malay States, he took charge of the Ayer Kuning estate under Mr. R. W. Harrison. He is a son of Mr. W. Charles Whitham, proprietary planter in Ceylon, and is a member of all local clubs in the Federated Malay States.

BRAUNSTON RUBBER ESTATE.

Three brothers are the proprietors of this estate, Messrs. R. Wallis Wilson, B. A. Wallis Wilson, and A. Wallis Wilson. They own 415 acres planted with rubber-trees, 140 acres of which are interplanted with coffee. The property is situated eight miles from Kuala Selangor. The manager is Mr. R. Wallis Wilson, who went to Ceylon in 1895, and came over to the Federated Malay States in 1905.

SUNGEI KAPAR ESTATE.

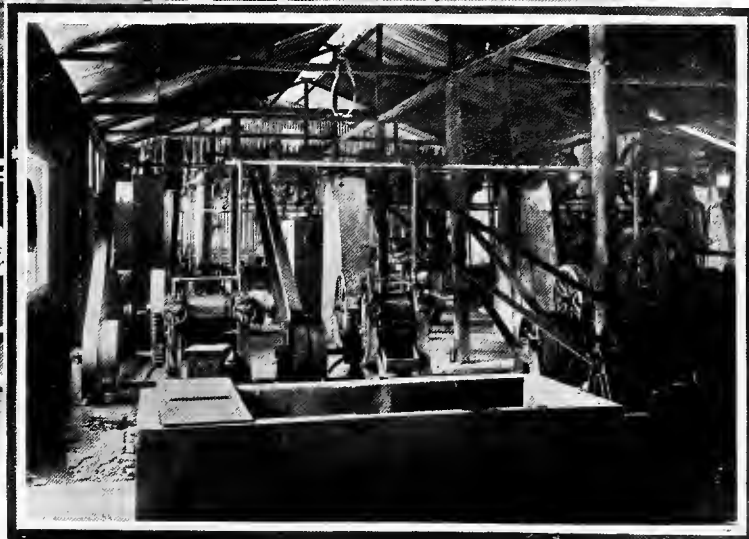
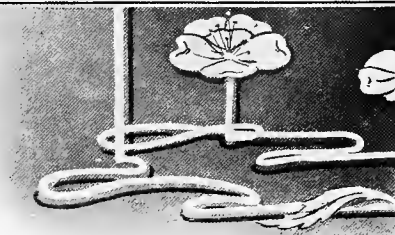
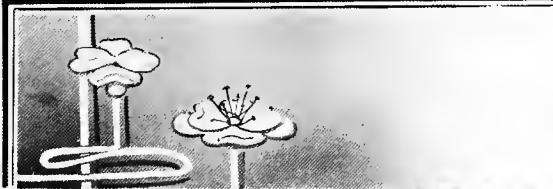
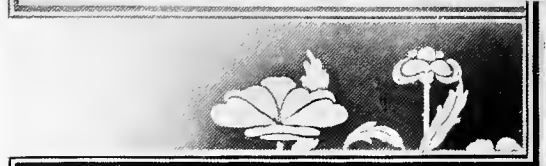
In the Klang district of Selangor one of the best-managed rubber properties is the Sungei Kapar estate, the property of the Sungei Kapar Rubber Company, Ltd. Originally the estate was owned by a private syndicate. It is

on the estate six years ago, and the whole area is now under cultivation with 191,090 trees, of which 580 are Rambong, and the remainder Para. Tapping was commenced in March, 1907, and it is estimated that the yield up to the end of the year will total about 20,000 lbs. of finished rubber. Within the last twelve months an up-to-date factory has been erected on the estate, with modern machinery for preparing rubber, installed by Messrs. Brown & Davidson, of Ceylon and the Federated Malay States. This plant includes a macerator, a crepe machine, a finishing machine, vacuum dryer, washer, blocking press, and two coagulating vats. In addition to the preparation of rubber from the estate itself, scrap and bath shavings from eight neighbouring estates are pressed into block rubber at this factory. A mono-rail, a mile in length, has been constructed between the factory and the road to expedite the transport of the rubber to the railway station. The labour force numbers about 500 Tamil coolies, who are comfortably settled on the estate, so that there is no fear of a shortage. The estate buildings comprise manager's and assistants' bungalows, conductor's house, mechanic and watchman's house, native shop, four sets of coolie lines, stores, factory, and other premises. A telephone system is operated in connection with the Exchange at Klang.



SUNGEI KAPAR ESTATE, KLANG.

THE BUNGALOW, THE FACTORY (TWO VIEWS), AND RUBBER TREES BORDERING THE CART ROAD.



VALLAMBROSA RUBBER ESTATE, KLANG.

THE STORES, THE COOLIE LINES, AND THE FACTORY.

(See p. 453.)



VALLAMBROSA RUBBER ESTATE, KLANG.

RUBBER TREES OF VARIOUS AGES.

The capital of the Sungei Kapar Company is £110,000, of which 75 per cent. has been fully paid up. Mr. G. V. L. Scott is the manager, and he is assisted by Mr. H. P. Hardingham. The directors of the company are Messrs. W. W. Bailey, E. A. Davidson, J. MacLachlan, and A. R. Wilson-Wood. Messrs. Moncreiff & Horsburgh, of Edinburgh, are the secretaries.

In addition to Sungei Kapar, the company has another property of 1,083 acres in extent now being opened up 12 miles on the Kuala Selangor Road. The superintendent is Mr. G. V. L. Scott, and the assistant Mr. H. B. Hoare. Mr. R. W. Harrison is visiting agent for the company, and Messrs. Whittall & Co. are the local agents.

Mr. George V. L. Scott, the manager of Sungei Kapar and Brafferton, is a son of the late Mr. William Scott, planter, Ceylon, and was born on March 13, 1875. He was engaged for six years as a tea and coffee planter on Mount Vernon estate. Afterwards he was placed in charge of Happugahalande estate, where he remained for a year, and then became manager of Lochnagar, Lawrence-watte and Resigama estates for fourteen months, at the end of which time he had to resign owing to ill-health. On his recovery Mr. Scott took over the management of Iona, Torrington, Helbeck, and Agra Elbeda estates, on which were three large tea factories. The visiting agent, Mr. J. K. Symonds, spoke very highly of the way in which these estates were conducted during the four years and a half that they were managed by Mr. Scott, who enjoys the reputation of being a steady and hard-working planter. In October, 1905, Mr. Scott was offered the management of Sungei Kapar estate, and, later, of Brafferton estate, which have been under his care ever since. He is

hon. sec. of the Kapar Planters' Association, the Kapar Club, and the Government Hospital Scheme. His favourite recreations are cricket and shooting.

VALLAMBROSA AND BUKIT KRIONG ESTATES.

These are two large estates owned by the Vallambrosa Rubber Company, Ltd., and managed by Mr. H. M. Darby. The Vallambrosa estate, six miles from Klang, covers 1,309½ acres, the greater part of which is planted with rubber, varying in age from eight years to one year, while some uncultivated land is now being planted. The property was owned originally by Mr. A. R. Wilson-Wood, who disposed of it to a limited liability company, though retaining a large interest. Tapping was commenced in 1904—the year in which the company took over the estate—and the yield the first twelve months amounted to 902 lbs. In the second year, 39,203 lbs. were obtained, and in the third, 156,922 lbs. The estimate for the year ending in April, 1908, is 215,000 lbs. The dividend up to the present paid by the company is 55 per cent. About 1,060 Tamil coolies and some Malays and Sinhalese are employed on the estate, which is replete with a fully equipped rubber-curing store. The Bukit Kriong estate at Kapar, about 13 miles from Klang, is 2,000 acres in extent, and of this 300 acres have been planted and 500 are being cleared.

The manager, Mr. Herbert M. Darby, who planted all the rubber on the estate, was born at Warbleton, Sussex, in 1872. He came to the Federated Malay States in 1894, and took charge of Vallambrosa after planting for three years under Mr. T. H. Hill.

KUALA LUMPUR RUBBER COMPANY, LTD.

This company owns the Kent, Uganda, Wardieburn, Setapakdale, Klang Gates, and the Mount estates in the State of Selangor. The two first-named are about six miles from Kuala Lumpur, and are connected with the town by railway, the station being about a quarter of a mile from the manager's bungalow. The Wardieburn group fronts the Pahang Road, and is from four and a half to seven miles from Kuala Lumpur. The total area of the estates, which are worked by Tamil labour, is 3,327½ acres, of which 2,250 have been planted. Tapping has been in progress some time, the yield since the purchase of the properties, in April, 1906, having been 53,000 lbs., which was sold in Antwerp. Coffee is also cultivated. On the Wardieburn group there are deposits of tin, and mining rights over 28½ acres have been obtained. This is expected to produce a good revenue. Mr. E. B. Skinner is the general manager and visiting agent, and Messrs. H. T. Fraser, M. J. Kennaway, and H. Armstrong are the managers.

Mr. H. Armstrong, manager of the Wardieburn group of estates, is a son of Mr. W. Armstrong, J.P., of Wexford, Ireland. Born at Enniscorthy, Wexford, in 1880, he was educated at St. John's College, Kilkenny, and commenced his career as a planter in Travancore, India. For eighteen months he was engaged on the Lockhart estate, Devakulum, and subsequently on the Surianalle, Devakulum, and Koliekanum estates in the Umaad district; and Pootoomulla and Arrapetta estates in the Wynaad district. In July, 1907, he took charge of the Wardieburn group at Kuala Lumpur, Selangor.



BUKIT KRIONG ESTATE, KLANG.

BUNGALOW AND GENERAL VIEWS OF YOUNG RUBBER TREES AND CLEARINGS.



WARDIEBURN ESTATE.

- 1. VIEW LOOKING TOWARDS KLANG GATE.
- 3. COOLIE LINES.

- 2. ONE HUNDRED ACRES OF YOUNG AND OLD RUBBER.
- 4. GENERAL VIEW LOOKING TOWARDS THE MANAGER'S BUNGALOW.



KENT ESTATE.

1. RUBBER TREES COMING INTO BEARING.

2. TAPPING.

3. VIEW OF FOUR AND A HALF YEARS OLD RUBBER TREES.

4. A YOUNG CLEARING.

Mr. F. M. Campbell is the assistant manager of the Wardieburn group of estates. He was born in London in 1882, and educated at Haileybury College. From 1904 to 1906 he was in the service of the Federated Malay States Government as a settlement officer, but resigned his position to take up planting. Before receiving his present appointment he worked for a time on the West Country estate under Mr. E. B. Skinner. His favourite recreations are hockey, golf, and cricket, and he is a member of most of the local clubs.

GOLDEN HOPE ESTATE.

The Golden Hope rubber estate, owned by a limited liability company bearing the same name, extends over 919 acres, 850 of which are under cultivation, while 69 are in reserve. The estate is level, at a slight elevation above sea-level, and is very well drained. Rambong and Para rubber and also coffee are planted on the estate. The quality of the rubber produced

rubber and about 950 lbs. of *Ficus elastica*. About three hundred Tamil coolies are employed.

Mr. E. B. Prior, the manager, was born in London in 1864, and was educated privately. He was admitted a solicitor in 1889, and practised in England until 1891, when he went to Pinang and practised there for five years. After that he took up planting and opened up the Golden Hope estate. He is chairman of the Klang District Planters' Association and a member of the committee of the United Planters' Association, Federated Malay States.

INCH KENNETH RUBBER ESTATES.

The Inch Kenneth rubber estates comprise three properties—the Inch Kenneth, Reko Hill, and Dunedin—with a total area of 1,674 acres, of which 1,000 acres are under cultivation. The remainder is jungle, but this is being gradually opened up and planted. At first the estate was partly planted with coffee, but this

the Kenneth estate. He employs Javanese coolies and has two assistants. The directors of the company are Messrs. D. Harris, G. B. Thornton, and Capt. H. W. S. Kindersley, and the secretaries are Messrs. Greenhill and Claperton, of Edinburgh.

BUKIT RAJAH ESTATES.

These extensive properties, which adjoin each other, comprise some 9,190 acres of land in the Klang district, and are owned by the Bukit Rajah Rubber Estates Company, Ltd. They are about five miles from the shipping port, and two miles from the railway station. Originally, there were nine separate estates, varying in extent from 100 to 3,000 acres, but in 1903 they were amalgamated under the ownership of one company. Up to the end of July, 1907, there were 247,180 rubber-trees planted, varying in age from ten years to a few months; and 241,175 coconut trees, varying in age from eight years to twelve months, interplanted with



THE GOLDEN HOPE RUBBER ESTATE, LTD.

GENERAL VIEW.

OLD RUBBER TREES.

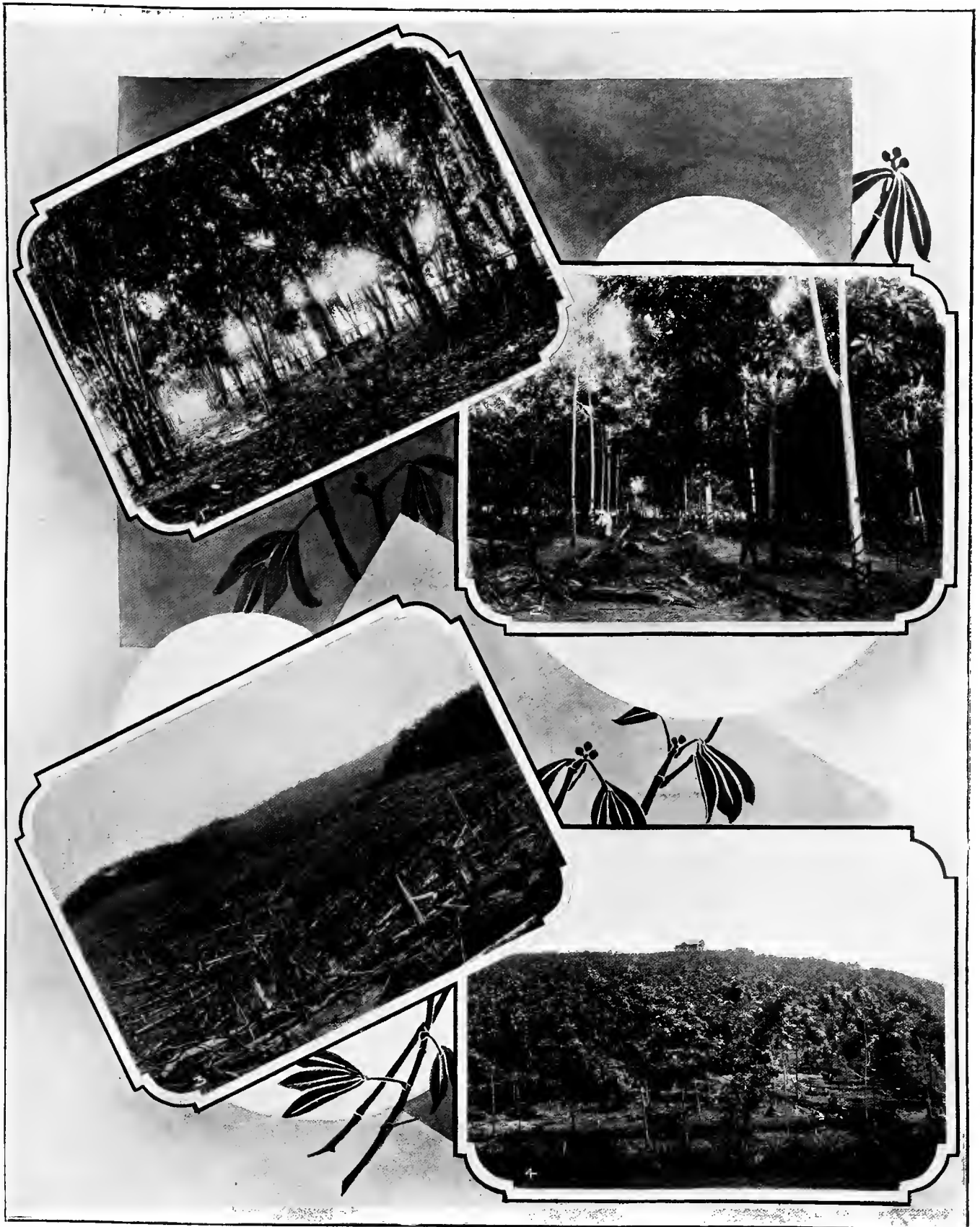
is very good, the Rambong from this estate having taken the gold medal at the Ceylon Rubber Exhibition. The ages of the trees range from one to eight years, but the oldest Para rubber, with the exception of 842 trees, is only four years of age. The reserve land is about to be placed under cultivation. In 1905 the yield of rubber from 842 trees was 2,279 lbs.; in 1906 the return was 2,501 lbs.; and in 1907, though the estimate was only for 2,550 lbs., the results were so satisfactory in the early part of the year that the manager expected to realise fully 4,000 lbs. of Para

has been superseded entirely by rubber. As an experiment two acres of land were planted ten years ago, but with this exception, the trees on the estate vary in age from those newly planted to those planted in 1902. Altogether there are 180,000 trees, and the crop of rubber in 1906 amounted to 2,000 lbs. It is estimated that about 5,000 lbs. will be produced in 1907. The manager's bungalow stands on a hill some 300 feet above sea-level, and commands a capital view of the surrounding country.

Mr. R. C. M. Kindersley has managed the estate since 1904, prior to which he was planting on

coffee to the extent of about 280 acres. Tapping was started in 1904-5, when the crop of rubber was 6,811 lbs. During 1905 and part of 1906, 33,203 lbs. were obtained; and in the latter part of 1906 and the beginning of 1907 the yield was 118,982 lbs. The estimate for 1907 is 140,000 lbs. of rubber, and 225,000 coconuts. There are on the estate bungalows for the manager, four assistants, and six conductors, and twenty coolie lines. Twelve hundred Tamil coolies are employed.

Mr. C. T. Hamerton is the manager. Born in 1876, at Durham, and educated at a private



THE INCH KENNETH RUBBER ESTATES, LTD.

1. TAPPING TEN YEARS OLD RUBBER TREES. 2. VIEW OF FIVE YEARS OLD RUBBER TREES. 3. GENERAL VIEW, BANGI ESTATE. 4. VIEW OF REKO HILL ESTATE.



BUKIT RAJAH ESTATES, KLANG.

RUBBER TREES, THE FACTORY, AND THE STORE.

school in Cornwall and at the Royal Masonic School, he was trained for a seafaring life on board the *Worcester* for two years. He then went to Colorado, U.S.A., where for four years he was engaged in cattle ranching. In 1895 he came to Selangor, and went to the New Amburst coffee estate as assistant. Later, he was transferred to the Sungei Binjai estate,

out to make room for the more profitable crop of rubber.

The Blackwater estate is bounded on the north by the Golden Hope estate, on the south by the Jugra district, on the east by the Langat road, and on the west by the Langat river, towards which the land is drained. The buildings on the property com-

are planted with rubber-trees varying in age from ten years to those newly planted. There are altogether 14,000 trees ready for tapping, and next year the number will be increased by a further 70,000. The yield of rubber for the season 1905-6 was 13,322 lbs. and for 1906-7, 31,500. The product was sold in Antwerp, where the price was 2d. or 3d. above that ruling



BLACKWATER ESTATE.

1. OLD AND YOUNG RUBBER TREES.

2. YOUNG RUBBER TREES.

which he opened up, and when a company was floated in 1903, and the property was amalgamated with the others, he was given the management. Mr. Hamerton, who has interests in several estates, is a member of all the local clubs.

BLACKWATER ESTATE.

An important consideration in selecting a site for an estate is the proximity of facilities for transit. As sea transit is always cheaper than rail, the Blackwater estate is very favourably situated, for it is only five miles distant from Port Swettenham, whence its produce can be shipped direct to Europe. The property is owned by the Blackwater Estate (Klang) Rubber Company, Ltd., and is 1,342 acres in extent. It was first opened up in 1899, and in the two years following 177 acres were planted with coffee and interplanted with Para and Rambong rubber. The greatest headway has been made during the last two years, the proprietors devoting their attention entirely to the extension of the area under Para rubber. In 1905, 130 acres were planted; in 1906, 201 acres; and in the first half of 1907, 72½ acres. There are now 63,685 rubber-trees on the property. Tapping was commenced in 1906, and the yield in that year amounted to 13,327 lbs. It is estimated that in 1907 close upon 20,000 lbs. of rubber will be produced. All the coffee originally planted has been cut

prise the manager's bungalow and a factory, which is fitted with up-to-date rubber machinery, manufactured by Messrs. Brown & Davidson, of Ceylon and the Federated Malay States. The labour force consists of 250 Tamil coolies, and the manager is Mr. G. N. Magill. The secretaries of the company are Messrs. Skrine & Co., Colombo, and the produce is exported through Messrs. Whittall & Co., Colombo. Messrs. F. L. Clements, the Hon. Mr. W. H. Figg, and Mr. H. Goodwyn are the directors.

Mr. G. N. Magill, manager of the Blackwater estate, is the son of Colonel W. Napier Magill (retired), of Westmeath, Ireland. He was born at Killucan, in Ireland, in 1884, and was educated at Gresham School, Norfolk. In 1902 he went to Ceylon and learned tea-planting under Mr. H. W. Bailey on the Elstone estate, Puwakpitiya. A year later he became assistant to Mr. W. W. Bailey, on the Lowlands estate, Selangor, Federated Malay States, and he remained there until he took up his present position, in May, 1905.

FEDERATED MALAY STATES RUBBER COMPANY, LTD.

About 600 coolies are employed by the Federated Malay States Rubber Company, Ltd., owners of the West Country, Belmont, and Ayer Hitam estates, situated about one and a half miles from Kajang railway station. The property comprises 6,247 acres, 2,000 of which

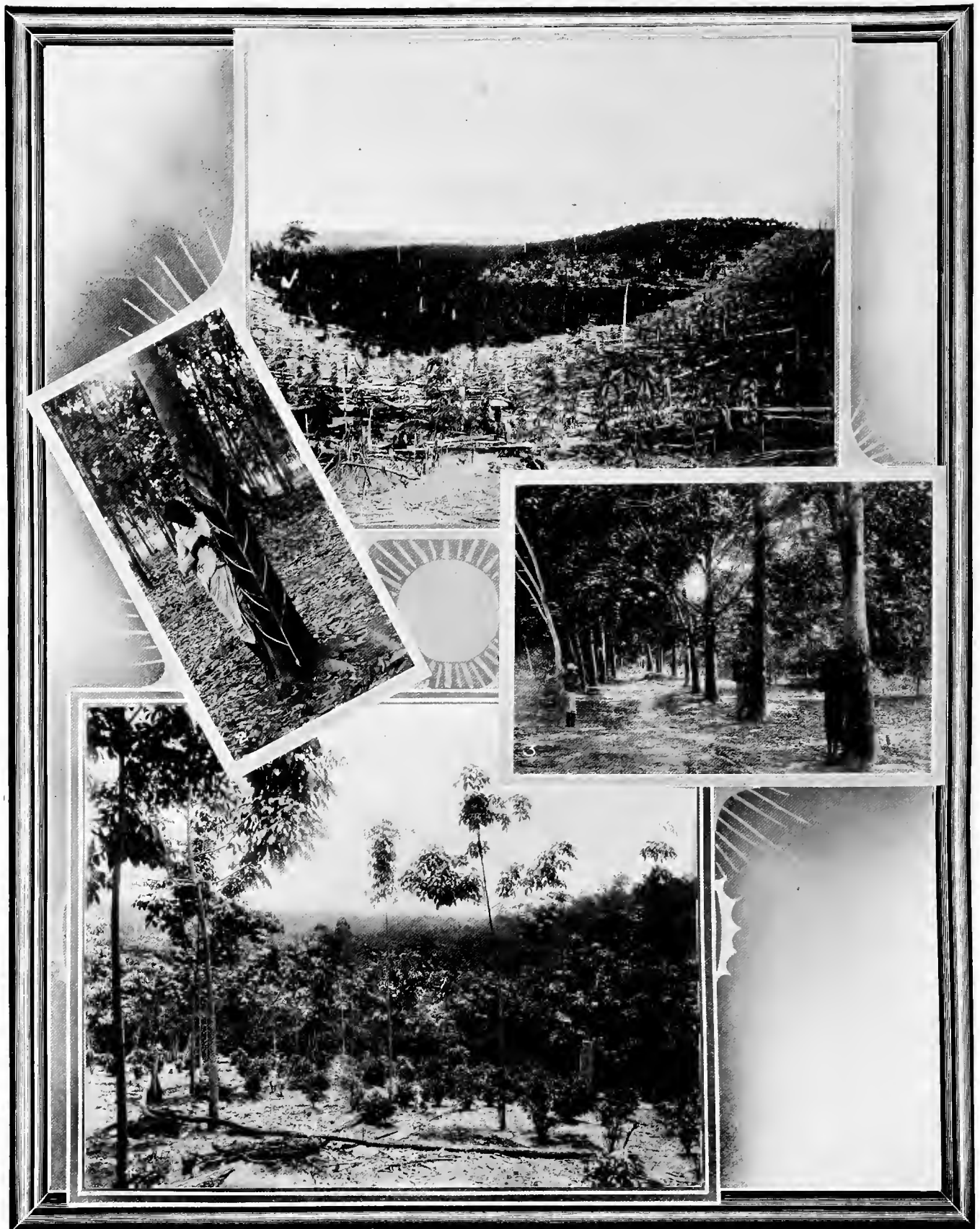
in the English market. There are four bungalows and some large stores on the estate, and two more bungalows are in course of erection.

Mr. E. B. Skinner, the general manager, is a son of Colonel Russell Skinner, and was born in 1873 at Muzzaffapur, India. He commenced planting in the Federated Malay States in 1891, and six years later took charge of the West Country estate. He is also the general manager and visiting agent of several other estates, and has interests in many properties.

PARADISE RUBBER ESTATE.

The Paradise estate, of 574 acres, is situated about one mile from Kajang railway station on undulating ground admirably suited to rubber-growing. With the exception of 114 acres of jungle the estate is under rubber cultivation. Coffee was planted originally on 189 acres, but rubber has now been interplanted. There now are on the estate 136,555 rubber-trees, varying in age from six years to a few months. During the season 1906-7, 820 trees were tapped and gave an average in seven months of 2½ lbs. of rubber per tree. It is estimated that the yield for 1907-8 from 6,000 trees will be 8,000 lbs. Of coffee 430 piculs were obtained. The labour force consists of 160 Tamil coolies.

Mr. E. V. Carey is the proprietor of the estate, Mr. F. W. Carey the manager, and Mr. J. D. Carey assistant manager.



THE FEDERATED MALAY STATES RUBBER COMPANY, LTD.

1. NO. 1 FIELD, BELMONT ESTATE. 2. TAPPING IN NO. 10 FIELD. 3. TAPPING IN NO. 1 AVENUE, WEST COUNTRY ESTATE. 4. NO. 9 FIELD, WEST COUNTRY ESTATE.
(See p. 459.)



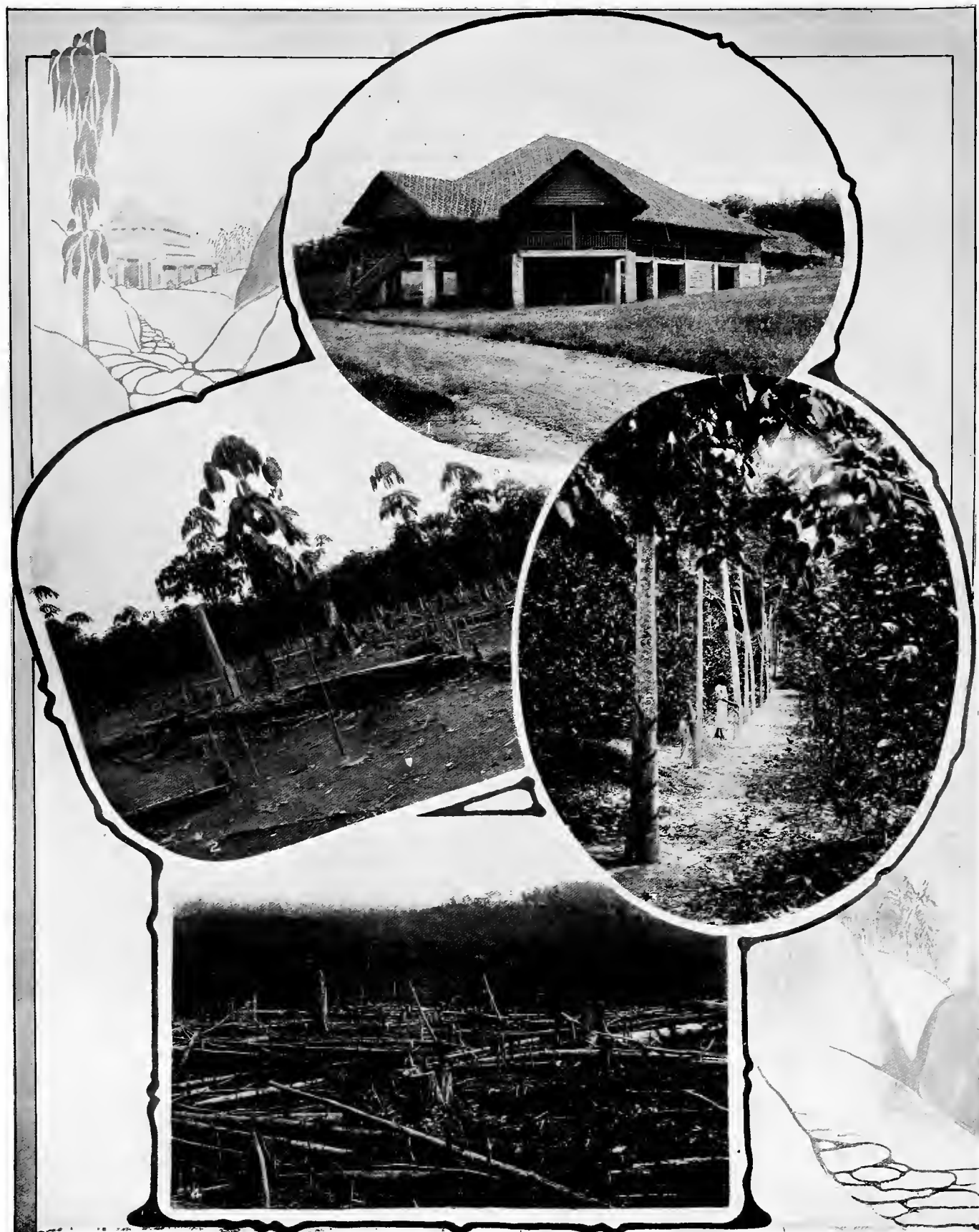
THE FEDERATED MALAY STATES RUBBER COMPANY, LTD.

1. GENERAL VIEW.

2. GENERAL VIEW ON BELMONT ESTATE.

3. NO. 10 FIELD AND STORES.
(See p. 459.)

4. WEST COUNTRY AND BELMONT ESTATES.



PARADISE RUBBER ESTATE.

1. THE ESTATE BUNGALOW. 2. RUBBER TREES FIFTEEN MONTHS OLD. 3. TAPPING OLD RUBBER TREES. 4. GENERAL VIEW OF THE ESTATE.
(See p. 459.)

Mr. F. W. Carey was born in 1877, at Alicante in Spain, and educated at Bedford Grammar School. In 1895 he started tea-planting in Ceylon, being engaged at different times on the Park estate, Kandapola, Carolina estate, Wattewalla, and the St. Margaret's estate. He took charge of the Paradise estate in 1906.

HARPENDEN MERROW ESTATES.

The Harpenden Merrow estates are owned by the Harpenden Selangor Rubber Company, Ltd., of which the directors are Messrs. P. Gaisford, Fred Hadden, G. Barnett, F. H. Turner, and G. Ross Clarke, with Mr. A. C. W. Clarke as secretary. The company has a capital of Rs. 300,000 in 600 shares of Rs. 500 each fully paid up. On the estate there is an

ment road to it. About 450 Tamil coolies are employed on the property.

Mr. C. S. Lumsden, the manager, was born in 1874, at Cawnpore and educated at private schools in England and Switzerland. He was intended for the military service, but came to Ceylon instead, and commenced tea-planting on Abbotsford estate, N'uoya. There he remained for three years, after which he was in charge of several tea estates in Nawal-pitiya. It was in December, 1906, that he was offered the charge of Harpenden estate, Selangor. He is a son of the late Mr. J. J. Foot Lumsden, of the Indian Civil Service.

SUNGEI RENGAM ESTATE.

This estate, situated conveniently near the Sungei Rengam railway station, is 2,381 acres in

with a large factory, is owned by the Selangor Rubber Company, Ltd. The directors are Mr. Thos. Johnson (chairman), Sir F. A. Swettenham, K.C.M.G., Mr. T. A. Gallic, and Mr. Hugh Neilson.

The manager of the estate is Mr. P. W. Parkinson, who is away on leave, his place being taken by Mr. C. Henly. Mr. Henly was born at Reading in 1869, and previous to coming to Singapore was planting tea and rubber in Ceylon for twenty-two years. He joined the firm of Messrs. Barlow & Co., Singapore, as visiting agent for their estates.

JALAN ACOB RUBBER ESTATE.

This estate is owned by the Kapar Para Rubber Company, Ltd. The manager is Mr. E. H. King-Harman; the assistants are Messrs.



HARPENDEN MERROW ESTATES.

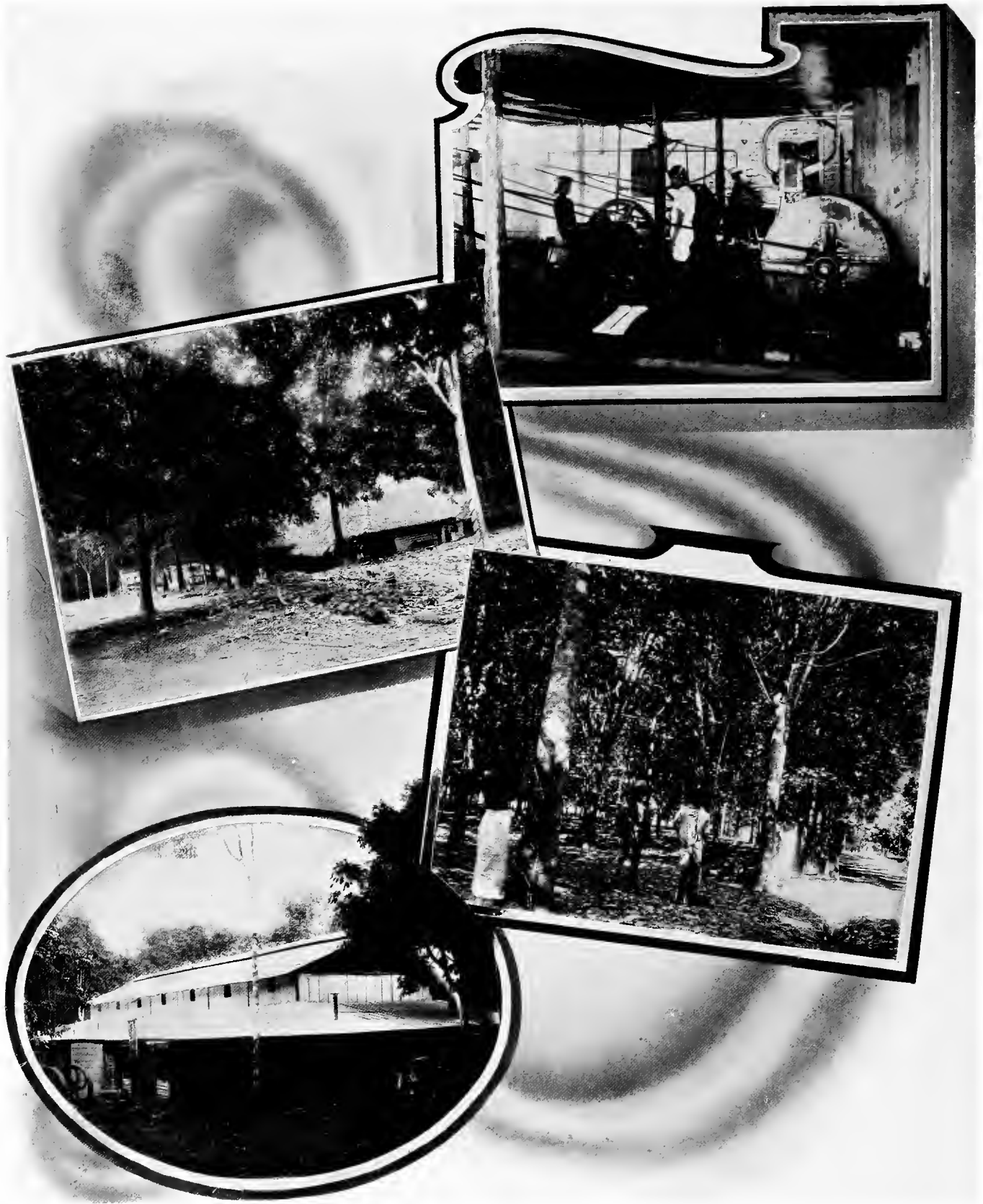
1. THE ESTATE LABOUR FORCE.

2. AN OLD RUBBER TREE.

acreage of 1,257 acres. On Merrow 99 acres were planted with rubber in 1901, and on Harpenden 214 acres were planted in May, 1904, 114 in November of the same year, 114 in April of 1905, 122 in October of 1905, 202 in November of 1906, 57 in May of 1906, and 212 in December of 1906. There remain 123 acres not yet planted. Tapping was started in August, 1906, the amount of rubber obtained until the end of the year being 340 lbs. In 1907, although the estimated product was 1,000 lbs. only, the manager anticipated a yield of 3,000 lbs. About 30 acres are interplanted with rubber and coconuts, and 22 acres of coconuts are interplanted in the rubber area. On the whole the soil is very good and is well drained. The estate is situated some twelve miles from Klang railway station, and there is a good Govern-

ment. Of the total area, 185 acres were planted in 1898, 120 acres in 1899, 358 acres in 1900, 37 acres in 1901, 268 acres in 1902, 81 acres in 1903, 58 acres in 1904, 214 acres in 1905, 314 acres in 1906, and 151 acres in 1907—in all, 1,786 acres. Great attention has been paid to the drainage of the land, which is in excellent condition for planting, and the yield of rubber is increasing each year. In 1905, 29,750 lbs. were obtained; in 1906, 70,577 lbs.; and for 1907 the estimate was about 120,000 lbs. The crop in 1905 realised an average of 5s. 8d. per pound. A European manager is in charge, and he has four European assistants. Employment is given to 900 Tamil and 100 Chinese and Javanese coolies. With the object of teaching the coolies, experimental tapping was commenced in 1904. The estate, which is equipped

J. M. Crail and H. S. Minto; the visiting agent is Mr. R. W. Harrison; the London directors are Messrs. J. Douglas Fletcher, William Nevett, and Edward S. Grigson; and the secretaries, Messrs. Nevett, Oswald & Co. The estate consists of 3,482½ acres, 1,915½ acres of which are planted. Rubber-trees over two years old cover 600 acres, trees about four years old 385 acres, and trees ranging from one month to two years the balance of 930½ acres. Originally the property belonged to Messrs. Darby, Wilson-Wood, and others, from whom it was purchased by the present proprietors about two and a half years ago. The manager expects to start tapping on a small scale at an early date. On the estate some 1,000 Tamil, 100 Javanese, and 150 Malay coolies are employed. The manager, Mr. E. H.



SUNGEI RENGAM ESTATE, SELANGOR.

THE FACTORY, COOLIE LINES, TAPPING, AND THE STORES.

(See p. 463.)



JALAN ACOB RUBBER ESTATE.

1 & 2. NEW CLEARINGS.

3. OLD RUBBER TREES.
(See p. 463.)

4. THE MANAGER AND HIS ASSISTANTS.

King-Harman, has had many years' experience in planting both in India and Ceylon. He is the son of Colonel M. J. King-Harman (retired).

PENDAMARAN ESTATE.

The Pendamaran estate of the Ceylon Planters' Rubber Syndicate, Ltd., is about two and a half miles from Port Swettenham, Selangor, and is approached by a capital Government road. The land was taken up on behalf of the syndicate when covered with virgin jungle, but now of the total area of 884 acres, 670 have been planted and the remainder is held in reserve. There are 54 acres of coconuts, planted in 1902, and of the area devoted to rubber about 70 acres are interplanted with coffee. There are 390 acres of rubber-trees five years old and upwards, 90 acres of four-year-old trees, 67 acres of three-year-old trees, 26 of two-year-old trees, and 43 acres of one-year-old trees. Tapping was started in 1906 and the yield was 900 lbs. The estimate for 1907 was about 30,000 lbs. There are two bungalows and a small factory on the estate, and employment is given to about 530 Tamil coolies.

Mr. W. H. Trotter, the manager, was born at Stockton, in 1866, and was educated at Charterhouse. He went to Ceylon in 1885, and was employed for ten years by the Eastern Produce and Estates Company, Ltd. He was engaged afterwards in planting, and accepted the management of the Pendamaran estate in 1904. He is a member of the Colombo Club, as well as of the local clubs.

SINGAPORE RUBBER COMPANY, LTD.

One of the largest planting concerns in the Federated States is the Singapore Rubber

Company, who own Perhentia Tinggi estate of 970 acres (785 planted with coffee and Para rubber); the Margot estate of 555 acres (362 planted with rubber), and the Hansa estate of 700 acres (125 planted). The Hansa estate includes some of the best rubber land, at Sungei Gadut, in the immediate vicinity of Port Dickson. The estate was bought in January, 1906, from Mr. W. R. Rowland, and incorporated with a capital of 500,000 dollars. The present directors are Messrs. Hans Becker and O. Schwemer, with Mr. E. Lehrenkruss as secretary. The registered offices of the company are in Singapore, where the agency is in the hands of Messrs. Behn, Meyer & Co. A feature of the estate is the immense quantity of timber which at present covers the uncultivated portion, and which presents valuable possibilities. Large steam saw-mills are employed on the estate, cutting up every kind of timber for sale in Port Dickson and Malacca.

SEAFIELD ESTATE.

The proprietors of this property are the Seafield Rubber Company, Ltd., the directors of which are Messrs. H. K. Rutherford (chairman), J. McEwan, Norman Grieve, and E. S. Grigson. The secretaries are Messrs. McMeekin & Co., and the local agents are Messrs. Barlow & Co., of Singapore. Originally the estate was owned privately, but it was floated as a public company on February 8th, 1907.

The estate has a total area of 2,848 acres 25 roods. Of these 238 acres were planted with Para rubber in 1904 by Mr. R. S. Meikle; 431 were planted in 1905, 554 in 1906, and 554 in 1907. Altogether there are 203,923 rubber-trees, and they are thriving well. By the end of 1908 it is expected that 2,000 acres will have been planted.

The property is situated five and a half miles from Batu Tiga railway station, to which there is a good cart-road. In its conformation the land is undulating, and the soil is composed of red loam. On one side the property drains into Klang river and on the other side into Nebong river. The managers of the estate are Messrs. H. R. Quartley and A. J. Fox, with Mr. A. Denny as an assistant.

Captain Arthur J. Fox, the joint manager of Seafield estate, is a son of Mr. J. G. Hubert Fox, J.P., a retired officer of the 5th Lancers, living at Galtrim House, Summer Hill, county Meath, Ireland. He was born on June 1st, 1871, at Tipperary, and was educated at Birr, and at Dunstan College, Staffordshire. After studying at the Military Academy, under Mr. Backhouse, he joined the 3rd Royal Irish Regiment as an officer in 1889, and served with it for four years. Resigning his commission then, he went to Ceylon as a tea-planter. In that island he stayed a year, after which he proceeded to Travancore, in India, and engaged in tea and coffee planting for seven years. On the outbreak of the Boer War, Mr. Fox rejoined his old regiment, the 3rd Royal Irish, and went through the campaign. For his services he received a medal with three bars—1901, 1902, and Cape Colony. In 1901 he was gazetted captain. When the war ended he went home, and after eighteen months' stay, came out to the Federated Malay States. He joined Seafield estate as co-adjutant manager, and assisted in opening it up. Mr. Fox is a member of all local clubs and commandant of the Federated Malay States Mounted Infantry. His chief recreations are cricket and tennis.

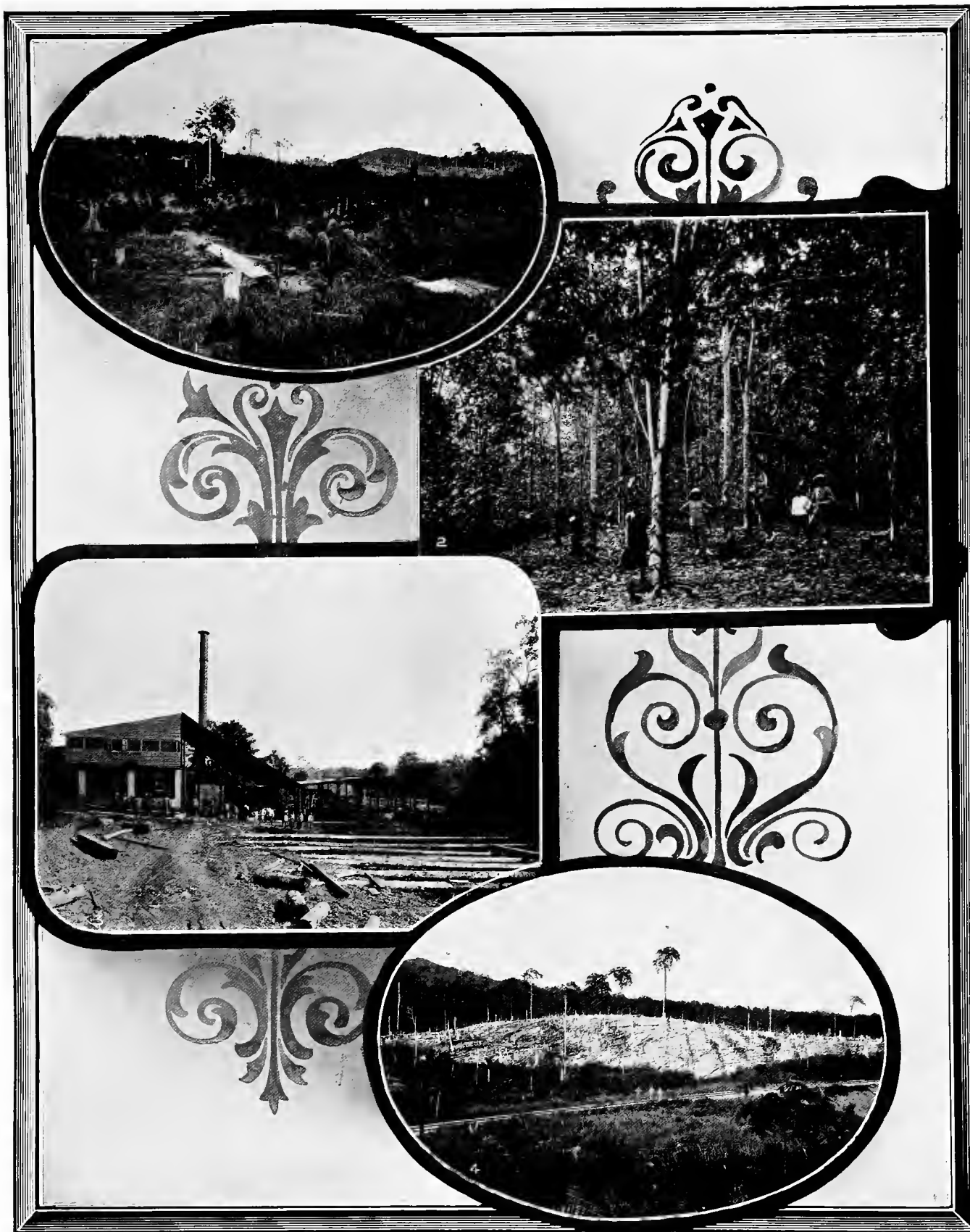
Mr. H. R. Quartley.—The son of the late Mr. Henry J. Quartley, of Yorkshire, Mr. H. R. Quartley, manager of the Seafield estate at



PENDAMARAN ESTATE, SELANGOR.

SOME FINE OLD RUBBER TREES.

COCONUT PLANTATION.



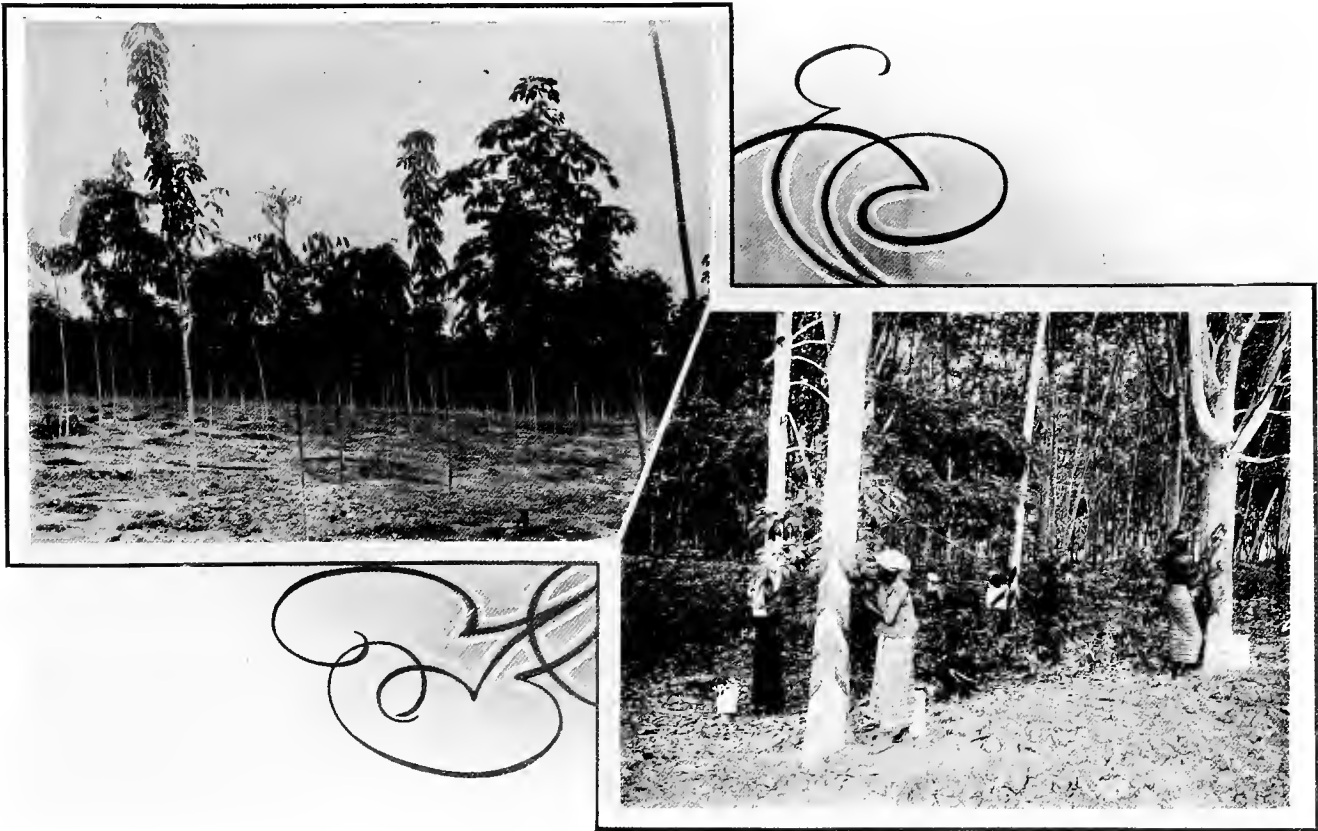
THE SINGAPORE RUBBER COMPANY (PERHENTIA TINGGI ESTATE).

1. RUBBER TREES AND COCONUT PALMS (WITH THE MANAGER'S BUNGALOW IN THE DISTANCE).
3. THE SAW-MILL.

2. TAPPING.
4. THE ESTATE, SHOWING THE RAILWAY LINE.



RUBBER TREES ON SEAFIELD ESTATE, BATU TIGA, SELANGOR.



KEMPSEY ESTATE, KUALA SELANGOR.
YOUNG RUBBER TREES AND SOME FINE OLD ONES.

Batu Tiga, was born at Leicester in July, 1878, and was educated at Borlase School, Marlow. For a little while after finishing his education, he learned land agency. In 1897 he went to Ceylon and learned tea-planting in Udupus-salawa and Madukelle. At the end of fourteen months he moved over to North Travancore, India, in which place he stayed until May, 1904. After a trip home, he came out again in 1905 and took charge of Seafeld estate, which, in conjunction with Captain A. J. Fox, he helped to plant with rubber. He is a member of various local clubs, and, for recreative purposes, plays cricket, football, and tennis.

KEMPSEY ESTATE.

Situated eight miles from Kuala Selangor is the Kempsey estate, the property of the Rubber Growers' Company, Ltd., floated in Ceylon with a capital of Rs. 500,000. The property of 640 acres is drained into the Selangor river. It is planted principally with Para rubber, the subsidiary crops being coffee and coconuts. The total area under cultivation is 430 acres, and the oldest rubber on the estate is seven years of age. In 1906 the total output was 4,500 lbs. of rubber and 3,000 tins of coffee. The estimated yield of rubber in 1907 is 7,000 lbs. Two hundred and fifty Tamil coolies and Malay jungle-clearers are employed, and the estate buildings include the manager's bungalow, rubber store, and four sets of coolie lines.

The directors of the proprietary company are Messrs. George Alston, A. J. Dennison, and W. E. Mitchell. Messrs. Cumberbatch & Co. are the local agents, and Mr. John Gibson the visiting agent.

Mr. J. Murray, the manager, is the son of Mr. G. W. Murray, planter, Ceylon, and was born in 1884 and educated at St. Edward's

School, Nuwara Eliya. He has held his present position since December, 1906.

JERAM ESTATE.

The Jeram estate is a thousand acres in extent, and is situated 14 miles from Klang on the Kapar road. The property is well drained, and the soil is of excellent quality. Rubber-planting was commenced in 1906, and there are now 490 acres under Para trees. The estate is owned by the Jeram Rubber Company, Ltd., which has a capital of 100,000 dollars in 10-dollar shares. Messrs. H. M. Darby, R. W. Parkinson, H. Case, and D. Douglas are the directors, and Messrs. Whittall & Co., Colombo, are the secretaries and agents. Mr. H. Case, the superintendent, is the son of the late Rev. F. Case, of St. Margaret's Bay, Dover. He was born in London in 1882, and before coming to the Federated Malay States in 1904, he held a lieutenant's commission in the 6th Battalion Royal Dublin Fusiliers for four years. For two years he was on the Vallambrosa estate.

STRATHMORE ESTATE.

The Strathmore rubber estate, comprising two adjoining blocks of 1,000 acres each, and owned by the Strathmore Rubber Company, Ltd., is 13 miles from Kuala Selangor and 17 miles from Rawang railway station. Operations were only commenced on the property towards the end of 1906, and in fourteen months 383 acres were fully planted with Para trees. The remainder of the land is well suited for rubber production. The estate has a road frontage of two miles in length, and a new road is being constructed on which it will have a second frontage of the same length. The property is well drained into the Selangor

river. There is an ample supply of Tamil labour, for the accommodation of which there are five sets of coolie lines.

Mr. George Dun, the superintendent, was born in 1875, at St. Andrews, Scotland, and received his education at the Dollar Institution. He went out to Ceylon to learn planting in 1899, and was on various estates there until, in 1906, he came to the Federated Malay States to Jalan Acob estate in the Klang district. He has held his present position since January 1907.

The directors of the Strathmore Company are Messrs. J. Hunter (chairman), R. C. Bowie, A. Melville White, and W. B. Rankine.

SUNGEI RAMBAI ESTATE.

The Sungei Rambai estate, situated nine miles from Kuala Selangor, is 1,200 acres in extent, and is owned by the Compagnie du Selangor (formed in Belgium). It was originally partly planted with coffee and coconuts. Rubber was first put in in 1904, and at the end of 1907 there were close upon 400 acres under Para trees. The property is well drained into the Selangor river, and promises every success for the future. A labour staff of 230 Tamil coolies is employed, and the estate buildings include the manager's bungalow, conductor's house, eight sets of coolie lines, and a native store. The directors of the proprietary company are Messrs. A. Hallet and A. C. Janssens, who have several important rubber businesses in the Congo. Mr. E. Mouvet is the secretary and Mr. J. Murray the visiting agent.

Mr. J. de Burlet, the manager, is the son of the late Mr. J. de Burlet, who held several important offices in the Belgian Government, including those of Minister of the Interior, Minister of Foreign Affairs, Minister of State,



JERAM ESTATE, KLANG.

THE CLEARINGS, RUBBER TREES ON THE HILLS, ONE YEAR OLD RUBBER TREES AND THE LINES.

(See p. 469.)



THE STRATHMORE RUBBER COMPANY, LTD.

1. THE LABOUR FORCE.

2. A NEW CLEARING.

3. A CLEARING SHOWING YOUNG RUBBER.

(See p. 469.)



SUNGEI RAMBAI ESTATE.

VIEWS ON SUNGEI RAMBAI ESTATE AND PLANTING RUBBER ON ROSA ESTATE.

(See p. 469.)

and latterly Prime Minister. M. de Burlet fils was educated in Brussels, and served in the Belgian legations in London and Washington for about four years. He resigned his position in the diplomatic service in order to go to the Congo as secretary to a rubber company known as the Compagnie de Kasai. This was in 1899, and he retained his position until 1906, when he came to the Federated Malay States to undertake the management of Sungei Rambai estate. He has travelled extensively in three continents, is a member of the St. James's Club, London, of the Circle des Eleveurs, Brussels, and of all local clubs.

TREMELBYE (SELANGOR) RUBBER COMPANY, LTD.

This company owns two rubber estates in Selangor, named Tremelbye and Ebor, with a total area of 2,188 acres, of which 1,500 acres are planted with Para rubber. One hundred and seventy-five acres bear trees of from one to three years, and the balance bears trees of one year and under. Tremelbye estate is a little over one mile from Klang, with which it is connected by a good Government road. The land is undulating and thoroughly drained. Ebor estate is situated close to Batu Tiga railway station. The land here is of a similar character to that at Tremelbye. There are a manager's bungalow and Tamil coolie lines on each property. The local manager is Mr. John Gibson, and the superintendent Mr. W. Jack,

W. Grieve (chairman), E. S. Grigson, and G. A. Talbot; and the secretary is Mr. C. O. Naptel, of 20, Eastcheap, London.

Mr. John Gibson, J.P., is a planter, an estate visiting agent, and the manager of the Tremelbye (Selangor) Rubber Company, Ltd. He was born in the parish of St. Quorvox, Ayrshire, in 1860, and had a public school education. Having learned building construction, he secured a position with the firm of Messrs. Mitchell & Izard, engineers and contractors, for whom he travelled to Ceylon in January, 1883. There he afterwards entered the Public Works Department, from which he resigned some years later to engage in tea-planting. He acquired an estate known as Ayr Waga, in the Kelani Valley district, planted it, and was very successful. At the end of nearly four years' continuous work in Ceylon he returned home and took up residence on his property of Barncaizie Hall, Kirkcudbrightshire. While in Europe Mr. Gibson kept in close touch with his interests in Ceylon, and advocated the planting of rubber in the earlier days of that industry. In 1906 he came out to the Federated Malay States and acquired an interest in Tremelbye and Klang estates, which, with Ebor and Sungei Nebong, now form the concern which he manages. They are planted with 1,500 acres of rubber. He also associated himself with the firm of Messrs. Whittall & Co., through whom, for Messrs. Cumberbatch & Co., he visits a number of different companies' estates, in several of which he has private

dent of the District Unionist Association Club and other institutions, besides being a J.P. for the county of Kirkcudbright.

SUNGEI WAY ESTATE.

One mile from Sungei Way railway station is situated the Sungei Way rubber estate, the property of the Sungei Way (Selangor) Rubber Company, Ltd., of which the directors are Sir Frank Swettenham (late Governor of the Straits Settlements and High Commissioner for the Federated Malay States), and Messrs. T. Johnstone, C. R. Paterson, T. A. Gellie, and T. N. Christie. The authorised capital of the concern is £50,000, £24,420 of which has been fully paid up. Sungei Way estate is 2,505 acres in extent, and was first opened up in 1903. Already 1,154 acres have been fully planted with Para rubber, the total number of trees being 176,000. The property has a frontage on to the railway for three miles, and is only eight and three-quarter miles distant from the Federal capital. The land is partly flat and partly undulating, and the soil is admirably suited for rubber production. Mixed labour, consisting of 300 Tamils, 250 Chinese, and 60 Javanese, is employed, and is housed in ten sets of coolie lines. The trees have made excellent growth, and tapping will be commenced early in 1908.

Mr. A. C. Corbetta, the manager, was born in Norfolk, in 1878, and received his education at Norwich Grammar School. He went to



THE TREMELBYE (SELANGOR) RUBBER COMPANY, LTD.
VIEWS ON THE ESTATE.

who is in charge of Ebor estate, with Mr. A. C. Douglas as assistant. The company has a share capital of £50,000, of which £30,000 has been allotted in £1 shares, 20,000 being part paid. The directors are Messrs. Norman

interests. While at home Mr. Gibson associated himself with parish council work, and took a great interest in education and in agriculture. When he left Scotland he was President of the Stewartry Burns Club, Vice-presi-

Ceylon in 1895, and was engaged for ten years in tea-planting in various parts of the island. He first took charge of the Sungei Way estate in 1905. A good cricketer, he was a member of the Straits team which played against



THE SUNGEI WAY (SELANGOR) RUBBER COMPANY, LTD.

VIEWS ON THE ESTATE.

(See p. 473.)

Rangoon and Burma in 1906. Mr. Corbetta has two assistants, Messrs. R. C. F. Agar and C. J. Arnold.

NEW COMET ESTATE.

The New Comet estate, situated five miles from Klang, was opened from virgin jungle in 1906. It has an area of 395 acres, 190 acres

while Javanese and Malay contractors attend to felling and clearing. The estate is owned by the Selangor River Rubber Estate Company, Ltd., who have a capital of £20,000. The directors are Messrs. R. N. G. Bingley, V. R. Wickwar, W. Taylor, and Mr. Wreford Brown. Messrs. Taylor, Noble & Co. are the secretaries, and Mr. N. C. S. Bosanquet is the visiting agent.

from Ulu Sawah railway station on the Port Dickson line; the Marjorie estate, three miles farther from Seremban than Linggi, and the Lukut estate are at Port Dickson. The Linggi estate is the oldest property. Coffee was very successfully grown upon it until the big fall took place in the price of product. The total acreage of the various plantations is 4,380. About one half this area has been planted with



CLEARINGS ON SELANGOR RIVER ESTATE, KUALA SELANGOR.

of which have been planted with Para rubber and interplanted with bananas as a catch-crop. The land is flat and well drained and belongs to a syndicate composed of Messrs. Morrell, Solbe, and Walker.

The manager, Mr. W. Douglas Grandjean, is the son of Mr. W. E. Grandjean, who was for many years a planter in Sumatra, the West Indies, and Virginia, and is now living retired in Denmark. Mr. W. D. Grandjean was born in Jamaica in 1870, and educated in Europe. In 1890 he joined the Indian Civil Service, and after travelling extensively through Northern Malaya and Siam, he began planting in 1900 in the State of Johore. His present position dates from December, 1906.

SELANGOR RIVER ESTATE.

Rubber-planting operations were only commenced on the Selangor River estate in January, 1907, but before the end of the year 350 out of a total of 1,000 acres had been cleared and planted with Para. The estate is situated nine miles from Kuala Selangor, and is bounded by the Kempsey, Pesangang, and Banda Bharu estates, and by the main road to Rawang, to which it has a frontage a mile and a half in length. The land is flat, and the soil is of a rich alluvial nature, thoroughly drained. Employment is given to 200 Tamil coolies,

Mr. J. Bligh Orr, the manager, was born in Northamptonshire in 1883, and was educated at Malvern College. After a few months' planting experience in Ceylon he came to the Federated Malay States in November, 1905, and, before taking up his present position, in January, 1907, was with the Beverlac Rubber Company. He manages the Banda Bharu as well as the Selangor River property.

LINGGI PLANTATIONS, LTD.

The Linggi Plantations, Ltd., own a valuable group of rubber properties in Negri Sembilan. Formerly the company was known as the Linggi Coffee Company, and Liberian coffee was grown on the first properties acquired, but it was decided in 1900 to substitute the more profitable product, Para rubber. In 1905 the company was practically reconstructed, under the name of Linggi Plantations, and since then large areas have been opened up in rubber, while the cultivation of coffee has been discontinued. The company's estates are the Lukut, Marjorie, Linggi, Ulu Sawah, and Kanchong estates. Of these the Linggi and Kanchong estates, situated twelve miles from Seremban on the old main road from that town to Malacca, are now combined under one manager, and form the principal property. The Ulu Sawah estate is one mile

rubber, and contains some 300,000 trees. A large number of trees came into bearing in 1906, and the estimated yield of dry rubber for 1907 was 50,000 lbs. This amount will increase year by year as new areas come into bearing. All the latex from the various properties is treated in an up-to-date factory, fitted up with the latest machinery, on the Linggi estate. The labour force is composed almost exclusively of Tamils, and numbers about 700. On the Linggi estate an excellent system has been introduced by which each family can have its own house and garden, and this arrangement has been found better than housing all the coolies together in lines. A large central hospital has been built on the estate for the use of all the plantations, and it is superintended by a European doctor engaged by the Planters' Association.

Since the foregoing was written the Linggi Plantations, Ltd., have acquired the rubber properties in Negri Sembilan and Selangor known as the Bukit Nanas Syndicate, bringing the total land held by the company up to about 8,000 acres, of which about 4,000 are planted with rubber.

EASTNOR ESTATE.

The Eastnor estate at Ulu Langat is 1,500 acres in extent. Two hundred and fifty acres



THE LINGGI PLANTATIONS, LTD.

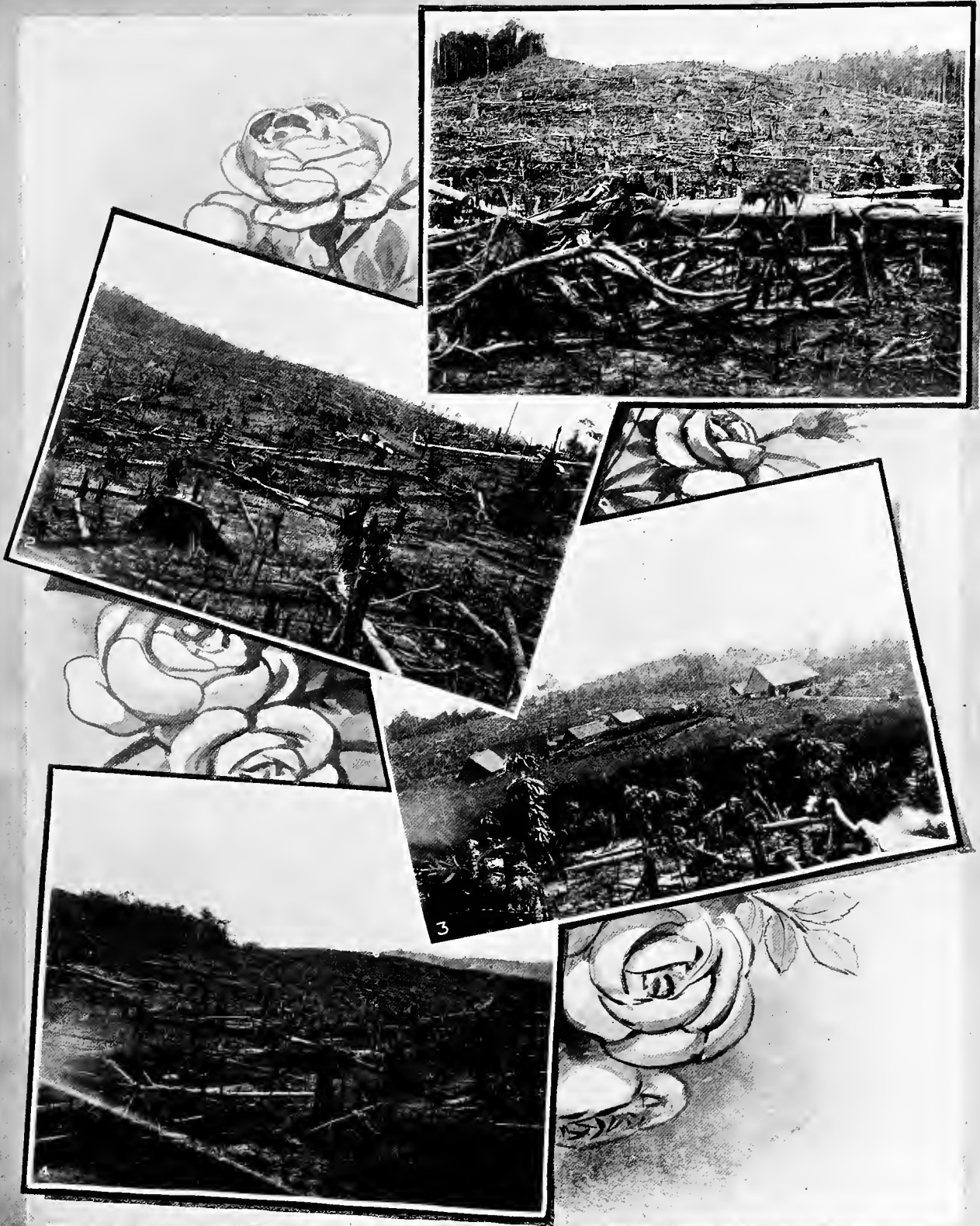
1. RUBBER TREES ON SILIAU ESTATE WITH CATCH CROP OF TAPIOCA.

2. THE MANAGER'S BUNGALOW.

4. AVENUE OF OLD RUBBER TREES.

3. CULTIVATING THE ESTATE.

(See p. 475.)



VIEWS ON EASTNOR ESTATE.
(See p. 475.)

have been planted with Para rubber since the property was first opened up in 1906. The estate is situated six and a half miles from Kajang railway station, and is approached by good Government roads, to which it has a frontage of a mile and a half. The land is very suitable for rubber-cultivation, being for the most part undulating, with a rich dark red soil. A labour force of 50 Javanese is engaged on the plantation, which is jointly owned by Mr. A. B. Lake and Mr. Aldworth. The estate is managed by Mr. E. W. King, and Mr. E. B. Skinner is the visiting agent.

PADANG GAJAH ESTATE.

Quite a recent clearing is the Padang Gajah estate, situated 16½ miles from Klang, on the route of one of the motor-car services run by the Federated Malay States Government Railway. Rubber was first planted here in 1906, and by the end of 1907, 552 out of the total area of 1,411½ acres were fully occupied by Para. The remaining land is well suited for the production of rubber, varying from sandy clay to rich alluvial soil. A labour staff of 250 Tamil coolies is employed, in addition to Malay,

went out to Ceylon to learn planting in 1904, and was first engaged on the Hoolankande estate in the Madulkele district, under Mr. G. W. Hunter Blair. Subsequently he spent two years in the Hewehetta district.

BUKIT NANAS AND NEGRI SAMBILAN ESTATES.

The Bukit Nanas and Negri Sambilan estates are situated within a short distance of the town of Seramban, and the rubber-covered slopes of the properties form a conspicuous feature of the scenery of the district. The combined area of the two estates planted with rubber is 860 acres, 400 acres of which are covered with trees of tapable age, the bulk of them being eight or nine years old.

Mr. Thomas H. Hill, the present manager and half proprietor, is a pioneer rubber-planter of the Federated Malay States, and planted the first rubber-trees on estates in Perak, Selangor, and Negri Sambilan. He gained experience in planting in Ceylon, and came to the States in 1878. In recognition of his services in demonstrating the possibilities of the country for coffee-growing, the land

Swettenham, in the conspicuous and successful efforts they made to open up the Federated Malay States. For some years Mr. Hill acted for the Government as Protector of Indian Immigrants, and he probably understands them as well as any man in the Federated States. The 500 Tamil coolies employed on the Bukit Nanas and Negri Sambilan estates look upon Mr. Hill more as a friend than as a master on account of the kindly treatment they receive. One of Mr. Hill's reminiscences anent the labour problem is of particular interest. The very first batch of free Tamil labourers to come to the Federated Malay States arrived in 1884. They numbered fourteen men, and were headed by one Allighan Kangany, who had followed Mr. Hill, his former master, from Ceylon. Upon their arrival in the colony they were immediately arrested for coming as free labourers. When Mr. Hill heard of this, he at once communicated with Sir C. Smith, the then Governor, upon whose instructions they were at once released. Allighan in 1905 sent Sir Cecil Smith a walking-stick as a memento of the occurrence. The men were employed by Mr. Hill for a number of years, and Allighan Kangany, who is now ninety-three years of age,



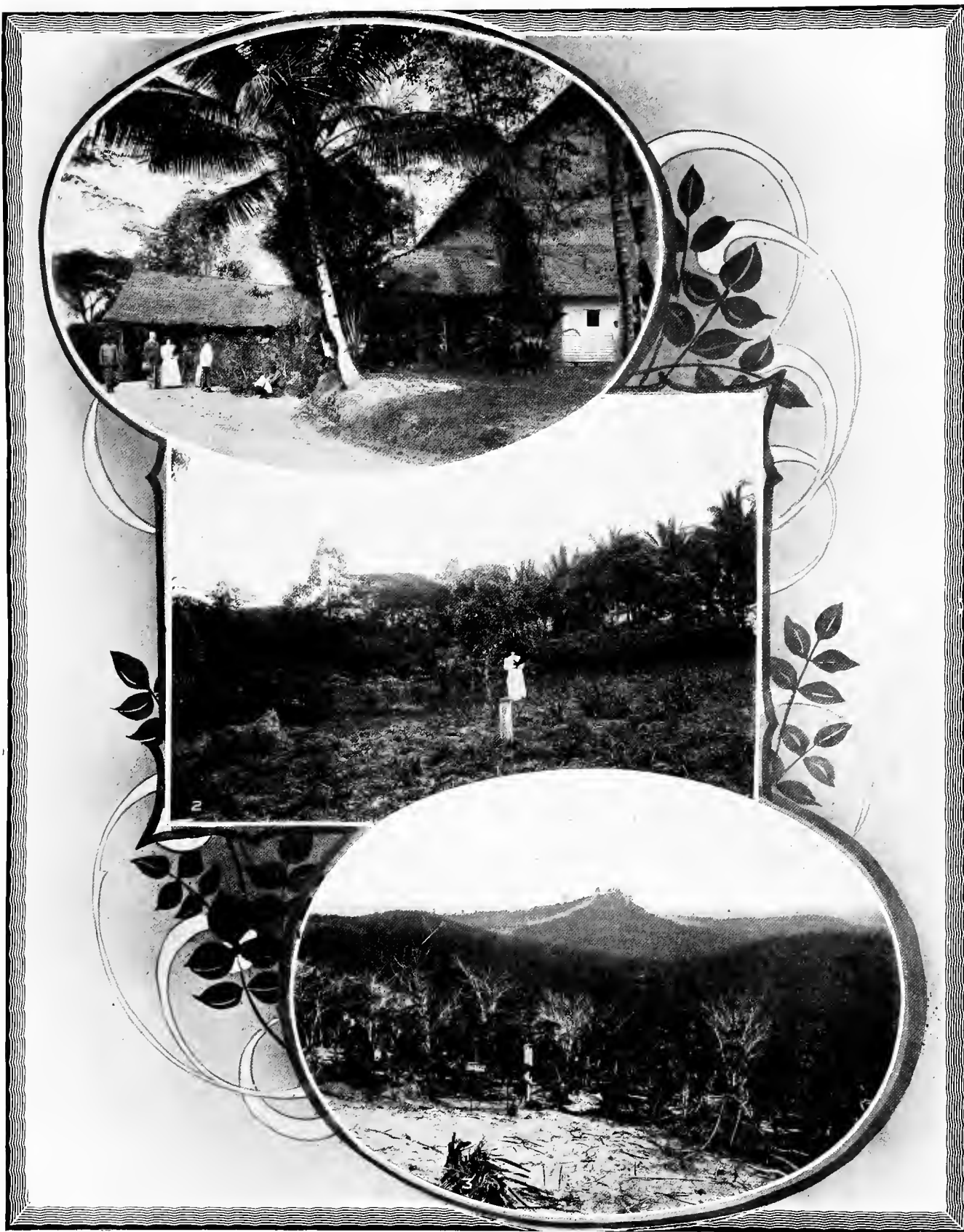
THE KONGSI RUBBER COMPANY, LTD.
CLEARINGS ON PADANG GAJAH ESTATE.

Banjorese, and Javanese fellers and drainers. The property belongs to the Kongs Rubber Company, Ltd., the directors of which are Messrs. J. N. Campbell, L. B. Grieg, J. M. Mason, and N. W. Davies (secretary).

The manager, Mr. A. B. Hallowses, who has held the appointment since July, 1907, is the son of Major-General G. S. Hallowses. He was born in London, in 1884, and educated in Buckinghamshire and by private tutors. He

now forming the Kamuning estate at Sungei Siput was granted to him in perpetuity by the Government, and the trees upon it were planted in 1888-89 from the first rubber grown in the States—the fine old trees in the Kuala Kangsa Government Gardens. Mr. Hill planted rubber on Wild's Hill in 1885, in Selangor, and on Linsum estate, Negri Sambilan, in 1883. He pays a very high tribute to the judgment and foresight of Sir Hugh Low and Sir Frank

lives in his own country on a pension from his old employer, for whom he acts as a labour recruiting agent; indeed, many of the coolies on the properties managed by Mr. Hill are either relations or friends of old Allighan Kangany. Mr. Hill has a fine residence on the estate, which is built in a Malay style of architecture, is admirably suited to the climate, and is surrounded by a lovely flower garden. There is also a kitchen garden in which Mr.



BUKIT NANAS ESTATE.

1. THE BUNGALOW.

2. THE RUBBER NURSERY.

3. THE RUBBER FOREST.



HAYTOR ESTATE, KLANG.

THE BUNGALOW AND RUBBER TREES PLANTED IN AUGUST, 1906.

Hill grows his own vegetables, and an orchard containing over sixty varieties of tropical fruit-trees, all in bearing. Mrs. Hill, who has lived with her husband in the tropics since 1889, is an example of how ladies living a healthy out-of-door life can keep not only their health, but even their complexion and colour.

LINSUM ESTATE.

The Linsum estate, at Rantau, is the oldest estate in Negri Sembilan, and is famous throughout the Federated Malay States because it contains some of the oldest and largest Para trees in the district. Originally it was planted with coffee, but, as that product became unprofitable, the proprietors turned their attention to rubber. The first trees were put in twenty-four years ago, and one of these is the largest Para tree in the States, measuring 112 inches in circumference 3 feet from the ground. Many of the others, also, are over 100 inches in girth. One of the large trees has yielded as much as 15 lbs. of rubber a year, and the 112-inch tree, tapped on twelve alternate days recently, has given 7 lbs. of dry rubber. There has been such a large demand for the seeds, that they have realised double the price of seeds from trees of ordinary age. Another feature of the property is a block of three acres of nine-year-old rubber, planted 20 feet by 20 feet, which has made remarkable progress, having given over 4 lbs. per tree during the first half of the year. The total area of Linsum is 1,600 acres, 1,100 of which have been planted with Para. The estate belongs to the Anglo-Malay Rubber Company, and is managed by Mr. J. Bloomfield Douglas. The estate factory contains an up-to-date rubber manufacturing plant.

HAYTOR ESTATE.

The Haytor estate is a small privately owned property, 500 acres in extent, situated 12 miles from Klang, on the Kapar road. Although it was first opened up as recently as September, 1906, 210 acres have already been fully planted with Para rubber. Employment is given to 170 Tamil coolies, who are housed in two sets of coolie lines. The land is flat and the clayey-loam soil is admirably suited for rubber-growing. An excellent system of drains, ten chains apart, has been constructed, and these run into two main channels which traverse the estate and empty their contents into the sea, five miles away. Messrs. C. T. Hamerton, C. R. Hamerton, and H. C. Rendell are the owners of the property.

Mr. C. R. Hamerton, who manages the estate, is the son of the late Rev. W. Hamerton, and was born in Cornwall in 1880. He received his education at Paignton, Devonshire, and, after being three years in a home bank, came out in 1901 to learn planting in the Federated Malay States. Before joining the Haytor estate he was, successively, on the Batong Kali, Sungei Kapar, and New Forest estates. In addition to his duties at Haytor Mr. Hamerton manages the Brown Willy estate, of 309 acres.

TERENTANG ESTATE.

Terentang estate is one of the fine properties owned by the Anglo-Malay Rubber Company in the Seremban district of Negri Sembilan. It comprises 1,900 acres, 1,000 acres of which are planted with Para rubber, 350 acres being covered with seven-year-old trees and the balance with trees from three years to six

months in age. The one-year-old trees are from 18 in. to 20 ft. high. The seven-year-old trees have been tapped from two to three years, and are in splendid condition. The estate is one of the largest rubber producers in Negri Sembilan, the official estimated crop for 1907 being 65,000 lbs. of dry rubber, and it is expected that this will be exceeded by 15,000 lbs. The trees are tapped every other day. The estate employs some 700 coolies, of whom about 500 are Tamils. Chinese are employed for clearing and Sakais for felling. A rubber factory on the estate is equipped with the latest rubber machinery, and Terentang No. 1 crepe rubber has already made its name on the London market. Terentang is an old coffee plantation, and in many parts the coffee still stands, though it is being rapidly cut out to make way for rubber. Coconuts and nutmegs are also grown in small quantities on the property.

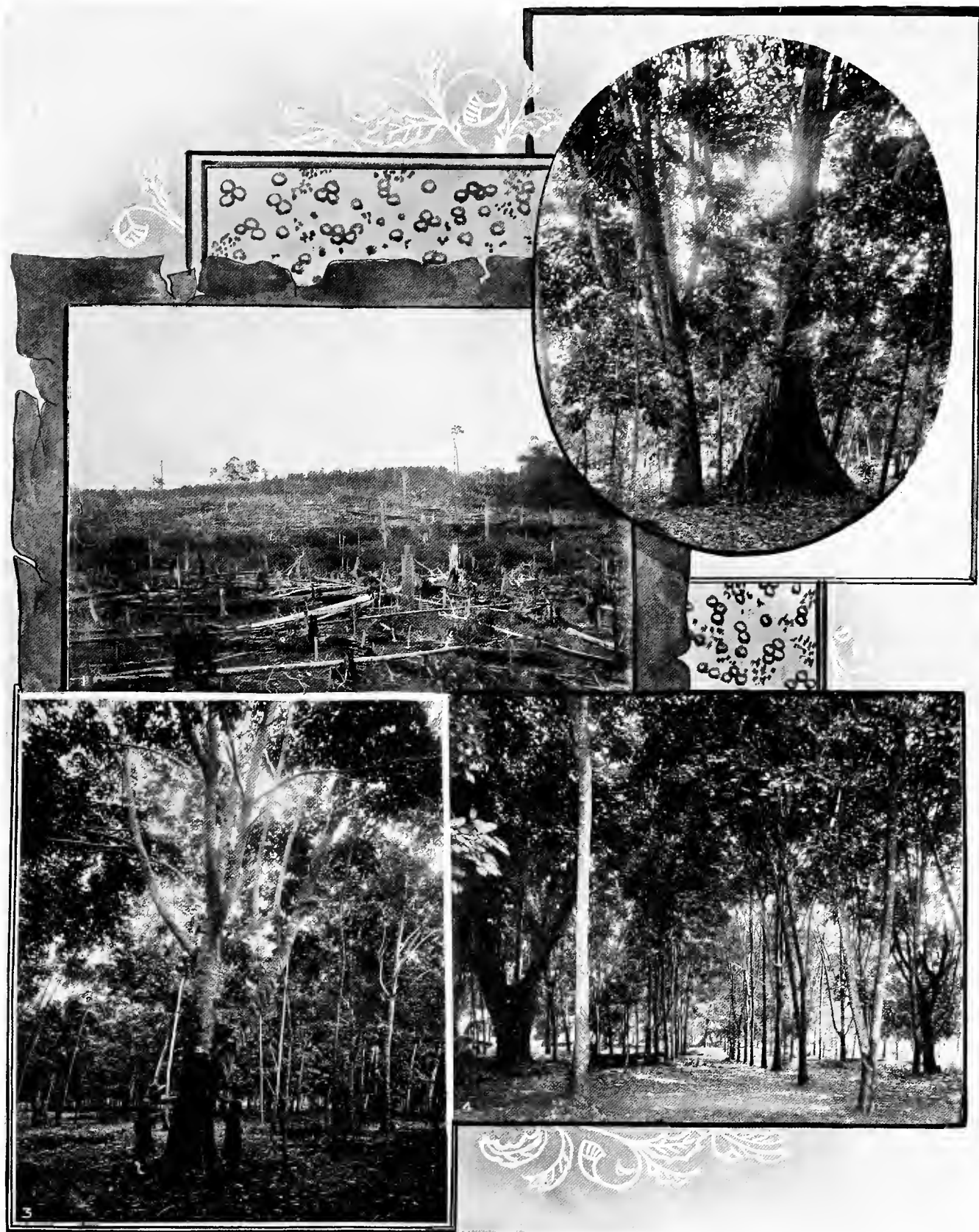
The estate is situated ten miles from Seremban by the main road, and has the advantage of having the Sungei Gadut railway station situated a few minutes' walk from the manager's bungalow.

In 1906 a dividend of 18 per cent. was paid by the proprietary company, and for 1907 a much higher rate is assured.

Mr. J. A. Macgregor, the manager, who opened up the estate, is one of the pioneer planters of Negri Sembilan. He has two European assistants—Mr. F. A. Holland, who has had a lot of experience on Ceylon plantations, and Mr. H. D. Row.

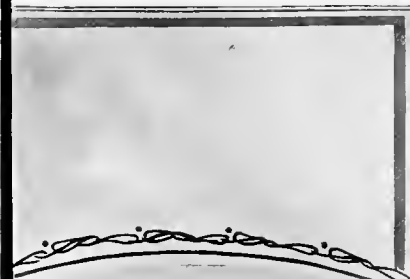
JUGRA ESTATE.

The Jugra estate is situated in the Kuala Langat District, and is four miles from Jugra



LINSUM ESTATE.

1. NEW CLEARING, SHOWING OLD RUBBER TREES IN THE BACKGROUND.
2. RUBBER TREE 7 FEET 3 INCHES ROUND. (This tree is growing a few feet away from the large forest, showing that the soil can stand close planting.)
3. RUBBER TREE TWENTY-FOUR YEARS OLD. (This tree gave 7 lbs. of dry rubber at twelve tapplings on alternate days.)
4. THREE YEARS OLD RUBBER TREES; AVERAGE GIRTH (3 FEET FROM THE GROUND) 46 INCHES.



TERENTANG ESTATE.

THREE YEARS OLD RUBBER TREES IN THE DISTANCE, AVERAGE HEIGHT, 22 FEET.
SEVEN YEARS OLD RUBBER TREES.

NURSERY SHOWING OLD RUBBER TREES IN THE DISTANCE.
ONE YEAR OLD RUBBER TREES, 18 FEET HIGH.

(See p. 480.)

post office. Originally the estate was opened for ramie, and the proprietors were styled the Liverpool Ramie Syndicate. The fibre grew remarkably well, but as there was practically no demand for this product in any form, its cultivation was abandoned in favour of coconuts, rubber, and coffee. The company was reconstructed and floated as a limited liability concern in 1900, Messrs. Edward Lawrence & Co., of Liverpool, continuing to direct the business. The company's authorised capital is £40,000, of which £26,550 has been fully paid up. Dividends amounting to £211s. were paid on the £10 cumulative preference shares in July, 1907.

The area of the estate is 2,900 acres, and the cultivation is as follows: Para rubber, 810 acres; Para and Rambong, 60 acres; and coconuts and coffee, 630 acres. The yield of rubber in August, 1907, amounted to 1,600 lbs., and this is expected to be maintained as a monthly average from 75 acres of Para rubber aged six and a half years. A yield of 50 tons of copra and 12 tons of coffee is estimated for 1907 from 100 acres which are under cultivation for these products. There are seventeen permanent buildings on the estate, including a produce store, and a factory fitted with rubber and coffee machinery, worked by steam.

Mr. Cyril Baxendale, the manager of the estate, is assisted by Messrs. W. L. Swan, H. T. Molesworth, J. D. Molesworth, and R. A. E. Young. Mr. Baxendale is the youngest son of the late Rev. Richard Baxendale, Vicar of St. John's, Maidstone. He was educated at Maidstone and St. Edward's School, Oxford, and afterwards went to Queensland and started farming and grazing on his own account. He also served as a Lieutenant in the Militia branch

of the Defence Force. Leaving Australia in 1893, he served under Mr. T. H. Hill, first as an assistant in Klang, and then as a superintendent in Sungei Ujong. He commenced to open Jugra estate in 1898. For his report on the ramie experiments, published in 1903, he received the thanks of the Government. He is a member of the local Sanitary Board, and Chairman of the Kuala Langat District Planters' Association.

In 1900 he married the younger daughter of the late Major Salisbury, of Shanklin, Isle of Wight. His principal recreations are cricket and music.

SEREMBAN ESTATE.

One of the most valuable rubber properties in Negri Sembilan is the Seremban estate, which is owned by the Seremban Estate Rubber Company, Ltd., of Ceylon. It is conveniently situated within four miles of the capital of Negri Sembilan, and has the railway line running through it. The property comprises 3,500 acres, 1,600 acres of which are fully planted with Para rubber, ranging in age from one to nine years. During the last three years 36,000 trees have been yielding rubber, and the tapping area is increasing every year. In 1906 the total output was 62,000 lbs. of dry rubber, and the estimated yield for 1907 was 85,000 lbs. The latest rubber machinery is in operation on the estate, and the whole of the product is prepared as crepe rubber and sent to Ceylon. Tamil, Malay, Javanese, and Chinese coolies are employed, and there is a good hospital, under the supervision of a European doctor, on the property.

Mr. N. S. Mansergh, who has managed the

estate during the last two years, previously had eleven years' planting experience in Ceylon. He is assisted by Messrs. R. A. Clark, H. Russell, and E. H. Scott.

SIJENTING ESTATE.

The Sijenting estate is situated on the main road from Port Dickson to Malacca, 11 miles distant from the former. It has a sea frontage of half a mile in length on each side of Cape Rachado. Out of a total area of 450 acres, 150 acres are fully planted with coconuts which are seven years old. During the past year Para rubber has been planted to a considerable extent, and already 210 acres are under cultivation. Mr. W. H. Tate, of the Perak firm of contractors Messrs. W. H. Tate and Co., is the owner of the property.

BUKIT ASAHAN AND KESANG RIM ESTATES.

The Malacca Rubber Plantations, Ltd., own the Malacca estates known as Bukit Asahan and Kesang Rim, which have a total area of 13,000 acres. Of this area, 6,000 acres are planted with Para rubber.

The Bukit Asahan property is 32 miles by cart-road from the town of Malacca and 13 miles from Ayer Kuning railway station. It comprises 10,300 acres, 4,600 of which are under Para rubber, while tapioca is planted as a catch-crop. About 40,000 Para rubber trees are now in bearing, and many others will annually come into bearing. The land is undulating, and naturally well drained by ravines. The estimated crop of tapioca for 1907 is 8,000 piculs. The estate has its own tapioca



JUGRA ESTATE, SELANGOR.

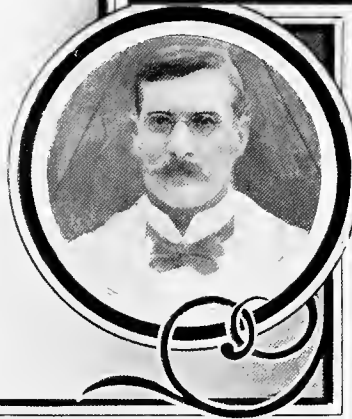
THE STORES AND AN AVENUE OF RUBBER AND COCONUT TREES.



SEREMBAN ESTATE.

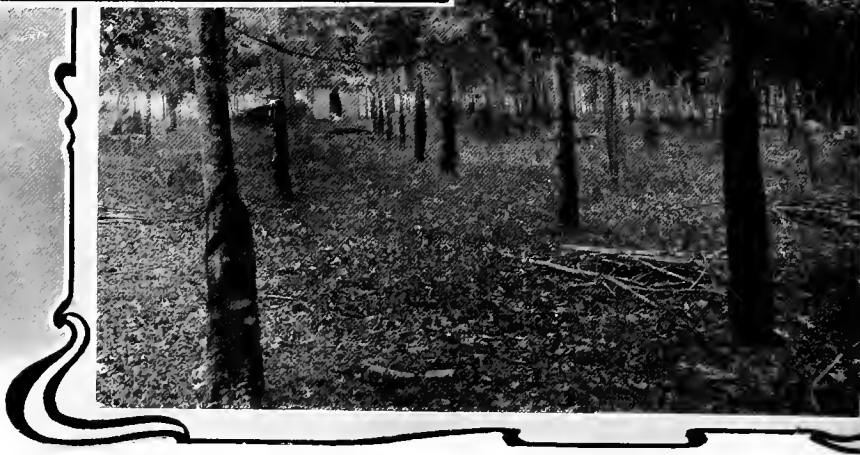
1. EAST SEREMBAN ESTATE.
2. YOUNG RUBBER TREES (ONE YEAR) WITH OLD TREES IN THE BACKGROUND.
3. EIGHT YEARS OLD RUBBER TREES.
4. THE MANAGER'S BUNGALOW.

(See p. 483.)



SIJENTING ESTATE, CAPE RACHADO, PORT DICKSON.

YOUNG COCONUTS. (The view is from the centre of the estate through the valley towards the sea.)
 NEW RUBBER CLEARING. W. H. TATE (Proprietor). ALONG THE MAIN ROAD.
 (See p. 483.)



BUKIT ASAHAN ESTATE, JASIN, MALACCA.

SUPERINTENDENT'S BUNGALOW, RUBBER TREES INTERPLANTED WITH TAPIOCA, THE TAPIOCA FACTORY, AND SEVEN YEARS OLD RUBBER.

and rubber factory, complete with modern machinery. There are six good bungalows, a hospital in charge of a fully qualified medical officer, and extensive coolie lines. The labour force consists chiefly of Chinese, with some hundreds of Javanese and Malays, but Tamil labour is now being largely imported. The health of the coolies is excellent.

The Kesang Rim estate is 15 miles from Malacca town and 13 from Bukit Asahan. Its total area is 2,700 acres, 1,400 acres of which are planted out with Para rubber. Tapioca is planted as a catch-crop and about 4,000 piculs are estimated for 1907. The land is inclined to be hilly and is naturally well drained. This estate also has its own tapioca factory.

The directors of the Malacca Rubber Planta-

and studied rubber-growing. Realising the possibilities of the Federated Malay States in this direction, he returned to the Orient in December, 1905, and shortly afterwards obtained possession of the Sungei Koro estate. This is situated 11 miles from Kuala Selangor, and has an area of about 600 acres, Mr. Vaughan having power to acquire more if required. Already 230 acres have been planted with Para rubber trees, which are very healthy and show the usual remarkable growth of these States. The land, which is undulating, with natural streams, was specially chosen by Mr. Vaughan on account of its resemblance to the "lianos" of South America, where the rubber thrives best. Tamils, Chinese, Siamese, Banjorese, Malay, and Javanese coolies are

and this realised nine dollars a picul, but as with this product a "fat year" and a "lean year" alternate, the 1907 crop was estimated at six or seven thousand piculs. Two streams traverse the estate, which is for the greater part drained naturally. There are on the property three bungalows, a tapioca factory, washing and drying sheds, and fifteen sets of coolie lines. Over 600 coolies are employed (of whom 400 are Chinese, 200 Tamils) and a few Malay contractors.

The Asiatic Rubber and Produce Company, Ltd., has a capital of £140,000. The directors are Messrs. E. M. Shattoch, F. L. Clements, R. F. S. Hardy, and G. H. Alston. Messrs. Lee, Hedges & Co., Colombo, are the secretaries. The company has lately been taken



SUNGEI KORO ESTATE, KUALA SELANGOR.

THE CLEARINGS, THE LINES, AND THE PROPRIETOR (F. P. VAUGHAN).

tions, Ltd., are Messrs. Geo. B. Dodwell (Chairman), W. C. Punchard, A.M.I.C.E., J. Malcolm Lyon, and J. A. H. Jackson (Managing Director), with Mr. A. W. Copeland as secretary. The London offices are at 4, Sun Court, Cornhill, E.C. Mr. W. E. L. Shand is the general manager of the estates and Messrs. H. J. Murdoch, S. H. Burgess, and W. E. Fowler are his assistants.

SUNGEI KORO ESTATE.

Mr. Vaughan, proprietor of the Sungei Koro estate, has had a very varied experience in many parts of the world. Born in 1870, he received his education at Winchester and New College, Oxford, where he graduated B.A. in 1892. After spending several years in the East and acquiring an intimate knowledge of Burma and Siam, he went to South America

employed on the estate, which is equipped with coolie lines and conductor's house, as well as a most commodious manager's bungalow.

DIAMOND JUBILEE ESTATE.

This estate, in Malacca territory, is one of a group of properties situated in various parts of Malaya belonging to the Asiatic Rubber and Produce Company, Ltd. It is situated 24 miles from the town of Malacca on the Jasin road, and embraces 3,706 acres of fertile undulating ground. Of the total area, 2,444 acres have been planted with Para rubber, interplanted with tapioca. Altogether there are 365,000 Para trees, 35,000 of which are two years old, 70,000 eighteen months old, and 260,000 twelve months old, while the tapioca varies in age from three months to two years. In 1906 there was a crop of 11,103 piculs of tapioca,

over by Messrs. Harrison and Lampard, of London, and is to be re-formed as a sterling company.

Mr. Sydney W. Moorhouse, the manager of the Diamond Jubilee estate, is the son of Mr. T. H. Moorhouse, planter, of Port Dickson. He was born at Colombo, in 1874, and received his education at St. Thomas's College, Colombo, and in England. At the age of seventeen he commenced planting in the Dimbulla district of Ceylon, and two years later went to Johore to join the staff of a coffee plantation. A few months later, however, he returned to Ceylon, invalided by fever, and was engaged on a tea estate at Kotmali. In 1898 he came to the Federated Malay States, and was employed on coffee estates in Selangor and Negri Sembilan. When that form of cultivation became unprofitable, he entered the Federated Malay States Government Service as forest officer. At the commencement of



DIAMOND JUBILEE ESTATE, JASIN, MALACCA.

FOURTEEN MONTHS OLD RUBBER TREES, RUBBER TREES AND TAPIOCA, THE TAPIOCA FACTORY, AND THE SUPERINTENDENT'S BUNGALOW.

the rubber boom he resigned his position, and after obtaining the option of several available estates, he went to Ceylon and floated them as rubber-planting companies. He has held his present position since the beginning of 1906.

BUJANG ESTATE.

The Bujang estate is situated 11 miles from Kuala Lumpur, and lies on the south side of the railway at Sungei Buloh station. It embraces 1,000 acres of good undulating planting land, and at the end of 1907 some 400 acres were under Para rubber cultivation. The Sungei Buloh river and various small tributaries run through the estate and form a natural drainage system. An interesting experiment has been tried by Mr. Ross, the owner of the estate, with a small creeping plant of the clover family, scientifically known as *Desmodium triflorum*. This plant, which resembles the shamrock in appearance and spreads thickly over the ground, is believed to have a highly nitrifying effect upon the soil, and, while not hindering the growth of rubber, to keep down noxious weeds. A labour force

TRAFALGAR ESTATE.

Though at the present day rubber-cultivation is attracting so much attention in the Malay Peninsula, there was a time when but little was thought of it, and when coconut-planting, also, was looked upon as a doubtful form of investment. There were a few people, however, who took a different view and had the courage of their convictions, and to-day they are reaping a rich reward. Mr. J. Winter, the proprietor of the Trafalgar coconut and rubber plantations, is one of these. His plantations cover 255 acres. A European syndicate took over the estate from a Chinaman, and in 1892 Mr. Winter purchased it from them. At that time the price of nuts was 13 dollars per 1,000, and the price of copra about 4 dollars per picul. The plantation yielded an average of 10,000 nuts a month, with some 6,000 trees in full bearing. To-day the price of nuts is 40 dollars per 1,000, and that of copra 10.50 dollars per picul, and the average monthly yield from 7,000 trees is 25,000 nuts. Some six and a half years ago Mr. Winter was induced to plant 200 stumps of Para rubber, by way of experiment. These

man and an enthusiastic sportsman—these are the chief characteristics of Mr. Cheah Tek Thye, the son of the late Mr. Cheah Chow Pan, a well-known Pinang merchant. Born in 1860, he was given a thorough education at Pinang Free School, St. Xavier's Institution, Pinang, and Doveton College, Calcutta. For a short time he was assistant to Chop Sin Eng Moh, tin merchants, after which he joined the Pinang Khean Guan Insurance Company, the only Chinese insurance company with headquarters in the Straits Settlements, and has been its secretary for many years. He is also the proprietor of the Eng-Moh-Hui-Thye-Kee estate in Semelin (Kedah), which embraces upwards of 3,400 acres planted with over 20,000 coconut-trees—some of which are in full bearing—and 30,000 young rubber-trees, varying from one to two years old. Ten thousand coconuts a month are sold from the estate, which gives employment to 300 men. For some time Mr. Cheah Tek Thye was agent for Lipton's wines, but has transferred this agency to Messrs. J. W. Halifax & Co. Mr. Cheah Tek Thye has been a warm supporter of the turf for a number of years. Formerly



RUBBER CLEARINGS ON BUJANG ESTATE.

of 120 Tamil and Javanese coolies is employed on the estate.

Mr. C. M. T. Ross, the owner, was born in Sutherlandshire in 1869, and received his education at Edinburgh Academy. He went to Ceylon in 1889, and was engaged on various tea-estates in the island until he came to the Federated Malay States and acquired the Bujang estate from the Government in April, 1906. He is a member of all local clubs, and his recreations are tennis, golf, football, and shooting.

appearing to do well, Mr. Winter continued the cultivation. He has now about 6,000 trees, ranging from six and a half years of age to six months. About half of them are planted between old coconut-trees, which are from 30 to 35 feet apart. About 500 trees were ready for tapping in 1907, whilst in 1908 there will be double this number. With the exception of the Government Economic Gardens, Mr. Winter has the largest number of trees ready for tapping in the island.

Mr. Cheah Tek Thye.—A keen business

he owned several racehorses, and won many events at meetings in the Straits Settlements and the Federated Malay States. The clock on the tower of the grand stand on the Pinang race-course was presented by him to the club, of which he is still a member. He has been twice elected a member of the Municipal Commission, and he is on the committee of the Pinang Free School. He is also one of the principal headmen of his clan, surnamed "Cheah." Mr. Cheah Tek Thye has been twice married. His first wife was the youngest daughter of the late



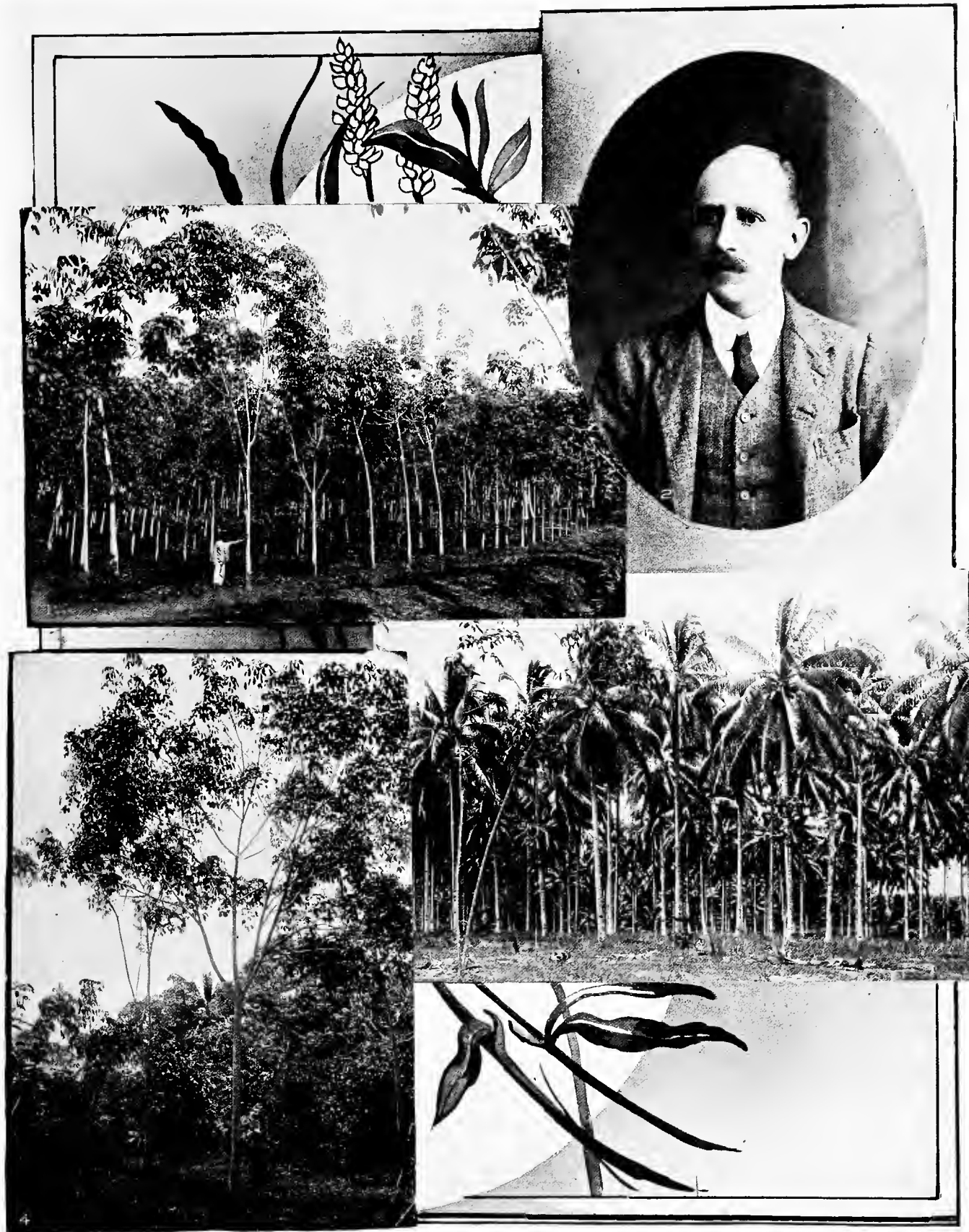
ENG-MOH-HUI-THYE-KEE ESTATE.

1. RUBBER NURSERY.

2. ESTATE BUNGALOW.

3. YOUNG RUBBER TREES.

(See p. 489.)



TRAFALGAR COCONUT AND RUBBER PLANTATION

1. RUBBER TREES.

2. J. WINTER (Proprietor).

3. COCONUT TREES.

4. COCONUT AND RUBBER TREES.

(See p. 489.)

Mr. Koh Teng Choon, but she died after thirteen years of married life, and a year later he married Mr. Gim Tong's daughter. His family consists of four sons and four daughters.

PERMATANG ESTATE.

The Permatang coconut estate, situated seven miles from Jugra town, has several interesting and distinctive features. The coolies are not housed in "lines," as is usual on estates in the Federated Malay States, but in houses built by

Syndicate. His principal recreations are shooting and riding, and he is a member of all local clubs.

AYER SILOLO AND AYER ANGAT ESTATES.

These Negri Sambilan rubber properties belong to the Anglo-Malay Rubber Company, Ltd., the directors of which are Sir Frank Swettenham, Colonel Durand, and Messrs. G. Lampart and H. Brett. The estates are situated $11\frac{1}{2}$ miles from Seremban railway

he remained for six years. He came to the Federated Malay States in 1900, and from that year until 1905 was engaged in the construction of roads and bridges, by contract, for the Federated Malay States Government. He has held his present position since 1906. With him, as assistants, are Messrs. Lockhart and Campbell Swinton.

ATHERTON ESTATE.

The Atherton estate, situated close to Siliau railway station on the line running from Ser-



PERMATANG ESTATE, JUGRA, SELANGOR.

THE ESTATE CATTLE AND SIX YEARS OLD COCONUTS.

themselves to their own design and scattered over the property. Each house has its own patch of garden. The manager has introduced dairy farming, and the sale of milk and butter from his thirty-five head of cattle yields a profit after paying all expenses. The estate is 785 acres in extent, 300 acres of which have been planted with coconuts, varying in age from seven years to a few months, and with bananas, castor oil, and marrows as catch-crops, from time to time. There are altogether 17,000 coconut-trees, and the produce from those in bearing in 1906 was 77,335 nuts; the estimated yield for 1907 was 150,000 nuts. The nuts are made into copra on the estate, and the product is sold in Singapore.

Mr. R. W. Munro, the manager, was born in 1864, in Hertfordshire, and received his education at Westminster School. After being engaged in the insurance business for ten years, he came to the Federated Malay States in 1895, and spent four years coffee-planting in Negri Sambilan and Selangor. He has managed the Permatang estate since 1900, when it was first opened up, and is the managing director and one of the largest shareholders of the proprietary company, the Morib Coconut Estates

station and half a mile from the Pedas station. The railway line divides the property which abuts upon it for two miles on either side. The two estates have a combined area of 2,087 acres, 650 acres of which are under Para rubber cultivation, the trees varying in age from one to eight years. A plot of 130 acres is interplanted with coffee. The land is undulating, and has a rich, loamy soil and an admirable drainage system, so that the growth of the rubber is all that could be desired. Dry rubber is prepared from the latex in a factory which is fitted up with the latest kind of machinery. In 1906 the yield amounted to 21,000 lbs. of dry rubber and 200 piculs of coffee; the crop for 1907 was estimated at 50,000 lbs. of rubber and 230 piculs of coffee. Small areas have also been interplanted with nutmegs and coconuts. There are two bungalows and 13 sets of coolie lines upon the property. A well-equipped hospital is under construction.

Mr. N. E. A. Gardiner, the manager, is the son of Major S. H. Gardiner, of Seaton, Devonshire, and was born at Connemara, Ireland, in 1875. He received his education at Dover College and Blundell's School, Tiverton, and in 1894 started tea-planting in Ceylon, where

emban to Port Dickson, is the property of the Consolidated Malay Rubber Estates, Ltd., and is worked in conjunction with their other two estates named Ainsdale and Leigh. The properties are held under the most favourable terms from the Government, Atherton and Leigh being freehold. They were taken over in November, 1905, and were then partly planted. Previously they had been under cultivation for coffee. Out of a total area of 4,279 acres, 1,620 acres are now planted. On the Atherton estate 30,821 rubber-trees were planted in 1899-03; 17,879 in 1901-04; and 22,601 in 1906. Six hundred acres are planted with 71,319 Para and 3,343 Rambong rubber trees. On the Ainsdale estate 6,750 trees were planted in 1900, 10,126 in 1903, 9,174 in 1904, and 37,249 in 1906, making 63,299 trees (all Para) on 426 acres. The Leigh estate has 258 acres planted with 35,502 Para trees, the balance of the cultivated area being planted with Para rubber in 1907. In 1906 the production of dry rubber was 33,000 lbs., and in 1907 it was estimated to exceed 50,000 lbs. Rambong rubber grows well on Atherton, and is to be thoroughly tested as to yield. The estates are fully equipped with rubber



THE ANGLO-MALAY RUBBER COMPANY, LTD.

1 & 2. MANAGER AND ASSISTANT MANAGER'S BUNGALOWS ON AYER ANGAT ESTATE. 3. RUBBER TREE EIGHT YEARS OLD (50 inches in girth 3 feet from the ground).
4. INTERIOR OF RUBBER FACTORY.



ATHERTON ESTATE.

AVENUE OF PARA RUBBER TREES AND VIEW SHOWING PARA AND RAMBONG RUBBER TREES.

machinery. In 1906 the crepe rubber produced sold at an average of 5s. per lb. net. Tamil labour is mainly employed. A hospital on the property is regularly visited by a European doctor.

Mr. F. M. Porcher is the general manager and has three European assistants. He has been planting in the Federated Malay States for seventeen years. He started in Perak, and afterwards worked in Selangor for a short period before going to Negri Sembilan. While managing Linsum estate Mr. Porcher planted many of the famous trees there. He was the first to tap Linsum's largest tree in 1896, when he obtained from it 15 lbs. of rubber at one tapping.

THE THIRD MILE DEVELOPMENT SYNDICATE, LTD.

This company was formed in 1906, and took over a fine property at the third mile-stone from Seremban on the main road to Malacca. The manager, Mr. Ian O. Macgregor, is one of the older planters in the Federated Malay States, and opened up and planted the estate with Para rubber in March, 1906. Before that time the land had been cultivated for the production of coffee, and to-day it is splendidly clean for a new property. There is a total area of 2,009 acres, 600 of which are planted with Para rubber up to sixteen months old. This rubber has made good progress, and as the estate borders on one of the most famous properties in the States, its soil is certain to be highly favourable for the growth of the trees. Jungle still covers a portion of the land, but this will be cut down and the area planted at an early date. One hundred and fifty Chinese and Javanese coolies are employed.

Mr. Ian Macgregor and his brother, Mr. J. A. Macgregor, share the distinction of being two of the most prominent planters in Negri Sembilan. They have been responsible for planting rubber on several important properties, including the Terentang estate, which has yielded abundantly. Mr. Macgregor has just planted a block of 200 acres with rubber at Rembau. This is his own property, and has a frontage of $1\frac{1}{2}$ mile to the railway and main road. There is also a railway station on the estate. The rubber here is making excellent progress.

SENAWANG ESTATE.

Situated six miles from Seremban on the Tampin road, this estate is an old and well-known property. Together with the adjoining estate of Sungei Simin, it was one of the original coffee estates of Negri Sembilan; but coffee has here, as elsewhere, given place to rubber, and of the 1,945 acres comprising the two estates, 800 acres are now under rubber cultivation. Of this area, about 500 acres are planted with Para rubber and 300 acres with Rambong rubber and coffee interplanted with Para. The Rambong rubber is a feature of the estate, as the trees are of a good size and are already in bearing. As compared with Para the Rambong variety is comparatively little known, and it is impossible to say what results may be obtained from old trees. It is known that trees of the banyan type attain an immense size (one at Kuala Lumpur covering a quarter of an acre), and, as every branch can be tapped, the yield from aged trees should be prolific. The Para rubber trees range from five years old down to newly-planted stumps, and although some few trees are already being tapped, it will be some time longer before the

majority begin to come into bearing. The estate is well situated in the centre of a district which has been proved to be highly suitable for the cultivation of rubber; adjoining it is one of the best rubber properties in Negri Sembilan. Senawang is owned by the Senawang Rubber Estates Company, Ltd., of Shanghai, and is under the management of Mr. B. C. Griffin, Messrs. F. W. Barker & Co. being the Singapore agents.

MESSRS. WHITTALL & CO.

Messrs. Whittall & Co., estate agents and general merchants, are a branch of the firm of Messrs. Whittall & Co., Ceylon. Mr. F. O. Sander, of this firm, first came out to Ceylon in 1895, and joined Messrs. J. P. Green & Co., merchants. He remained in their service for four years, and in 1899 joined the firm of Messrs. Whittall & Co., Colombo, for whom, in November, 1906, he opened a branch first at Klang, and, later, at Kuala Selangor. In the Federated Malay States at the present time the business branches are managed by Messrs. R. W. Harrison and F. O. Sander, assisted by two European and eight Asiatic clerks. The firm are agents for the following companies: Sungei Kapar Rubber Company, Ltd., Seremban Estate Rubber Company, Ltd., Kapar Para Rubber Estate Company, Ltd., Beverlac (Selangor) Rubber Company, Ltd., Bahru Selangor Syndicate, Ltd., Lankat River (Selangor) Rubber Company, Ltd., Sheldford Rubber Estate, Ltd., Bukit Panjong Syndicate, Ltd., Ulu Rantan Rubber Estates Co., Ltd., Jeram Rubber Company, Ltd., and the Ayer Hitam Planting Syndicate, Ltd. Of the last two they are also the secretaries.

Mr. R. W. Harrison, of Klang, is one of the leading men in the Federated Malay States.



THE THIRD MILE ESTATE.

1. GENERAL VIEW OF THE ESTATE (RUBBER TREES FOURTEEN MONTHS OLD).

2. THE MANAGER'S BUNGALOW, SHOWING PART OF THE ESTATE.



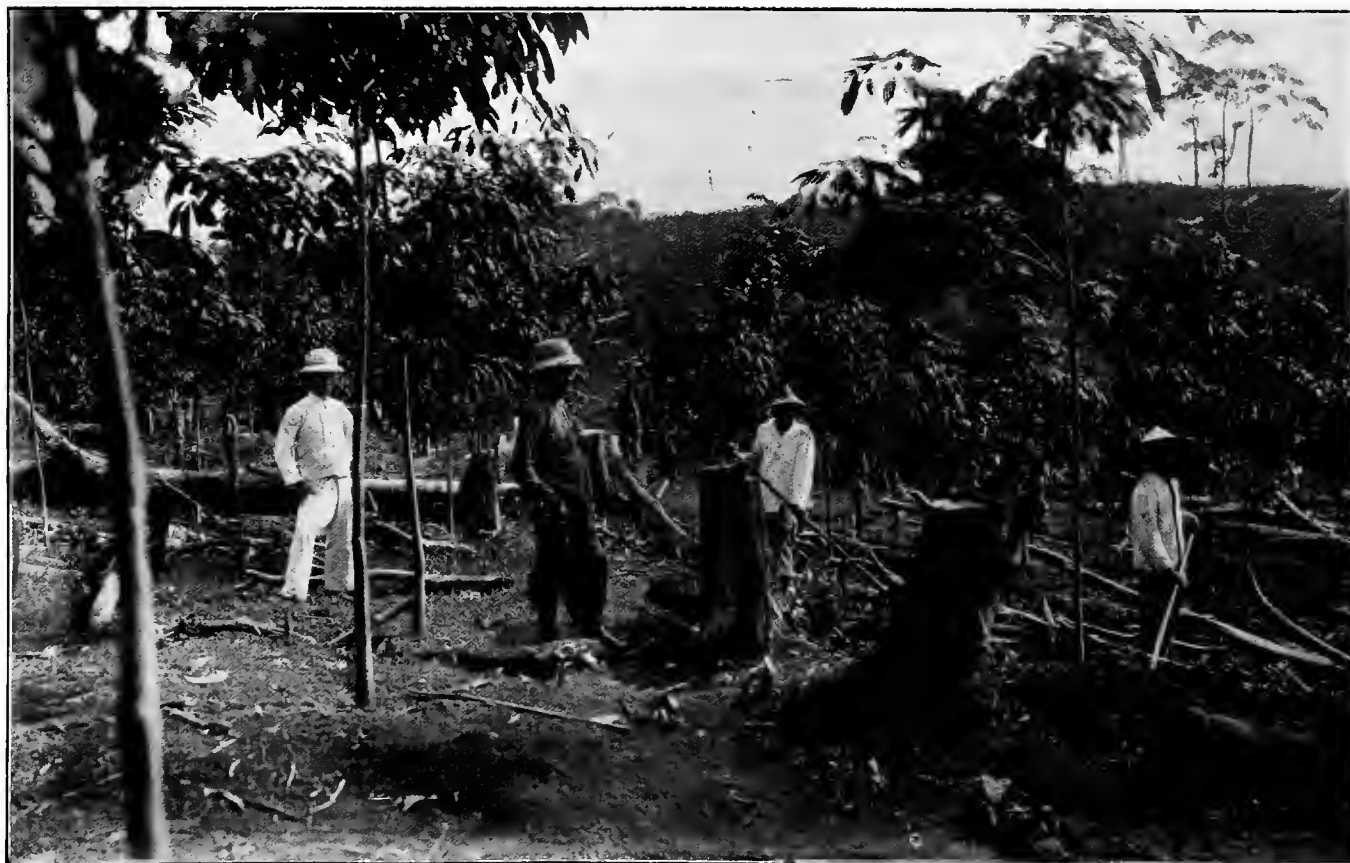
1. VIEW OF THE ESTATE.

SENAWANG ESTATE.

2. RAMBONG AND PARA RUBBER TREES.



MESSRS. WHITTALL & CO.
INTERIOR OF KLANG OFFICES.
(See p. 494.)



BRATAM RAYAH RUMPOT RUBBER ESTATE.
(CHEE SWEE CHENG proprietor.)

Born on February 12th, 1866, at Welshpool, Montgomeryshire, he is a son of the late Dr. E. T. D. Harrison, who practised medicine there and afterwards retired to Clifton, where he resided for some years before his death, in 1907. Mr. R. W. Harrison was educated at Clifton College, and subsequently pursued the study of medicine at Queen's College, Birmingham, for about a year, when he gave it up and went out to Kentucky in the United States, ranching and "roughing it" for about two years. After this experience, he returned to England, which, however, he again left in order to join his brother, the late Mr. E. D. Harrison, on Dandu Kelava estate. Not many months later he was appointed assistant superintendent of various estates belonging to the Eastern Produce and Estate Company, including Meddecoombera, Talawakelle, and Laboukellie. Having remained in this service for five years, Mr. Harrison in 1891 took charge of Heathers-

Malay States shortly, but for a trip only. Mr. Harrison, who may be regarded as the leading planter in the country, is chairman of the United Planters' Association of the Malay Peninsula, and a member of the Immigration Committee; he was for four years Chairman of the Kalutara District Planters' Association, Ceylon, and one of the leading and most highly esteemed planters there. At an early date he hopes to join Messrs. Whittall & Co. as a partner in their local branches in the Federated Malay States. Mr. Harrison is a member of all the local clubs in Selangor, takes an interest in racing and owns a few griffins; is a member of the Colombo Club, Ceylon; a Pastmaster and P.Z. of St. George's Masonic Lodge, No. 2170, E.C., Colombo; a member of Read's Lodge, No. 2337, Federated Malay States; and a member of the Badminton and Eldon Clubs, London. Mr. Harrison is married and has two children—a son and a daughter.

third of 1,700 acres. Mr. Milne is a son of Mr. Alexander Milne, planter, Ceylon, and is married to a daughter of the late Mr. E. Irving, Auditor-General, of Singapore. He is an all-round sportsman.

Mr. Chan Kang Swi.—In 1853 the late Mr. Chan Tiew arrived in Malacca from China. He was thirteen years of age and started work as a servant. At the end of fourteen years he had managed to save a little money and with this he commenced business as a rice merchant. He was successful, and eight years later became a tapioca-planter, building up a large fortune prior to his death, in 1892. His estate descended to his only son, Mr. Chan Kang Swi. It comprises 8,000 acres, 3,500 acres of which were planted with tapioca by Mr. Chan Tiew. In 1902 Mr. Chan Kang Swi commenced interplanting Para rubber with the tapioca, putting in 180,000 of these trees and 1,000 *Ficus elastica*. At the present time



VIEWS ON SAGGA ESTATE.

ley estates, and in 1903 moved on to Culloden, which he continued to manage with two or three neighbouring estates till January, 1906. During the time he was on Culloden estate he acted also as visiting agent for a good many other tea and rubber estates. As Culloden led the way in the matter of rubber-planting in Ceylon, Mr. Harrison was practically the first man in the island to engage in this industry. In January, 1906, Mr. Harrison gave up tea-planting to follow rubber-growing, and, coming to the Federated Malay States, he joined in partnership with Mr. W. W. Bailey, from whom he took over the visiting agencies for about twenty-five rubber estates, including some of the best properties in Selangor—such, for example, as Vallambrosa, Highlands and Lowlands, Selangor Company, Sungei Way, and Seremban estates. His partner, Mr. Bailey, who has been away in Europe for eighteen months, expects to come back to the Federated

Mr. A. B. Milne.—One of the best known planters in the Federated Malay States is Mr. A. B. Milne, the manager of Bukit Panjang, Sungei Sambilan, and Bukit Kloh Rubber estates. He was born in March, 1879, at Maturata, Ceylon; educated at Gordon College, Aberdeen, and at St. John's College, Preston; and went to Ceylon in 1896 as a tea-planter on Tyspane estate, Kotmale. He afterwards served on Imboolpitiya estate for two years, then went over to Travancore, in India, where he was engaged in planting tea, cardamoms, coffee, and cinchona for seven years. He came to the Federated Malay States in 1905, and was in charge of Sungei Way estate for eight months, after which time he was employed for a year in opening up and planting Cherakah estate, before taking over the management of the three estates named above. Of these estates, the first-mentioned has an area of 1,100 acres, the second of 700 acres, and the

7,000 acres are planted with tapioca and rubber. Coconuts and pepper are also cultivated. Mr. Chan Kang Swi has a business in First Cross Street, Malacca, and is a wholesale dealer in tapioca, rice, cloth, &c. Mr. Chan, who was born in 1875, and was educated at the High School, Malacca, married Ng Teh, daughter of Mr. Ng Gong Kow, of China, and has two children. He is vice-president of the Chinese Malacca Club, and a member of the Chinese Lawn Tennis Club.

Mr. Tan Jiak Lim is one of the sons of the late Mr. Tan Beng Guat, a well-known merchant and steamship-owner of Malacca and Singapore, who died in 1891, leaving a widow, four sons, and six daughters. The widow, Mrs. Wee Giok Liam, whose photograph we reproduce, is now sixty-six years of age. Mr. Tan Jiak Lim was born in Malacca in 1867. In partnership with his brother, Mr. Tan Jiak Hoc, and a friend, he purchased 4,500 acres of land



TAN JIAK LIM'S FAMILY.

MRS. WEE GIOK LIAM.
MR. AND MRS. TAN JIAK LIM.

THE LATE TAN BENG GUAT.
TAN JIAK LIM'S SONS



CHAN KANG SWI AND VIEWS OF HIS RUBBER ESTATE IN MALACCA.

(See p. 497.)

at Tebong, 23 miles from Malacca town, in 1902, and planted it with tapioca and rubber. About 800 acres are under cultivation, and Mr. Tan expects that in two years' time the remainder of the land will have been fully planted. In addition to this property, Mr. Tan has an interest in his late father's estate. He is

village. He has since taken another 150 acres about a mile from Pungor and planted it with rubber. His trees on this estate are from six months to two years of age. Mr. Tan has an interest in several other estates, and holds various agencies. He married a daughter of Mr. Nco Tek Jin, a planter.

High School, Malacca. On the death of his father he inherited considerable property, and in 1900 commenced planting his estate of 5,100 acres, at Bekoh, with tapioca. He has now 4,000 acres under cultivation, including a quantity of rubber, which he interplanted in 1905. Two years later he opened tin mines at



BEKOH RUBBER AND TAPIOCA ESTATE.

1. GENERAL VIEW OF THE ESTATE.

2. THE BUNGALOW.

3. MACHINERY.

married, and has four sons and three daughters. He is president of the Malacca (Chinese) Club.

Mr. Tan Jiak Hoe is a son of the late Mr. Tan Beng Guat. He was born in Malacca in 1879, and was educated at the High School there. He served three years with the Straits Steamship Company, and then started planting 50 acres of land which he purchased at Pungor

Mr. Lee Keng Hee.—For six generations past the ancestors of Mr. Lee Keng Hee, a planter and miner of Malacca, have been born and have lived in the Straits Settlements. Mr. Lee Keng Hee's father, the late Mr. Lee Cheng Gam, in partnership with his brother, carried on an extensive merchant's business in Singapore. Mr. Lee Keng Hee was born in Singapore in 1870, and was educated at the

Chin Chin and Kasang, situated 24 and 18 miles respectively from Malacca town. Mr. Lee married Tan Kijh Choo Neo, daughter of Mr. Tan Chin Hoon, and has three sons, Messrs. Lee Sian Eng, Lee Sian Kay, and Lee Sian Quan, and two daughters. He is a member of the Malacca (Chinese) Club and of the Singapore Weekly Entertainment Club.



PUNGOR RUBBER ESTATE.

1. PUNGOR RUBBER ESTATE.

2. TAN JIAK HOE.

3. ESTATE BUNGALOW.

4. THE STORE

Mr. Kam Keng Lim, tapioca-planter, is a son of Mr. Kam Soon San, of Hongkong, in which city he was born in 1877. After leaving Hongkong and coming to Malacca, he went to Muar, and there worked as a tin miner for two years. At the conclusion of that period he was engaged as a foundry hand in Singapore for six months. Subsequently he returned to



KAM KENG LIM.

Malacca, where he obtained employment on a tapioca estate as an engine-driver, and at the same time he learned planting. A little while later he purchased 12 acres of land at Pulo Sabang, and started to plant tapioca on his own account. As the result of two years' hard work, he saved enough money to purchase some more tapioca land. In partnership with others, he subsequently bought 5,000 additional acres, which he planted with tapioca, and by dint of steady application to business he made a small fortune. Mr. Kam is married and has

one son, Mr. Kam Hock Chye, and one daughter, Miss Kam Hock Neo, both of whom are married. He owns a pawnshop, styled Chop Guan Wat, as well as house and land in Malacca.

Mr. Tan Hoon Choon.—At the age of twenty years Mr. Tan Hoon Choon came from China, and opened a small shop with a miscellaneous stock in Malacca. Eight years later, finding it necessary to remove to larger premises, he took the store which he now occupies. As his business still further increased in volume he opened a branch shop under the style of Chop Yap Fong Seng. In 1893 he purchased 5,200 acres of land in Shekie, 39 miles from Malacca, and partly planted it with tapioca. He has since planted some 7,500 rubber-trees on the property, which is named the Shekie estate. Mr. Tan owns two other properties—one known as the Sagotong estate of 5,500 acres at Linggi, 42 miles from the town of Malacca, and the other consisting of 2,000 acres at Lindu. Both are planted with tapioca and rubber. Mr. Tan is married and has two sons.

Mr. E Kong Guan is a prominent tapioca and rubber-planter and manufacturer in Malacca, as well as a landowner. In partnership with others, he owns tapioca and rubber estates to the extent of about 3,500 acres, complete with a factory, at Ayer Chermin and Alor Gajah, and he himself owns lands and houses in Malacca, Singapore, and the Federated Malay States. He was born at Malacca in 1869, and comes from a well-known family. His great-grandfather, Mr. E Boon Toe, settled in Malacca some hundred and fifty years ago, and his grandfather was the late Mr. E Chin Kee. His father, the late Mr. E Say Swee, who was born in Malacca, was at first a Singapore merchant, but, after marrying, at the age of twenty-eight, Miss Tan Ong Lian, daughter of the late Mr. Tan Choon Bock, the pioneer of the steamship service plying between Singapore, Malacca, and Pinang, he returned to

Malacca to carry on business as a tapioca planter at Ayer Chermin. At the finish of his educational career, which included instruction in the Chinese languages, Mr. E Kong Guan entered commercial life, at the age of eighteen, as an importer of Chinese goods and a dealer in general stores. He continued in this business for six years and then took to planting.



E KONG GUAN.

He started in 1893 by purchasing the estate of Bukit Kajang, and planting it with tapioca. He carried on the business of tapioca-planting and manufacturing for eleven years, or until about 1904, when he commenced interplanting the estate with rubber. He married first the eldest daughter of Mr. Chan Say Peng, and, on her death, her sister, Mr. Chan Say Peng's third daughter, who is also dead. By each of these wives he has a son, Master E Yew Cheng and Master E Yew Kim, born in 1891 and 1904 respectively.





COCONUT CULTIVATION

By L. C. BROWN, INSPECTOR OF COCONUT PLANTATIONS, FEDERATED MALAY STATES.



HE coconut industry in the Federated Malay States, although far behind that of Ceylon, both in extension and development, is beginning to assume fair proportions, and is likely year by year

to attain a more important and prominent position among the agricultural interests of the States.

The climate and soil throughout the States generally are well adapted for this cultivation. Apart from the plantations owned by Europeans—all of which plantations are making such progress as will induce others sooner or later to interest themselves in the product—the coconut industry is one which naturally attracts the attention of a large section of the native community, as it affords them a reliable, easy, and unfailing means of subsistence. As I have stated in one of my reports: "I think the great advantage lies in the fact that a native with comparatively small means who possesses 5, 10, or 20 acres of coconuts properly kept is, in his own way, as well and comfortably off as the more wealthy owners of the large estates."

The products from the fruit, the leaves, and even the stem of the palm itself, can all be utilised in a great variety of ways—as food, oil, fuel, and sugar for cooking purposes, for the manufacture of materials, &c. It is, therefore, hardly to be wondered at that the natives should be glad to interest themselves in the cultivation.

At the end of 1903 I estimated the area under coconuts in the States at 77,500 acres, and in my report for 1906 I give the approximate area as 105,000 acres, which shows that the cultivation is steadily increasing.

This acreage is distributed over the four States in the following manner:—

Perak	...	...	53,395
Selangor	...	...	19,216
Negri Sembilan	...	...	17,196
Pahang	...	...	15,193

Perhaps about half, or rather more, of the trees are in bearing, the whole being valued at 20,000,000 dollars.

It is to be regretted that the plantations owned by Europeans form a very small proportion of the above area. I believe that for a

sound and safe investment, and one that may be depended upon to give steady and good returns, the cultivation of coconuts by Europeans is hard to beat among tropical agricultural products. This is especially so when the area is extensive—say 2,000 acres—as, in such a case, with the trees in full bearing, it would be quite possible to have enough material to maintain a coir and oil factory on the property.

The coast districts—i.e., Lower Perak, Kuala Selangor, Kuala Langat, and Sipang, the latter bordering the States of Selangor and Negri Sembilan—undoubtedly offer the greatest advantages for this cultivation; indeed, it is no exaggeration to say that these localities may be classed as a perfect home for coconuts, and it would be difficult to find the palm being grown under more favourable conditions. Here the trees come quickly into bearing—usually in four or five years—and yield magnificent crops, averaging from sixty to eighty nuts per tree per year when the trees have reached maturity, while, owing to the fertility of the soil, no manure is required. In addition to the above advantages, the means of transport, either by land, river, or sea, is generally all that can be desired.

There are also some very fine plantations inland; and, although the trees there do not so quickly reach maturity, yet they give excellent returns on coming to that stage, and a better price is obtained for the nuts than in the coast districts. This is accounted for by the fact that inland there are fewer plantations, or the plantations are situated near the larger towns, in which case the nuts sometimes fetch as high a price as 10 cents each, whereas in the coast districts the price seldom, if ever, reaches more than 4 cents.

The cost of bringing coconuts into bearing or to maturity naturally varies according to the locality. For instance, felling may be more expensive and more draining may be required in one place than another. As against this, however, the means of transport and materials may be less costly, and so one disadvantage may be counterbalanced by a saving in another direction.

Generally speaking, I should say that 160 dollars to 175 dollars per acre is a safe and fair estimate for bringing trees into bearing under ordinary conditions, and in no case, with proper management, should 200 dollars be exceeded.

The usual custom is to plant the trees 27 feet to 30 feet apart. Personally, I think the latter distance the best, as it allows of catch-crops and fruit-trees being planted in between, and these

often help to pay for the upkeep until the coconut-trees themselves come into bearing. There are a few European-owned coconut plantations interplanted with coffee, which has proved quite a success, and although I do not believe myself in interplanting coconuts and rubber, still I know of a plantation where this has been done, the rubber put in quincunx, and the trees of both products have now reached maturity, and are both doing well.

The *Rynchophorus ferrugineus* and *Oryctes rhinoceros*, commonly known as the Red and Black Coconut beetle, became such exceedingly troublesome pests that in the year 1898 an Ordinance was passed with the object of overcoming this source of danger. For the first few years, however, the law was never properly enforced, the consequence being that the inroads of these beetles upon the trees became so serious that the United Planters' Association, through their hon. sec., Mr. E. Darby, addressed the Government on the subject, and the following is an extract from the letter:—

"That in view of the alarming spread of the coconut beetle pest the Government he asked to appoint a special European Inspector in each State, whose duty it shall be to see that the provisions of Enactment IV. of 1898 are strictly enforced. That in the opinion of this Association it is essential."

The outcome was the establishment, in October, 1902, of the Coconut Department, to deal with the proper enforcement of the Ordinance. With what success the work was undertaken may be gathered from the following extract from the annual report of the United Planters' Association for 1903, under the heading of "Coconuts":—

"On all sides it is admitted that an immense amount of good has been done by the Department which has been entrusted with the working of the Ordinance for the protection of coconut-trees. It has, no doubt, been a comparatively easy matter for the Protector to see that the European estates are kept in order, but this cannot have been the case with native cultivation. An immense area has to be traversed and carefully inspected, and the often careless and lazy owners persuaded that it is to their best advantage that their trees should be not only cleared but kept clear of the destructive insect whose presence spells not only ruin to themselves but to their neighbours. With what success this arduous undertaking has been attended can be seen in almost every quarter where before it seemed scarcely possible that there could be any money in the industry; and it does not seem too much to say that the results have been so satisfactory to the natives themselves that they will soon do all

that is necessary on their own initiative, without any compulsion from Mr. Brown's Department. Whereas two years ago none coming to the States with the idea of opening in coconuts could fail to be struck with the danger attendant upon such a speculation, this feature has greatly improved to-day, and the Government have every reason to feel proud of the results of their timely action in the matter.

"Probably there has never been any period in the European planting history of the native States in which the coconut industry has presented such interesting features as during the past year. Land which has been condemned as being quite unsuited to this cultivation has shown that it can grow as good coconuts as probably any in the world."

From this it will be seen that, apart from the stamping out of the beetle pest, the Department has had a wider sphere of influence in the development of the cultivation generally. The marked progress and improvement that have

taken place in the condition of the native holdings, so much to the welfare of the owners, is attributable to its workings.

The work already done by the Coconut Preservation Staff demonstrates to other agricultural countries the advantages to be gained by having a staff of experts to inspect a valuable staple product, and by taking steps to prevent loss from disease due to insects or other causes.

By far the greater proportion of the present yield from the trees is utilised for seed and consumption in the States themselves. I estimate approximately that last year at least 30,000 piculs of copra were exported from the States. In addition to this, 12,657 piculs of copra were purchased by the Selangor Oil Mills, Kuala Selangor (the only oil mills in the States), which turned out about 6,000 piculs of coconut oil. The principal exports of copra were—from Teluk Anson 23,000 piculs, from Kuala Selangor 4,900 piculs; and from Klang 1,800 piculs.

In conclusion, I would mention that I have the greatest belief in the further development and future bright prospects of the coconut industry. So far as the native is concerned, I feel that this is assured; and as regards the Europeans, although it is true that they have of late years turned their attention mainly to Para rubber, I believe the time will soon come when they will see the advisability of having two strings to their bow; and the cultivation of coconuts, offering as it does a safe and sound investment, will no doubt induce them again to interest themselves in this direction.

Mr. L. C. Brown, the Inspector of Coconut Plantations for the Federated Malay States, was born on November 11, 1851, and came to the Federated Malay States in his present capacity in 1902. His headquarters are at the Federal Agricultural Institute, Kuala Lumpur, but his duties take him for the major portion of his time into outlying parts of the country.

THE PINEAPPLE INDUSTRY.

THE cultivation of pineapples for exportation is the chief—indeed, it is the only—industry indigenous to Singapore. The trade has held a prominent position in the commercial life of the community for many years, and it is estimated that at the present day no less than three-quarters of the world's consumption of tinned pineapples is supplied by the settlement. Extensive areas in the island are under cultivation for the production of the fruit, and large numbers of men are employed regularly in the various branches of the industry. The quantity of preserved pineapples sent to the United Kingdom, the Continent of Europe, and America for the last six years was, according to the Singapore Exchange Market Reports, issued by the Chamber of Commerce, as under:

Year.	Cases.
1901	400,683
1902	426,028
1903	421,807
1904	403,879
1905	429,337
1906	505,789

The export of preserved pineapples to all places for the last three years, according to the Trade Returns issued by the Colonial Government, was:

Year.	Cases.	Value.
1904	447,955	\$2,470,602
1905	548,330	2,788,363
1906	707,943	3,246,178

During the first months of 1907, 761,045 cases of preserved pines, valued at 2,934,262 dollars, were exported from Singapore, as compared with 583,227 cases, valued at 2,704,037 dollars, during the corresponding period of 1906.

The pine plant is grown from the grassy shoot cut from the top of the ripe fruit. It takes about one year for this plant to mature

and bear fruit. As the fruit ripens a fresh shoot starts from the original root and bears a pine about four months after the first, but this shoot is cut away in order to strengthen the plant. Subsequently another shoot grows from the parent stem, and bears a pine of almost equal quality to the first. When this fruit has been gathered the plant is useless. The work of tending the fruit while growing is not arduous, and one Chinaman usually has about three acres under his care. When ripe the pines are cut by Chinese coolies at the rate of from two hundred to three hundred a day per man, the rate of pay for such workmen being about 9 dollars a month. The fruit is conveyed in bullock-carts, holding something like five hundred pines each, to the various factories situated near the town. The price obtained by the growers for their produce ranges from 40 cents to as much as 3 dollars per hundred, the difference being regulated according to the condition and size of the crop.

There are about a dozen tinning factories in Singapore, all of which are owned by Chinese. Difficulty is never experienced in obtaining sufficient quantities of raw fruit; for, besides those grown in Singapore, pines are brought from many of the small islands in the neighbourhood, such as Pulo Sambo (where the fruit is far superior to that at Singapore), Pulo Tekong, and Pulo Seking. On arrival at the factory the pines are distributed to the cutters, whose duty it is to strip them of all leaves and skin, remove the eyes and core, and cut them into the various sizes—whole pines, slices, chunks, or cubes, as the case may be. The men engaged in this task have to wear rubber gloves to protect their hands from the rough skin of the fruit and from the strong acid which the pines contain, for otherwise this would eat away the finger-tips and cause painful sores. The fruit is then washed and packed into the tins, and covered with syrup

of the required sweetness. The tin is then closed and placed in a shallow pan of water, heated by means of steam from ordinary engine boilers, in order to cook the contents. This cooking process takes about an hour or a little more, and when it is finished the tin is pierced with a small hole, so that the steam may escape. After being allowed to cool, it is heated again, and the small air-hole is soldered up. The tin thus becomes perfectly air-tight, and is quite ready for labelling and packing. The average output of an ordinary factory is about eighteen thousand tins a day, but the quantity varies according to the season. There is a long season extending from March to August and a short season, for the inferior fruit, between November and January.

The proprietors of the factories sell the tinned fruit to the European houses for export. There are nearly a dozen firms engaged in this business in Singapore, and the pines are sent by them to all parts of the world. The United Kingdom and America are the largest buyers, but Australia, Japan, Germany, Holland, and France all take big consignments during the season.

From a profit-making point of view the trade in Singapore is in anything but a satisfactory condition. It is difficult to determine the precise cause of this, for there is a steady and continual increase in the volume of business done. Competition in other parts of the world is not feared, neither does it satisfactorily explain the decline in prices. The general opinion among experts appears to be that in Singapore there are too many engaged in the industry, with the natural consequence of an over-production. During the season ending August of 1906 the prices obtained in Europe were so low that in many of the outlying districts of Singapore the pines were allowed to rot in the ground, the sum offered for them by the packers not being sufficient to pay for the cost of collection and cartage.



MINING



THE present prosperity of the Federated Malay States is chiefly due to the wonderful development of the mining industry since the establishment of the residential system about thirty-two years ago.

Mining was also to a large extent responsible for the introduction of that system, as it was mainly the fighting between rival Chinese tribes over the possession of the tin-fields in the Larut district of Perak that caused the intervention of the British.

The earlier records of mining in the Federated area are somewhat scanty; but there is no doubt that for centuries tin had been mined and exported. It is probable that some of the tin used in making the implements of the Bronze Age came from the peninsula, for all the early bronze implements have been found to contain one part of tin to nine parts of copper. In most of the tin-fields that have been opened traces of very old workings have been found, and we know from the records that the Dutch opened trading stations on the peninsula to trade for tin.

Statistics are available from 1889, and they show that the output of tin in that year amounted to 440,000 piculs. The annual output steadily mounted to 828,000 piculs in 1895, then fell to 654,000 piculs in 1899, gradually rose to 869,000 piculs in 1904, and since that year has declined, the output for 1906 being 816,000 piculs.

The Chinese miners are mainly responsible for the output, and the evolution of their mining methods has been interesting to observe. Their success in the earlier days was largely due to their ability to control labour and to their system of payment for work done, which enabled them to exploit their claims on far more advantageous terms than were possible in the case of the Europeans who were tempted to endeavour to win some of the profit which seemed to be available from tin-mining.

In Perak mining was first carried on in the plains of Larut. These—stretching between the mountains and the sea—were highly mineralised, and the even character of the alluvial drifts, combined with the shallowness of the overburthen, made it an ideal field for development by the Chinese methods. In the State of Selangor the fields first developed and worked by the Chinese were in Serendah, Rawang, and Ampang.

The method of working universally adopted at first was simple in the extreme, and to a great extent prevails to this day. A large majority of the workings being open, this is the surest and least expensive means of winning the alluvial deposits, which are generally found close enough to the surface to admit of being worked on the open-cast system.

Deeper deposits are worked by means of shafts, sometimes to depths of over 200 feet, and there are also cases in which the tin ore extends from the surface down to bedrock.

As to the source from which the alluvial tin in the Federated Malay States is derived but little is known, owing to the fact that the geological formation is difficult to trace, the country being covered by dense forest. There has been no deep mining to provide means by which the stratification of the various rocks could be studied.

The occurrence of tin is so widespread and the conditions under which it is found are so various that no theory of its genesis seems to fit all cases. Generally speaking, it is difficult to find ground in which tin is not present. It occurs in all the alluvial flats, in most of the low hills, on many of the high granite mountains, and on the top of and in the caves of the numerous limestone hills which are scattered through the States.

However, the general character of the *wash* from which the tin is won shows that it must originally have been contained in veins running through the slates and granite. The absence of lodes in the country and the richness of the alluvium go to prove that for ages the rocks containing the mineral in veins were subjected to erosion and denudation, until the whole of the mineralised portions had been disintegrated and carried away by the action of water. This is proved by the nature of the detritus in the tin-bearing gravels and clays, which almost invariably consist of the constituents of slate and granite rocks, together with quartz particles, all of which are much water-worn. The clays, which form the bottom of most of the deposits, must have originated from the slates that overlay the granites.

There is, unfortunately, no evidence to show the exact form in which the cassiterite originally occurred, but this only strengthens the theory that the cassiterite now being exploited is due to the almost complete denudation of the original tin-bearing rocks. A Government geologist has recently been appointed, and in time his researches will probably throw some light upon this subject.

The site for mining having been chosen, either by boring or by the employment of a pawang, or diviner, and the necessary grants and permissions obtained from the Govern-

ment, a start is made by felling the jungle and burning it off. Attap sheds are constructed for the accommodation of the coolies, and the necessary watercourses cut to bring in water with which to wash the karang, or pay-dirt, and to turn a water-wheel for driving a wooden chain-pump. The excavation of a huge hole is then commenced, the overburthen being carried by coolies, who work on task, to some distance from the hole, round which it is stacked, so as to form a dam to prevent the inrush of surface water during heavy rains.

When the karang is reached it is excavated by wages men and carried by them to the wash-boxes. As the karang does not run evenly and is often mixed with boulders, it would not pay to employ men on contract, or task, to lift it, for they would surely leave behind the patches most difficult to get at, and those are generally the richest. Arrived at the wash-box, the karang is there treated in a stream of flowing water until nothing remains but the valuable tin-ore.

The first hole, or paddock, having been cleared of its karang, the work extends on all sides, the overburthen now being deposited on the worked portion of the ground. Operations are continued in this manner until the land available has all been turned over and the karang exhausted.

This was the system almost entirely in vogue during the early days, when mining was in the hands of a few Chinese capitalists, who imported from China labourers to whom they paid little or no wages beyond the food they ate and the clothes they wore. As was natural, the coolies, tiring of working for almost nothing, absconded from their employers. They banded together in small gangs to mine on their own account, and the success of some of them led to immigration from China, which, together with the repeal of the enactment to regulate indentured labour, gave to the country a large number of free labourers, and introduced the chabut, or co-operative, system of mining.

Under this system the person who has acquired the right to mine a certain piece of land clears it of jungle and erects coolie sheds. A notice is then posted in a prominent place inviting labourers to come in and mine on terms which are clearly stated in the notice. Generally speaking, the terms are that the proprietor for the time being agrees to provide all the necessary capital for tools, &c., and to supply the coolies with food, clothes, and small cash advances during a certain period—generally six months. The food and clothes are charged for above market rates, and the cash is advanced at a substantial discount. Then, at the end of the period, the accounts are made up, the tin is sold, and the balance, after

payment of all expenses, is divided in accordance with the terms of the notice.

If the mine has proved rich, every one concerned makes a profit. If only sufficient tin has been won to cover expenses, the proprietor still makes a profit on everything supplied, and the coolies get nothing beyond the food, clothing, and cash which they have received while working. If the venture proves a failure, the proprietor loses all he has put into it, while the coolie loses his time and labour, against which he has been fed and clothed for six months.

This is a system deservedly popular with all classes, and at the present day is responsible for the majority of the tin won in the Federated Malay States.

Mining is also carried on in the hills or wherever water and clearance for tailings is

waterwheels were invariably made of the same diameter. If more power was required, two wheels or more were used, and, no matter what the available fall might be, the diameter of the wheels was never increased.

With the advent of the European centrifugal steam pumps soon superseded the wooden kinchar in all the larger mines, but, beyond these, no machinery of any kind was used until quite recently. Probably this is owing to the fact that all the earlier attempts of Europeans to use machinery for mining ended in failure, and it was only by working on the Chinese methods that European-owned mines could claim any measure of success. This was largely due to the low price then prevailing for tin, and to the difficulty of securing sufficient capital, as people were unwilling to supply money to develop

made to describe the tools and methods used from the earliest times to the present day.

In open-cast mines, as the overburthen is removed the workings are constantly deepened, and ladders are made by cutting steps at an acute angle in the trunks of trees, which are laid down the sides of the workings. Up and down these the coolies run in endless streams, carrying baskets of earth slung on either end of a stick, about 5 feet long, which rests on the shoulder. Payment is made at a fixed rate per chang (30 feet square by $1\frac{1}{2}$ deep). The rate used to be 7 dollars, and is now about 13 dollars. When stripping to the top of the karang is completed, trestles of round poles are erected across the bottom with single planks laid across for the coolies to walk on while stripping the next paddock, so that this



YONG PHIN MINE NEAR TAIPING.

(The property of Mr. Chung Ah Yong.)

available by means of lampaning, or ground sluicing. A dam is made and a watercourse cut to the scene of the proposed operations. Then a narrow ditch is cut at a careful grade just below the ground to be treated, and the ground is broken into this ditch, in which the water is kept running, by means of crowbars. One or two men keep stirring the ground as it falls into the ditch, and the water carries away the lighter portions, leaving behind the tin, which is cleaned up every two days or so. When the ground has been broken so far back from the edge of the ditch that it will not easily fall into it, a fresh ditch is cut close up to the face. By this means ground which is very poor in values can be worked profitably.

Thirty years ago no machinery of any kind was used on the mines beyond the Chinese wooden endless chain pump and overshot waterwheel, and it is curious to note that these

properties in an unknown country which, in the minds of the general public, was chiefly associated with weird stories of yellow-skinned, ferocious pirates. Be that as it may, attempts to mine profitably in Selangor and Perak all ended in failure where Europeans were concerned, and at the end of 1892 most of the European-owned mines had ceased to work. There was one exception—the Société des Etains de Kinta, which was the first to commence operations in Kinta and has a long and brilliant career. At the present day it is operating on a large scale, and, with the assistance of thoroughly up-to-date plant and machinery, adding each month a large amount to the tin output. This company is also responsible for the first hydro-electric power-station recently installed at Kampau, in Perak.

The various systems of working have already been outlined, and an endeavour will now be

work can continue without interfering with the raising of the karang; and in the bottom of each mine a closed drain is carefully constructed by which all the water finds its way to the pump sump.

The karang is washed in a coffin-shaped box fixed at a grade of about 1 in 12, the slope being from the wider end. This end is closed by a baffle-board, about 8 inches deep, over which the water falls, and through one side, about 18 inches below the baffle-board, an aperture is cut, to admit a second stream of water which flows along the edge of a pile of karang and carries it into the box. To assist in this operation, one or two men are constantly engaged raking and mixing the karang with the side stream by means of long-toothed rakes. At the baffle-board stands one man, or more, according to the size of the box, and with a long-handled mattock he pulls the

karang against the stream of water, constantly stirring it and splashing water on it as it gradually heaps below the baffle-board, so that in time a heap of tin ore accumulates, when the water is shut off and the tin ore lifted out into tubs.

cate below and all the karang to be taken out, in practice this is seldom the case unless the ground is very rich, and, as a consequence, much is left behind and the ground spoiled.

Most of the tin ore now goes to the Straits Trading Company's smelters in Singapore and

one of these a coolie is stationed, who scoops up with a small tin dish on a handle the karang from his stage to the next one above. The karang being mixed with water, each scoop assists the disintegration, until on arriving at the surface the karang is puddled ready for the



TAM YONG'S MINE NEAR SEREMBAN.



TAM YONG'S RESIDENCE AT SEREMBAN.

Formerly the wash-boxes were about 30 feet long, tapering from a width of 4 feet 6 inches at the top to 12 or 13 inches at the lower end. Five men were employed in each. This was too costly for small parties of tribute coolies, and consequently when the rush came to Kinta in 1892, a short box of from 12 to 14 feet was used, and with so much success, that a longer box is now seldom seen. In Negri Sembilan the wash-box used was never wider than 2 feet at the top end, and in some of the Siamese States a box is used having the same width throughout.

The endless chain pump consists of a wooden channel about 15 inches deep by 5 wide. In this channel travel a series of flat wooden slats, cleverly linked together, which almost fit the section of the channel. The channel is slightly curved, and the slats, running up continuously, carry the water to the top, where it discharges into a ditch cut for the purpose of carrying it away.

In cases where the overburthen is too deep or the karang too poor to admit of open-cast mining, shafts are sunk. If the ground is too deep, these are roughly timbered and made oblong in section, 6 feet by 3 feet, in two compartments. Rough windlasses are used for hauling, and as much karang as can easily and safely be got at is hauled out. Then the shaft is abandoned and another sunk close by. This is a wasteful system of working, as though in theory the workings are supposed to communi-

Province Wellesley, but some Chinese still smelt their own ore in their crude furnaces. In these a shallow iron pan is set on legs and plastered with mud. A mud cylinder is erected upon this, held together by iron bands, and the smelter is complete. Tin ore and charcoal are fed into the top, and the blast comes from a wooden blower, which is a hollow cylinder with a flap valve at either end, with a piston in the centre, which is packed, to make it air-tight, with bunches of cock's feathers. Power is obtained by a man walking backwards and forwards pulling and pushing the piston to and fro. The tin and slag run down through a hole in the side of the furnace.

Where, as is the case on many fields, the karang is of a clayey nature and not easily disintegrated, it becomes necessary to "puddle" it before the tin ore can be separated from the gangue, and in order to do this the karang is deposited in large square, shallow boxes. At one end of the box a stream of water is admitted, which has its outlet at the other end, and a number of coolies, armed with mattocks, chop and rake the karang, mixing it with the water over and over again until the whole of the clay has been floated away and nothing remains but the gravel and tin ore.

Another method of recent introduction is a kind of human elevator, by which the karang is puddled on its way to the surface. On the side of the mine are made a series of small stages or terraces, spaced at about 4 feet. On each

wash-box. There are mines where as many as fifteen lifts are made, but both systems of puddling are costly and slow, and it was for this work that the Chinaman first adopted European methods. He employed the harrow puddler, which was first introduced by Mr. John Addis, an old-time Australian miner on the now famous Tronon Mine.

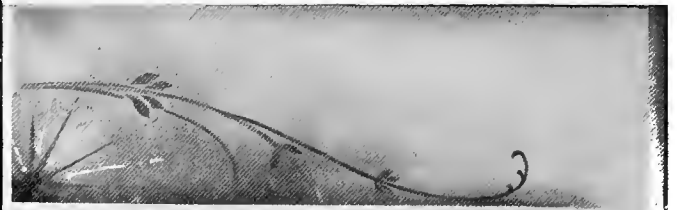
With the rise in the value of tin which commenced about 1898, and the consequent increased profits of the already established mining companies, the attention of investors was attracted to the Federated Malay Straits, and since that time many companies have been floated to develop tin properties, generally with considerable success.

Modern machinery and labour-saving appliances have been extensively adopted, and, as a result, many propositions are paying good dividends which, under the old methods, could not have been dealt with at all.

The hydraulic system of working is one of the most economical methods of winning tin ore where a sufficient fall of water can be obtained. In order to secure this it is sometimes necessary to carry the water for long distances through large iron pipes. The enormous pressure given by the head of water is directed against the sides of the hill containing the pay-dirt, which is washed down in large quantities and then treated in the ordinary way, either in wash-boxes or by a sluice in which riffles are placed to arrest the tin ore.



CHUNG THYE PHIN'S MINE NEAR TRONOH.



HEAD OFFICE AT IPOH (Chung Thye Pin's Buildings).

INTERIOR OF PINANG OFFICE, SHOWING RACING TROPHIES.

CHUNG THYE PHIN.



CHUNG THYE PHIN.

CHUNG THYE PHIN'S HYDRAULIC MINE AT TAIPING (TWO VIEWS) AND THE YONG PHIN MINE NEAR TAIPING.

The Taiping mines are an object of more than ordinary interest by reason of the fact that their owner, Mr. Chung Thye Phin, of Ipoh, has adopted modern Western methods and appliances in preference to the old-fashioned ways still largely adhered to by his countrymen in the States. The property is situated about one mile from Taiping, and has an area of 1,500 acres. It is plentifully watered by the rivers Batu Tugo, Sungei Rantin, and Sungei Janah. Work goes on day and night, and in twenty-four hours the monitors are capable of cutting 1,000 cubic yards, representing the labour of 500 coolies. When the hydraulic pipe lines that are now being laid are completed it is estimated that the monthly output of the mine will be 600 piculs.

The Chinese have not been slow to follow the example set them by their Western neighbours; and now no mine is regarded as properly equipped unless rails, trucks, and hauling engines are used to replace the coolie. Puddlers of various kinds are employed to disintegrate the karang on its reaching the surface, and the old-fashioned coffin-shaped wash-box has given way to long sluice-boxes paved with riffles.

Probably this would not have been the case had not the more easily won tin deposits been exhausted, and all expenses greatly increased, so that it became impossible to work profitably under the old systems. That tin is more difficult to win is evidenced by the declining output during the last few years, in spite of increased labour supply and abnormally high price for tin. The day when the Federated Malay States might be regarded as the happy hunting-ground for the small miner seems to have passed, and the future of the tin mining industry in the States will depend upon the economical development on a large scale of low-grade propositions.

Hitherto the tin exported from the States has all come from alluvial deposits, no lode workings of any importance having been opened, with the exception of the mines in Pahang, where work has been carried on for many years, but unsuccessfully. Lately these workings have been reorganised. The lodes are reported to be very rich, and a bright future is anticipated for them under new management. There is also now being developed a promising lode in the Kledang range of hills near Ipoh.

The Government exercises control over the mining industries through the Mines Department, administered at an annual cost of about 153,700 dollars. Revenue to the amount of 40,947.08 dollars was collected in 1906. The Department issues licences to tin-buyers and smelters, undertakes the survey of boilers and the examination of engine-drivers, and assists prospectors by the loan of boring tools.

The total revenue from all sources relating to mining was as follows :—

	1905.	1905.
	£	£
Perak	5,681,340	5,097,216
Selangor	3,582,729	3,342,909
Negri Sembilan	1,020,089	984,246
Pahang	304,666	265,130
Total	£10,588,824	£9,689,501

The revenue was derived from the following sources :—

	1906.	1905.
	£	£
Warden's office ...	40,946	35,095
Premia on leases ...	216,279	114,230
Rent on leases ...	264,280	262,332
Individual licences ...	11,529	10,087
Prospecting licences ...	4,450	4,250
Export duty on tin ore	10,036,796	9,249,627
Export duty on wolfram ...	2,259	2,213
Royalty on gold ...	11,140	9,830
Commuted royalty on gold ...	902	1,609
Ore-buyers and goldsmiths' licences ...	243	228
Total	£10,588,824	£9,689,501

The total expenditure on the administration of the Mines Department was 1.45 per cent. of

the revenue derived from all sources relating to mining.

The export duty, which varies according to the price of tin on the Pinang and Singapore markets, is fully explained in our article on "Exports and Imports."

The statistics regarding the output of tin and the average prices obtained make an instructive study, and perhaps the sterling figures are best for purposes of comparison. In 1889 the total output was 440,000 piculs, valued at £2,400,000, or an average of £94 per ton. The output rapidly increased during the next three years, but the price remained about the same. In 1893 there began a tremendous fall in price, the increase in the output, however, continuing, with the result that in 1895 the tin and tin ore exported amounted to 820,000 piculs, valued at £3,800,000, or an average of £64 per ton. In 1896 the average price fell to £62 per ton for a slightly lower output, but two years later came a rapid recovery. The year 1900 saw an output of 720,000 piculs, of the value of £5,500,000, or an average of £130 per ton. A drop to an average of £108 per ton in the following year was succeeded by averages of £116 in 1902, £122 in 1903, £120 in 1904, £138 in 1905, and £174 in 1906.

The output from each State and its value at the average local prices for 1906 and 1905—viz., 89.60 dollars and 80.77 dollars per picul respectively (exchange at 2s. 4d. per dollar)—were as follows :—

	1906.		1905.		Decrease.		Increase.
	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.	
Perak	435,909	\$39,057,446	446,781	\$36,086,512	10,872	\$2,970,934	
Selangor	268,624	24,008,710	289,867	23,412,558	21,243	656,152	
Negri Sembilan	77,765	6,967,745	85,133	6,876,192	7,367	91,553	
Pahang	34,488	3,090,124	34,879	2,817,166	391	272,958	
Total	816,786	\$73,184,025	856,659	\$69,192,428	39,873	\$3,991,597	

The highest price per picul in Singapore during the year 1906 was 102.50 dollars and the lowest 80.25 dollars. On the London market the highest price was £215 per ton and the lowest £161 10s., the average price, as quoted by the *Mining Journal*, being £180 12s. 9d. The following table gives the sterling values in each State for 1906 :—

State.	Block Tin.		Tin Ore.		Value in Sterling. Local Price.	
	Tons.	Cwts.	Tons.	Cwts.	£	s. d.
Perak	7,908	18.13	18,038	1.14	4,556,702	0 8
Selangor	6,962	8	9,027	3.23	2,808,016	3 4
Negri Sembilan	2,826	15.54	1,802	2.65	812,903	11 8
Pahang	560	14.55	1,492	2.77	360,514	9 4
Total	18,258	16.22	30,359	9.79	£8,538,136	5 0

The figures are obtained by multiplying the number of tons by the local sterling value per ton, £175 12s. 3d., the fraction in the dollar average being ignored.

A large and steadily increasing labour force is employed in the tin mines, the census returned at the end of 1906 showing a total of 212,660. Of that number more than half are employed in Perak, and the remainder are distributed as follows: Selangor, 71,243; Negri Sembilan, 23,427; Pahang, 10,933. Of this labour force, 163,104 are employed in open-cast mines, 20,369 in underground workings, and 29,187 in lampanning. The total may again be divided into 59,259 who work on the contract system, 27,519 who work for wages, and 125,882 who work on the tribute system. It is noticeable that the number

of labourers who work on tribute is increasing, whilst the number of those on contract and wages is decreasing. The labour force is supplemented by engines of 8,180 horse-power—a labour equivalent of 65,440—Perak contributing more than one-half of this total and Selangor more than one-fourth. The total labour force at the end of 1906 was, therefore, approximately 278,100.

The total area of land alienated for mining purposes at the close of 1906 was 263,800 acres, namely, 150,376 in Perak, 68,512 in Selangor, 28,476 in Negri Sembilan, and 16,436 in Pahang. A net increase of 6,285 acres over the total for 1905 was shown. It must be remembered that upon only a small portion of the acreage alienated are mining operations actually pursued.

The future of tin-mining in the Federated Malay States seems on the whole assured. Lode formations are being discovered in all the States, and when exploited may help largely towards the permanence of the tin output on its present scale. Scientific mining is making enormous advances in Perak and Selangor. The outlook in Negri Sembilan is not so promising, perhaps, but in Pahang there are vast possibilities, especially in the Kuantan district.

Wolfram is won to a small extent, most of it coming from Chumor, Batang Padang, and Ulu Gopeng. It occurs with tin. During 1906 2,259 piculs were exported, as against

2,213 in the previous year—an increase of 46 piculs. Taking the price at an average of 25 dollars per picul, the value would be 56,475 dollars.

Gold-mining is the only other mining industry of any importance in the Federated Malay States. The total production during 1906 was 11,580 ounces, of which 1,057 ounces

came from Perak, 434 from Negri Sembilan, and 10,089 from Pahang. The gold won in 1905 amounted to 11,453 ounces. The value was roughly 397,028 dollars, or £46,320, in 1906, against 392,672 dollars, or £45,812, in 1905, taking the average price to be £4 an ounce. In Perak a large proportion of the gold was won at the lode mines at Batu Bersawah. The remainder was derived from alluvial washings in Batang Padang, where the gold occurs in association with alluvial tin, and is worked in much the same manner as the tin. The wash-dirt is raised and cleaned in the ordinary way in a wash-box with a stream of water, but care is taken that the tin-sand is not freed from all the sand and "amang," as this would lead to a great loss

of gold. Further washings are carried out in shallow wooden dishes or "dulangs," about 20 inches in diameter. These correspond to the "tin dishes" used in Australia. The washers are extremely clever in separating the gold, and after an expert washer has finished with the sand very little of the precious metal is lost. The only gold-mine in Pahang is that in the Raub district. The headquarters are at Bukit Koman, where an up-to-date hydro-electric plant is employed to supply power to the workings. The current is generated some miles away on the Sempan river. The operations were first commenced under the management of the late Mr. W. Bibby, and according to the returns from the mine they ran to an average of nearly an ounce per ton; but on sinking the yield gradually became poorer, and is now about 5 dwts. per ton. The mine has passed under new management, and with the employment

Sambilan, until he assumed his present duties in 1903 under the Federal Government.

Mr. A. G. Mondy, Inspector of Mines at Kuala Lumpur and Ulu Langat, comes from Japan, having been born in Tokio in 1878. He is a son of Professor E. F. Mondy, late of the Indian Education Department, and was educated in Scotland and at the Royal School of Mines in London. He became an associate of this institution in 1901, and two years later was made an associate of the Institute of Mining and Metallurgy in London. His connection with the Federated States commenced in 1902, when he was appointed Inspector of Mines. He received his present position in 1904. In June, 1907, he was Acting Assistant Warden of Mines at Seremban.

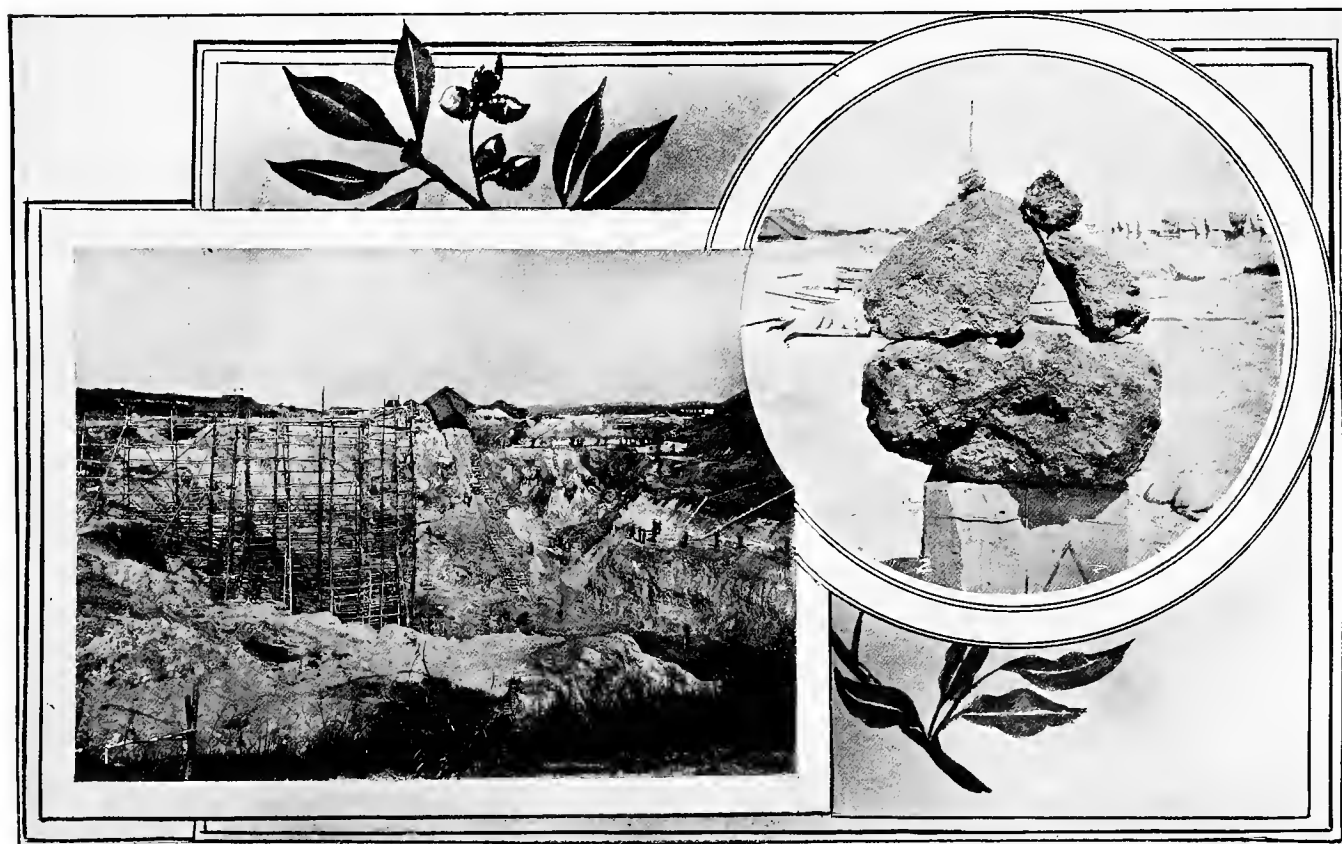
Mr. Walter C. Vanrenen, Warden of Mines for the State of Perak, is in charge of the Mines Department for the whole of that State, but subject to the control of the Senior

the Mineral Ores Enactment is Mr. Robert Glyn Evans, who was born in 1879, and proceeded to the Federated Malay States in 1901 as a shorthand writer in the Resident-General's office. He passed in Malay in 1903, and in law the following year, assuming his present duties in 1904. He is now on leave.

Mr. G. D. Lucas, A.R.S.M., A.Inst.M.M., the Assistant Warden of Mines, Kuala Lumpur, was born in 1878 at Hitchin, and was educated at Haileybury and at the Royal School of Mines, London. He was appointed Inspector of Mines in the Federated Malay States in 1902, and became Acting Assistant Warden of Mines in 1903, receiving the substantive appointment two years later.

THE TAMBUN MINE.

The Tambun Mine, situated five miles to the north-east of Ipoh, is one of the largest in



1. G. CUMMING'S MINE AT SALAH SOUTH. 2. QUARTZ FROM THE MINE CONTAINING 80 PER CENT. OF TIN OXIDE

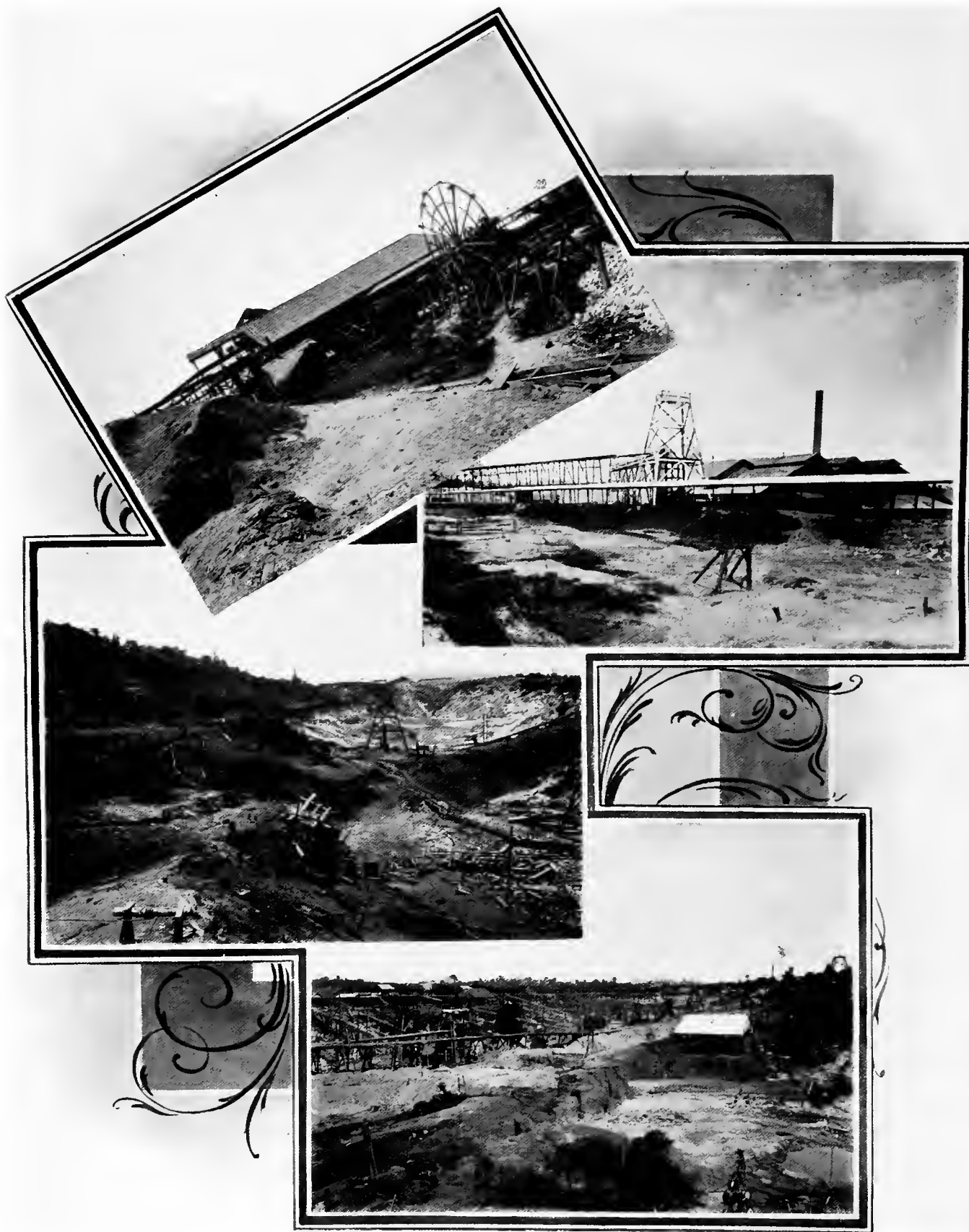
of modern cyaniding plant there seems to be every prospect of good profits being made in the future. The mine is the only gold-mine in the peninsula where deep sinkings have been attempted; it was at one time arranged that the Government and the Raub Australian Gold Mining Company should jointly bear the cost of sinking a shaft in order to prove the value of the reef to a deep level, but for some reason this was abandoned.

Mr. Frecheville Joseph Ballantine Dykes, Senior Warden of Mines, Federated Malay States, was born in 1869. In 1892 he was appointed Inspector of Mines, Perak, and in 1897 he took up a similar post in Kuala Lumpur. Since then he has held the position of Warden of Mines in Selangor and Negri

Warden of Mines, Federated Malay States. He entered the Mines Department in 1899 as Acting Inspector of Mines at Kuala Lumpur. In 1902 he was made Assistant Warden of Mines, Selangor, and in 1905 attained the position he now holds. In the service of the Department there are thirteen Europeans and about thirty-five natives. To the Mines Department is also attached the Boiler Department, which has under its care the inspection of boilers, of which there are 441, with a nominal i.h.p. of 4,906. Mr. Vanrenen is a magistrate of the first class for the State of Perak, and holds court at Batu Gajah for dealing entirely with mining cases, of which there were 331 last year.

Mr. R. G. Evans.—The Inspector under

the Federated Malay States. It was there that the first attempt was made in the Federated Malay States to do away with labour for concentrating ore. The land upon which the mine is sunk originally formed part of a coffee estate. In extent it is something like 288 acres, and at the time of writing there are 12 acres of open-cast mine of an average depth of about 70 feet, whilst 100 acres have been planted with rubber. To prospect the land originally Towkay Leong Fee had shafts sunk, and, as good karang (wash) was found, this was worked and treated for a time with hand puddlers. It was then determined to put in a good plant and deal with a larger quantity of karang, and in 1901 Mr. H. F. Nutter was given the contract to design and put in an



GENERAL VIEWS OF TRONOH MINE, NEAR IPOH.



TAMBUN MINE.

THE MACHINERY AND GENERAL VIEW.

(See p. 511.)

installation. Mr. Nutter was made managing engineer, and the labourers, then numbering about four thousand, and consisting chiefly of Klings and Chinese, were under the supervision of a relative of the owner. This arrangement continued until 1903, when Mr. Nutter was joined by Mr. Cecil Pearse, formerly Warden of Mines, Perak, and the mine subsequently passed under the management of the firm of Messrs. Nutter and Pearse. The present staff consists of the managers, one European engineer, and two Chinese assistants, with a labour force of about nine hundred Bengalis, Klings, and Chinese, the large reduction being due chiefly to the introduction of concentrating machinery, but in some measure to an improved system of supervision.

The old Chinese shafting methods remained in operation until the end of 1906. Perpendicular shafts, measuring 6 feet by 3 feet, were sunk 40 feet apart, to a depth of from 40 to 180 feet. On encountering the tin-bearing deposit drives were thrown out to connect the various shafts, this securing the thorough ventilation of the mine. The whole of the tin-bearing ground was taken out between the shafts, the ground being supported by posts, which had caps but no sills or solid bases. The effect of this system of timbering is to drive the uprights into the ground, the subsidence being roughly about 6 inches a day. A 7-foot post, if left, would be driven into the ground in about a fortnight, so that the mining really amounted to a continuous digging out of the uprights, the overburden being supported by the caps. Theoretically, the mine was one huge room, 7 feet in height, and two or three acres in extent; but this was not actually apparent owing to the fact that the shafts were not all of the same depth, and also to the fact that an uneven limestone bottom and unequal working brought about unequal subsidence. In this way a slice 70 feet in thickness was taken out, and the method was only discontinued because the ground began to break up, and it was feared might become dangerous.

It is upon the site of this old shaft mine that the present open-cast mine is being worked. The plant, which was first put into operation towards the end of 1901, comprises six 20-foot puddling machines driven by two horizontal engines; four sets of jiggers and trommels, in which the concentrates are treated; a Huntington mill, in which the coarser stone is crushed; and a Wilfley table, on which it is then separated; an ore-crusher, in which rock is treated; and, finally, furnaces and moulds, in which the ore is smelted and cast. At present ordinary Chinese furnaces are used, but a larger furnace is being put in, built on the lines of those in use at Banca and Billiton. For the rapid disposal of the overburden, and the conveyance of the karang to the puddlers, trucks worked by steam haulage are employed, use being made, wherever possible, of the force of gravitation. Electricity is generated on the premises for lighting. The plant erected cost altogether about £20,000, and is, perhaps, the most complete in the peninsula. An additional plant has been added recently on the further side of the mine for dealing with overburden containing a small percentage of tin. The overburden is brought up in trucks from the mine by means of hauling engines; they are then run over high-speed, closed-in puddlers containing revolving blades, into which the contents are dumped with water to facilitate the breaking down of the clay, thence passing out into ordinary slow-speed puddlers, which complete the disintegration. The mud and water (containing fine tin) which are always overflowing from the slow-speed puddlers are elevated by a steel tailings wheel into the riffle-boxes, of which there are two, 300 feet long each. The concentrates from the puddlers and the riffle-boxes are gathered in from time to time, and are sent down for final treatment to the jigger plant mentioned pre-

viously. This plant is run by powerful horizontal engines and boilers.

In average seasons there is an ample supply of water for all requirements; and at the same time the mine is almost entirely free from those difficulties which result from flooding, though powerful pumps have been provided for use in the event of such a contingency.

The tin occurs in an alluvial deposit; it has probably come up through the bedrock, which is limestone, in solution, and been deposited in the alluvial clays overlying the limestone. Subsequent denudation has formed the concentrates which are now being worked.

It is curious to recall that five years ago, when a report was made upon the mine with a view to turning it over to a company, the experts gave the mine a life of two years. How thoroughly this prognostication has been falsified may be judged from the fact that during the past five years the net profits have aggregated some five million dollars, and there is every indication that the mine has still several years' life in front of it.

The year 1903 was remarkable for the phenomenal output at this mine. Not only was a world's record established at least twice in that year, when the outputs of tin ore were 374 tons and 377 tons in May and August respectively, but the aggregate for the whole year, amounting to no less than 3,455 tons of tin ore, constituted a record for a year's output from a single mine. At the time of writing the mine holds the record for monthly output during 1907 for the Federated Malay States.

THE RAHMAN TIN COMPANY, LTD.

Situated at Intan in Rahman, one of the small Northern States of the Malay Peninsula under Siamese protection, the mines of the Rahman Tin Company, Ltd., are reached by means of steam launch from Pinang to Kuala Muda in Kedah, a distance of 12 miles, and thence by shallow-draft native boats up the Muda river to Baling, a distance of 66 miles. From that place a road, 14 miles in length and 12 feet broad, has been made to the mine by the company. This road traverses two ranges of hills, the first of which is 1,200 feet, and the second 2,000 above the altitude Baling. From the summit the road runs down an easy slope to the site of the battery, situated on a small hill facing the mine, which is 800 feet higher up, on the summit of Bukit Paku. Transport of machinery from Pinang was the most serious difficulty that beset the company at the beginning, owing to the shallowness of the river, small size of the boats, and the countless snags and rapids. From Baling the machinery was carted or dragged to the mine by krebaos (native water buffaloes). Altogether, the transport work from Pinang to the mine occupied twenty-one months. The conveyance of tin ore from the mine to the Straits Trading Company's smelting works at Butterworth, however, is comparatively easy, the road to Baling being downhill for the greater part of the way.

A mill is at present being constructed on a small hill about 800 feet below the mine, and three-quarters of a mile distant. Messrs. Fraser & Chalmers, of London, supplied all the machinery. The concentrating plant consists of five 5-stamp batteries (750 lbs. each stamp), and ten 6-foot Frue vanners. At the top of the mill are two 7-inch x 9-inch Dodge crushers for breaking up the rock rejected by the Grizzlies, and feeding direct into ore-bins. Five Challenger feeders serve the stamps automatically, one to each battery of five stamps. Power plant consists of two Babcock & Wilcox cross-type boilers, each of 401 square feet heating surface, for use with wood fuel; one coupled horizontal 10-inch x 12-inch steam-engine, for driving batteries; and one 7½-inch x 10-inch vertical engine for driving vanners. The mill is to be lit throughout by electricity,

the dynamo being a 5-kw. direct-current generator, driven by an extra pulley on the 7½-inch x 10-inch engine. Timber for the mill buildings, ore-bins, battery, posts, &c., is of meriban, a very strong hardwood, and, when sound, almost impervious to the attacks of white ants. An aerial ropeway, 3,800 feet long, conveys the ore from the mine to the mill. The distance is covered in six spans, the rope running over five steel trestles, the highest of which is 80 feet from the ground. Of this line the capacity is 10 tons an hour, each bucket carrying a load of 4 cwt., and running at a speed of 110 yards a minute. Near the mine is the loading-station, 40 feet high, connected with the mill buildings in such a way that the ore is dumped directly on to the top platform of the mill. Initially the ropeway is to be driven by a horse-gear, but it is hoped that in a short time the installation will be entirely automatic.

At the time the company began operations no local labour was procurable, with the exception of Patani Malays and a few Siamese, who were unreliable and much addicted to opium-smoking. No useful work could be done until Chinese and Javanese labour had been imported, the wages for the former being 90 cents per day and for the latter 50 cents. All rice and food-stuffs have to be brought from Pinang, the local supply being insufficient. These stores are sold to the coolies at a rate exclusive of the cost of transport and customs duty through Kedah. At present the labour supply is plentiful.

One and the same tin-bearing upheaval crosses Rahman from N.N.W. to S.S.E. From the borders of Perak it traverses the whole of Rahman, cutting into Kedah and stretching to Tongkah. An extensive slate formation is the predominant and characteristic rock of Rahman, traversed by stanniferous quartz veins and trap-dikes, limestone overlaying the slate formation only occasionally. Tin is found throughout this formation, Bukit Paku range forming the central belt, the course of which may be traced by the remains of many ancient workings and by the existing mines. Stanniferous quartz is also found abundantly all over the surface and can be traced as veins intersecting the slate formation.

The water-supply for the mill, &c., is taken from the River Kajang, the intake being at a point distant about one mile from the mill site. The supply is brought along a watercourse for a distance of about 70 chains to the pressure-box, thence by a line of pipes, 5 inches diameter, through an inverted syphon, to the settling tank at the mill buildings—a distance of about 18 chains.

Most of the mining land in the vicinity of this company's property is now taken up, the greatest portion being leased by the recently-formed Rahman Hydraulic Tin Mining Company, Ltd., managed by Messrs. Nutter & Pearse, Ipoh. This company intend working their land on the hydraulic system, introducing water from the rivers Jerneh and Telor Ayam. Also adjoining the Rahman Tin Company's property is the land of the Raja Prempuan, which has been under exploitation for over two centuries. This land is worked on the old Chinese system of "tampan," but a large quantity of tin-bearing rock has been left untouched owing to the difficulty of dealing with it. Numerous other small blocks are worked by Chinese in the same way.

The relations between the above companies and the Siamese authorities are of a very harmonious nature.

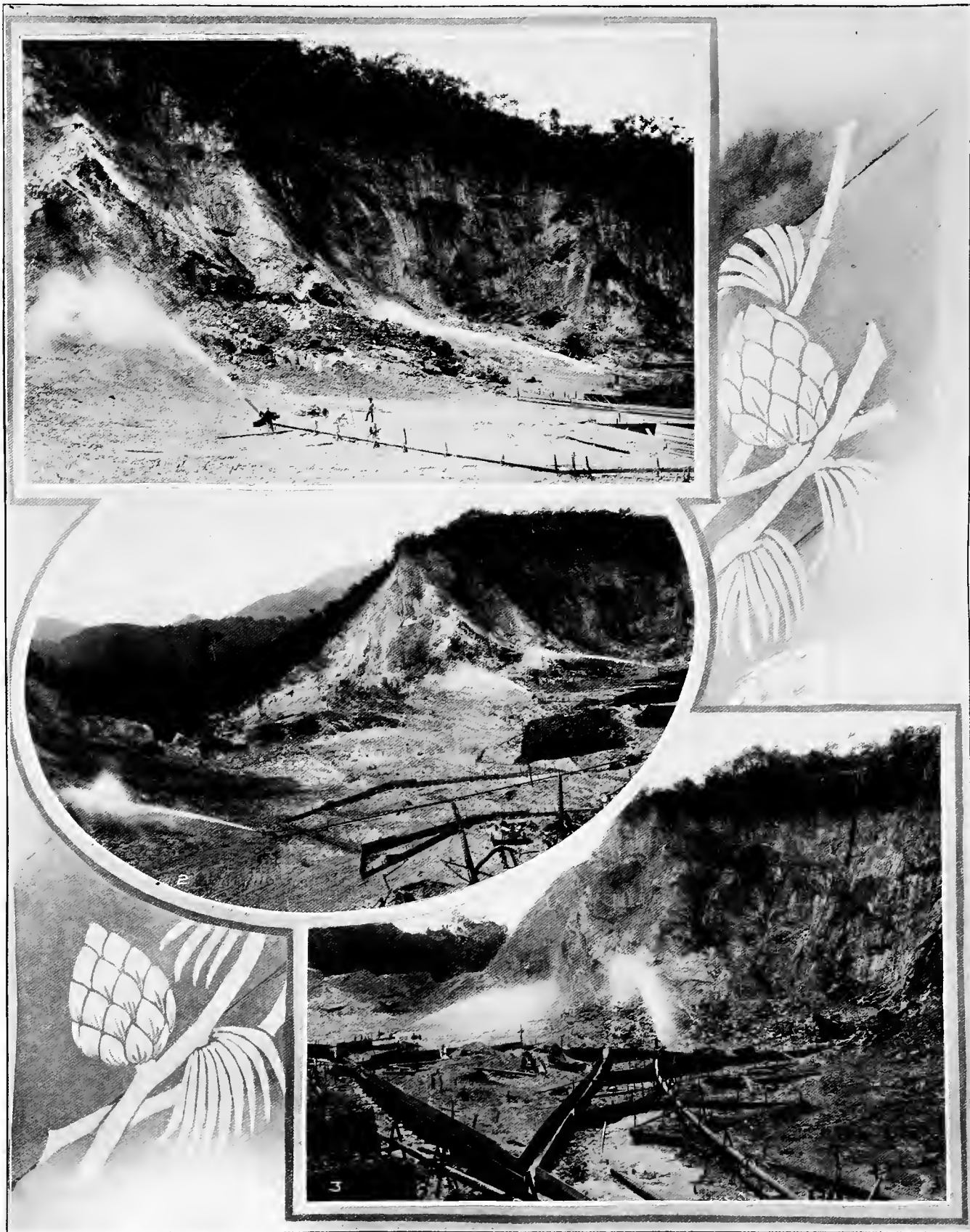
BRUSEH HYDRAULIC MINE.

In the middle of Lower Perak, three or four miles from the Bidor railway station, is situated the Bruseh Hydraulic Tin Mine. This is one of the leading undertakings of its kind in Malaya, and comprises a series of low hills



J. D. KEMP (Manager).

THE RAHMAN TIN COMPANY, LTD.
VIEWS OF THE PROPERTY AT RAHMAN, SI M.

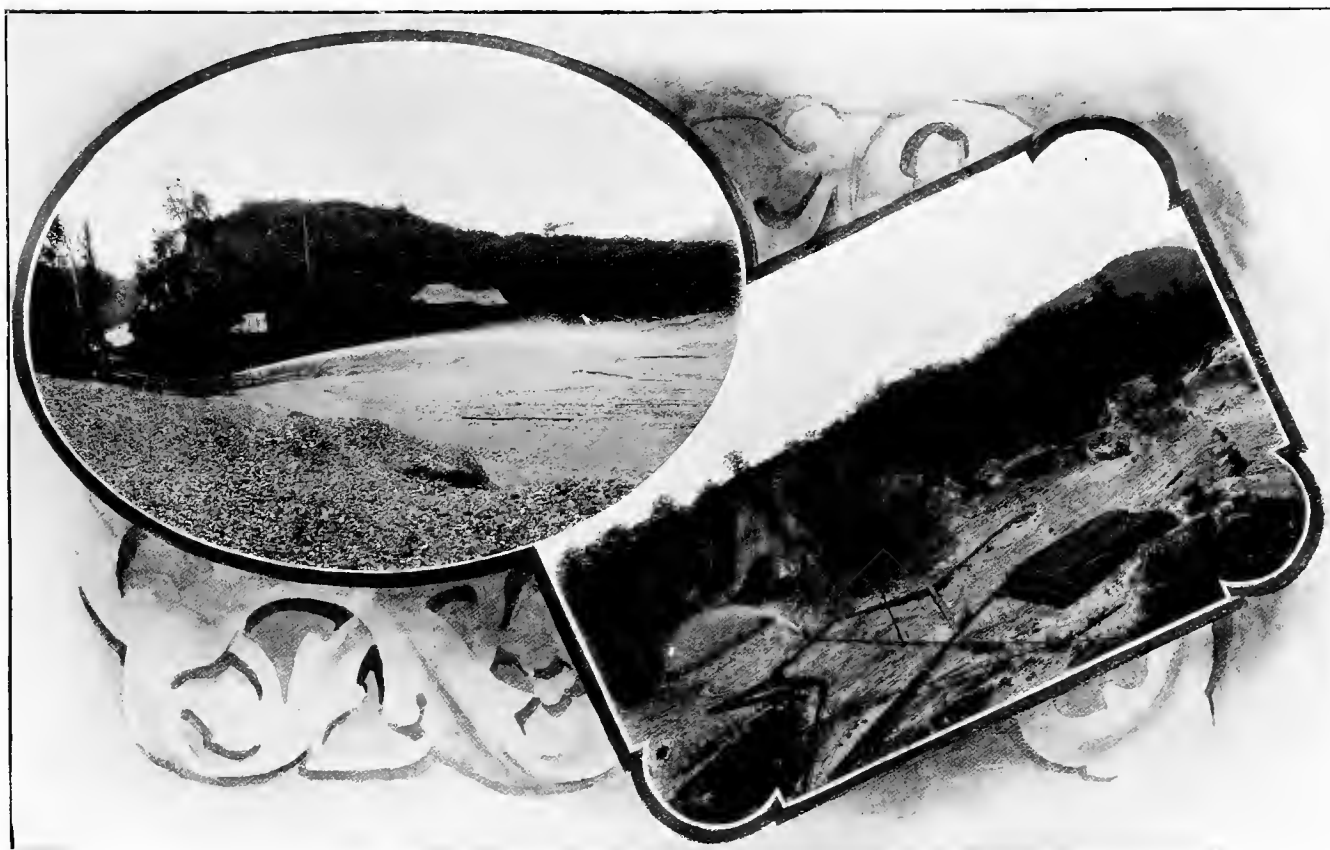


THE BRUSEH HYDRAULIC TIN MINING COMPANY, LTD.

1. VIEW OF THE MINE.

2. GENERAL VIEW, SHOWING MONITORS AT WORK.

3. MONITORS WORKING ON 320 FEET FACE.



THE BRUSEH HYDRAULIC TIN MINING COMPANY, LTD.

THE TAILINGS MONITOR AND VIEW OF THE MINE.

between 200 and 300 feet in height, which are very rich in lode tin. Operations were first commenced on the property in 1901. The whole of the first year was occupied in impounding a certain amount of the waters of the Sungei Gepai, and in laying down hundreds of yards of wrought-iron main piping, 24 inches in diameter, from the river to the foot of the hills comprising the mining area. To this were connected steel pipes of smaller diameter, called monitors. The water from the river (Sungei Gepai) is forced through these monitors at such a rate that there is a pressure of 130 lbs. per square inch upon the piping. From the open end of the monitors the water is discharged with such force that if a human being were to come in its way every bone would be crushed immediately. This tremendous force of water is played upon the hills, which are quickly reduced. The tin-laden earth and water run down the hill-side in a voluminous stream, which is directed into a series of sluices constructed of walls of hard wood, lined with hard wood blocks. At regular intervals across the sluices are iron bars, and, as the stream passes over them, the tin, being heavier than the earth, sinks into the interstices, while the sand and dross are carried away. Once in three or four days the monitor is stopped, and clear water is run down the sluices to cleanse the ore. The pressure of the stream in the sluices is such that the wooden blocks are rounded like pebbles in a very short time, and the iron bars are brightened and sharpened until they become like a series of knives. There are several hills yet to be worked in this way, and when this has been done there will be sufficient tin in the flat earth to run a successful open-cast mine for several years. The whole of the machinery is of the

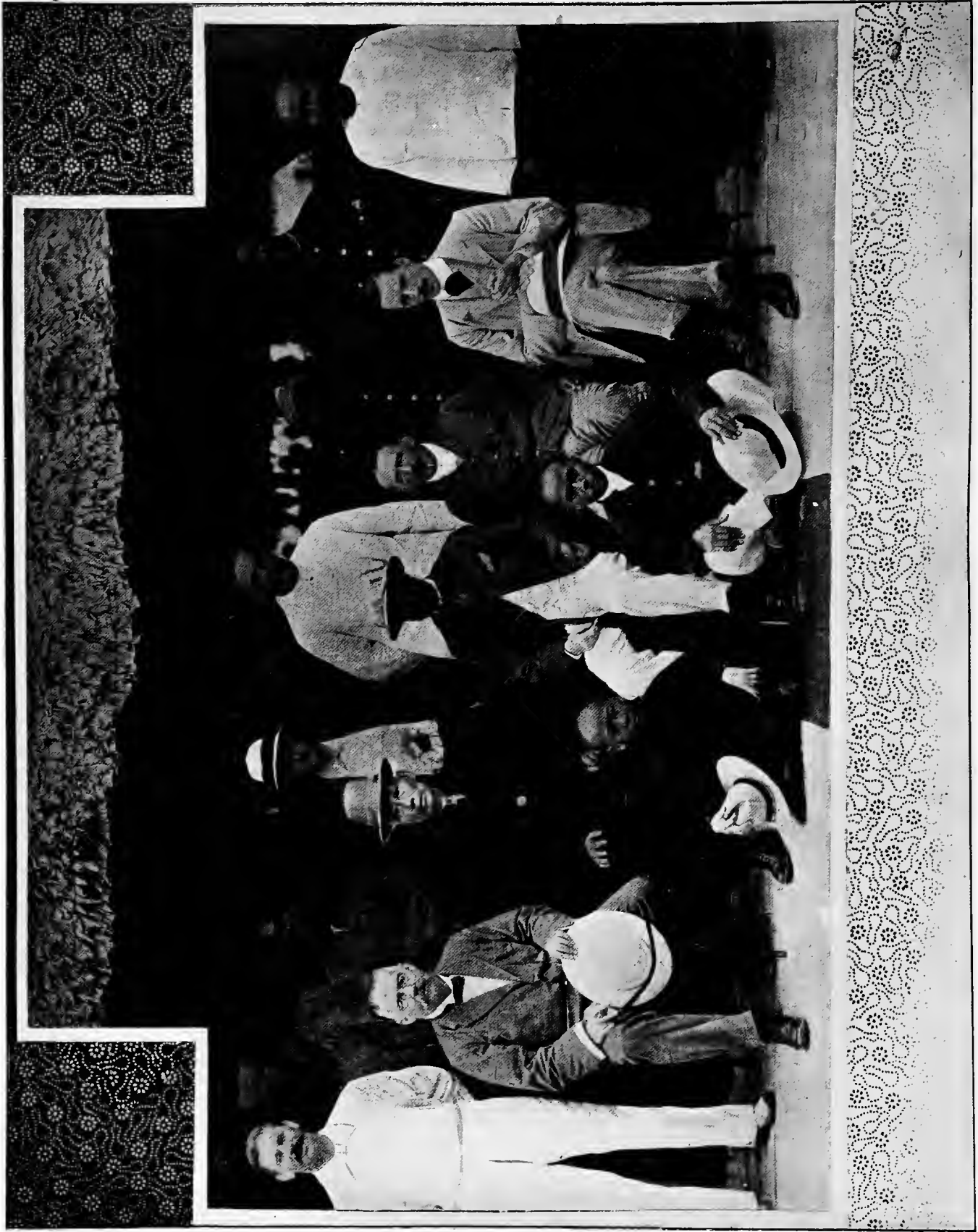
most up-to-date description, and is in excellent condition.

The Bruseh mine is the property of the Bruseh Hydraulic Tin Mining Company, Ltd., which was floated in 1901 with an authorised capital of 600,000 dollars. Most of this capital was furnished by the Borneo Company, Ltd., and the cost of installing the plant was so heavy that a further 200,000 dollars had to be put into the concern. For the first three years there was no return for this outlay, but since then the additional capital has been paid back with interest, and last year a dividend of 20 per cent. was declared. From May 1, 1906, to April 30, 1907, the total output of tin-ore from the Bruseh mine was 5,100 piculs, which realised 305,990 dollars. An area of 120 acres of land belonging to the company, which is of no use for mining purposes, has been planted with rubber, and the trees are in a flourishing condition. The directorate of the company consists of Mr. W. Patchitt (Chairman), Mr. R. Pawle, A.R.S.M., M.I.M.E., and Mr. E. F. H. Edlin. Mr. J. Deniston is the Secretary, Mr. W. D. O'Brien the General Manager, and Mr. H. Brett the Assistant Manager.

KAMUNTING MINE.

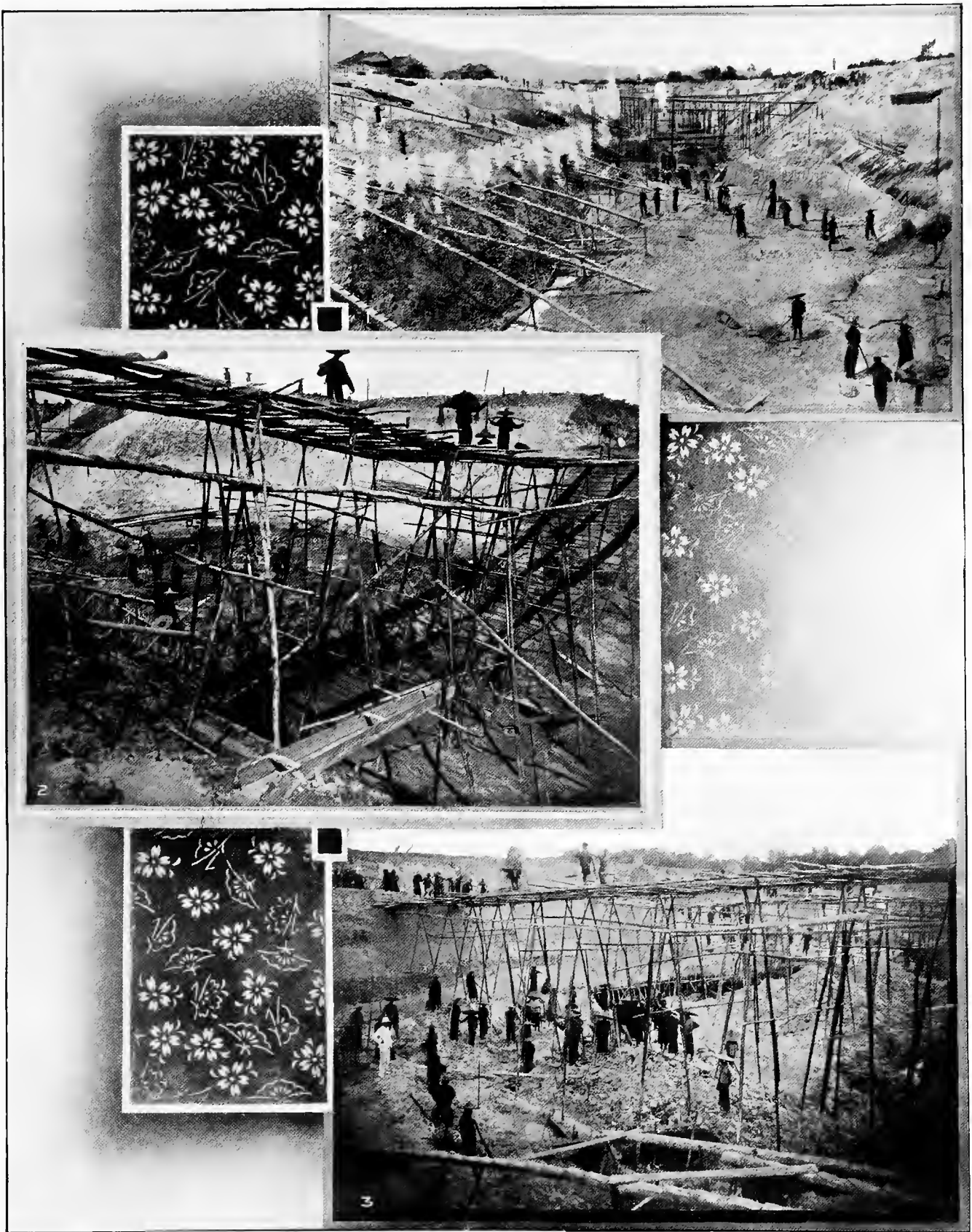
One of the leading properties in the Federated Malay States is the Kamunting Mine, Taiping, which belongs to Mr. Ng Boo Bee, and is worked entirely by Chinese methods. The open-cast is 2,400 feet long by 150 feet broad, and has an average depth of from 40 to 50 feet. This pit is being carried across the property, the overburden, washdirt, and tailings being dumped on to the exhausted ground. The tin is extracted from common land shoots without preliminary puddling. There are two

sets of powerful steam pumps which carry off all the water in the mine. There is a large extent of virgin tin land still untouched. The ore obtained is of good quality. It is sold about three times a month, and a large portion of it is purchased by the Straits Trading Company. In 1904 the mine was visited by the Governor of the Straits Settlements, and since then it has loomed large in the public eye. Within recent years the labour force has been growing very rapidly. On the occasion of the Governor's visit it numbered 2,500, and at the time of writing (1907) it comprises no fewer than 4,500. The happiest relations exist between the Tow-kay and his coolies. From the day a newly arrived *sinkh* commences work he is paid exactly the same as the free labourer at his side, and the only deduction made from his earnings is the 15 or 20 dollars that it has cost his employer to import him. The coolies work about six or six and a half hours a day, and are afterwards their own masters entirely. They are housed in roomy and airy lines which receive the full benefit of the cool breezes from the sea only a few miles distant. The arrangements for catering for the labourers are excellent. In a central building there is a shop at which wholesome food of nearly every variety is procurable. There is also an opium-shop where chandu is manufactured on the premises. The kitchen is contained in a separate building, and from here cooked rice is supplied gratis. The water-supply arrives through an earth trench, and falls into two settling tanks, one below the other, so that in the lowest tank the water is as free from suspended matter as is possible without actual filtration. That the coolies' lot is a happy one is manifest from the fact that old coolies returning to China often bring back their friends with them to labour in



NG BOO BEE'S OPEN CAST TIN MINE AT KAMUNTING.

VISIT OF H.E. THE GOVERNOR TO THE MINE.



NG BOO BEE'S OPEN CAST TIN MINE AT KAMUNTING.

1. GENERAL VIEW.

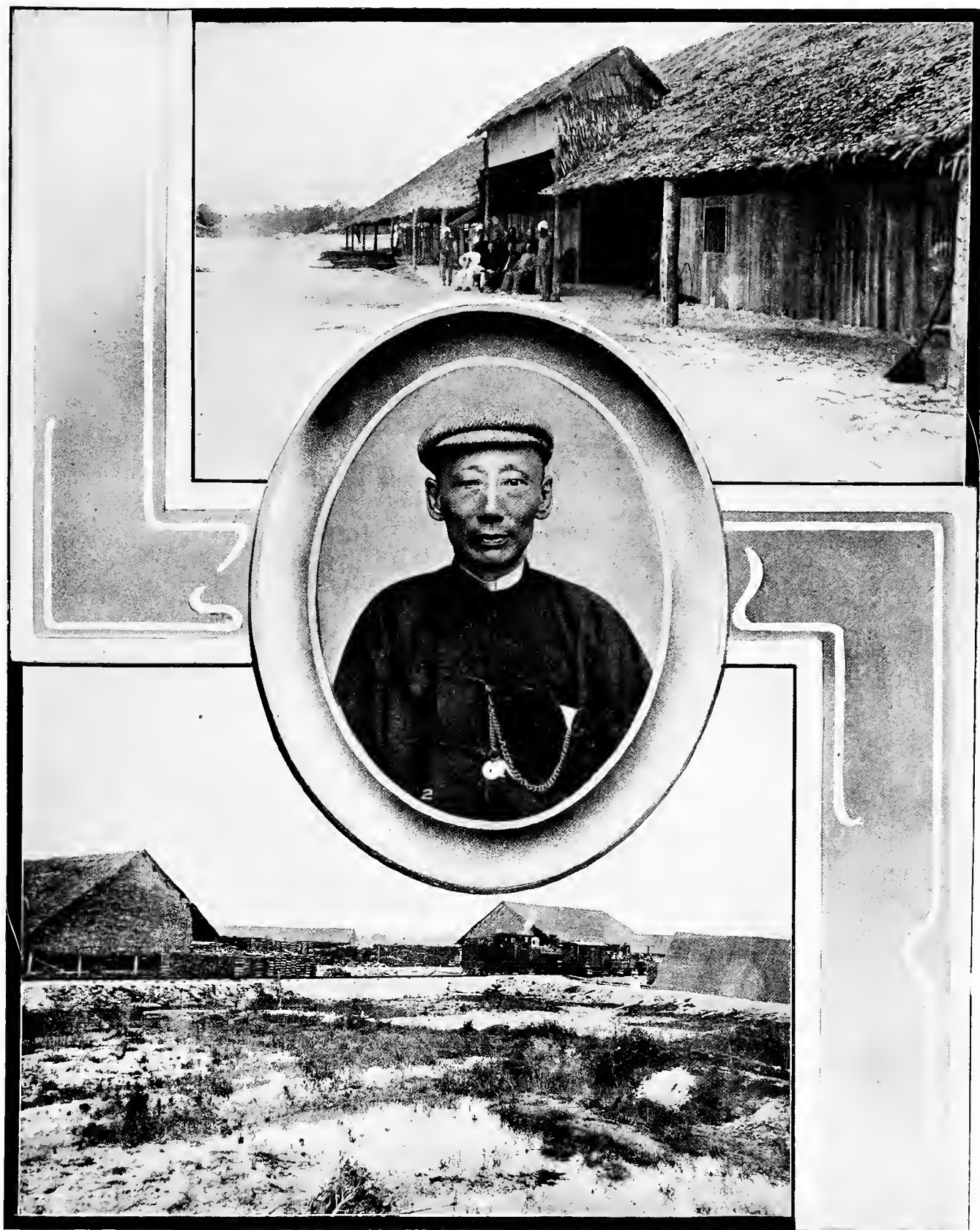
2 & 3. CROSS SECTIONS.



NG BOO BEE'S OPEN CAST TIN MINE AT KAMUNTING.

1. THE COOLIES AT KAMUNTING MINE.

2. WASHING TIN ORE.



NG BOO BEE'S OPEN CAST TIN MINE AT KAMUNTING.

1. NEW KONGSI HOUSE.

2. MR. NG BOO BEE.

3. "BOO BEE" RAILWAY SIDING.

what to them is "a land flowing with milk and honey."

Born in the Hokien Province of China, Mr. Ng Boo Bee, the owner of the mine, was educated in his native land, and came to the Straits Settlements some twenty-eight years ago. After a short time spent in commerce in Pinang, he settled down in the State of Perak, and started business as a brick manufacturer and timber merchant at Taiping, Ipoh, and Teluk Anson, under the style of Chop Swee Bee, which he still employs as his trade name.

LEE HENG & CO.

The firm of Messrs. Lee Heng & Co., Main Road, Sungei Siput, Perak, of which Towkay Loke Yew is half owner, is situated only a few minutes' distance from Sungei Siput railway station, and is in the charge of Mr. Loo Hoi Choon. Mining forms the main part of Mr. Loke Yew's undertakings at Sungei Siput. Altogether some 1,500 coolies are employed and managed by Messrs. Lee Heng & Co. The firm are also buyers of tin, and handle a

he resigned, and in 1898 came out as mining engineer for the Straits Tin Company, Ltd., with whom he remained for twelve months at Gopeng. Then he started in practice for himself, prospecting and reporting upon tin-mines generally, among them being the famous Tronoh mines, which were floated by a limited liability company on the basis of his report. Of these mines he was appointed general manager in 1902, with Mr. Perry as assistant manager. At the end of eighteen months both Mr. Wickett and Mr. Perry resigned from this company's service in order to engage, as partners, in prospecting for tin mines. Together they were appointed general managers of the Heawood Syndicate, Ltd., for whom they carried on prospecting work without discovering anything worth mentioning until, at the end of four years, they were fortunate enough to strike this rich tin-mining land at Kledang, on which are situated the valuable mines now owned by the Kledang Mining Company, Ltd. Mr. Wickett has reported on most of the leading mines in Perak, and upon his reports many companies have been floated in London. His father, Mr. James Wickett, who is a share-broker in Redruth, has floated many tin-mining companies in the Federated Malay States, including the pioneer Gopeng mine of Perak, which, after having repaid its capital ten times over, is still very rich in ore.

Mr. R. W. Perry, M.I.M.E., general manager of the Kledang Tin Mining Company, Ltd., has had a wide experience in his profession, having practised in four continents. The son of the late Mr. William Perry, landowner, of Elmsleigh, Cribb's Causeway, near Bristol, he was born on August 22, 1871. He received his education at Bristol Grammar School, at Cardiff, and at Camborne School of Mines, where he gained the Miners' Association Medal in 1891, and in the same year won another medal, awarded by the City and Guilds of London for the principles of mining, as well as several certificates for papers on mining, ore-dressing, metallurgy, and chemistry. In 1892 he went to South Africa for the Ferreira Gold Mining Company, Ltd., and was cyanide manager for over four years. He was subsequently appointed assistant manager to the Santa Francisca Gold Mining Company, in Nicaragua. After two and a half years' service he was sent by this company to manage their mine at Nueve Segovia, and in 1902 he came out to the Federated Malay States as assistant manager of the Tronoh Tin Mine in Perak. Eighteen months later he left Tronoh and went into partnership with Mr. Frederick Wickett. In the same year Mr. Perry went to England, where he formed the Heawood Syndicate in Cornwall to prospect Heawood estate at Sungei Siput, Perak. After four years' prospecting and boring in different districts, Mr. Wickett and he purchased the Kledang property for the syndicate, and floated the Kledang Tin Mining Company, Ltd., of which Messrs. Wickett and Perry became joint general managers. Mr. Perry resides in Ipoh, where he has a house and some property on the Tambun road. He is married and has two children, one of whom is in England.

WING HING COMPANY.

In this prosperous tin-mining company there are two partners, Mr. Chooi To and Mr. Ow Kong. Mr. Chooi To is China-born, and in the year 1889 was invited to come to the Federated Malay States by Mr. Chan Kang Chuan, who was then partner in and manager of the Perak Farm. On arriving in the States Mr. Chooi To was appointed general manager of the well-known chop Thye Lee at Ipoh, owned by Messrs. Chan Thye, Chan Kang Chuan, Ow Cheok, and Chan Shoon. In this position he made a considerable amount of profit for his



1. LEE HENG & CO'S. PREMISES, SUNGEI SIPUT.

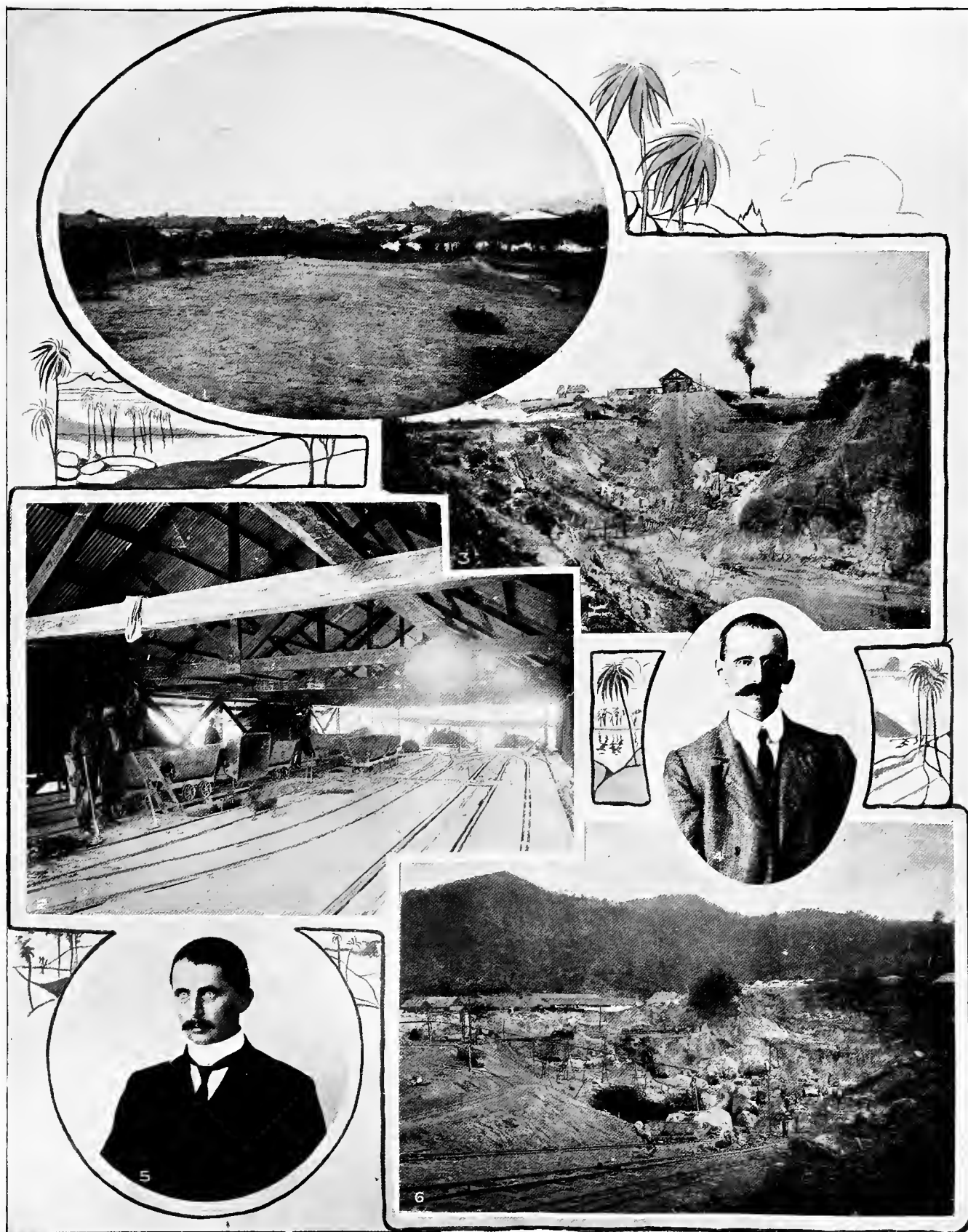
2. LOO HOI CHOON.
(Manager.)

Shortly after arriving in Taiping he became a railway contractor, and continued as such for twenty years under Mr. C. R. Hanson, J.S.O., Resident Engineer for Railways, Perak. During that time Mr. Ng Boo Bee acquired the mining land at Kamunting, Taiping, which has proved to be such a valuable property. For the last three years Mr. Ng Boo Bee has been the controlling partner of the Perak General Revenue Farm, leased for that period from the Government for a sum of 6,120,000 dollars. He has also been controlling partner of the Perak Coast Chandu Farm, which has been held since 1907 at a monthly rent of 12,000 dollars. His business qualities are well demonstrated by the vast wealth he has acquired from such small beginnings. Mr. Ng Boo Bee is a member of the Taiping Sanitary Board, a Visiting Justice, and one of the leaders of the Hokien community. His father, Mr. Ng Koh Sung, and his mother, U Choot Kwah, both lived to a good old age in their native province of Hokien. Mr. Ng Boo Bee is the eldest of three sons. His eldest surviving son is Ng Ann Thye.

very large portion of the products of the district. Mr. Loke Yew is also half-owner of the Kamuning estate.

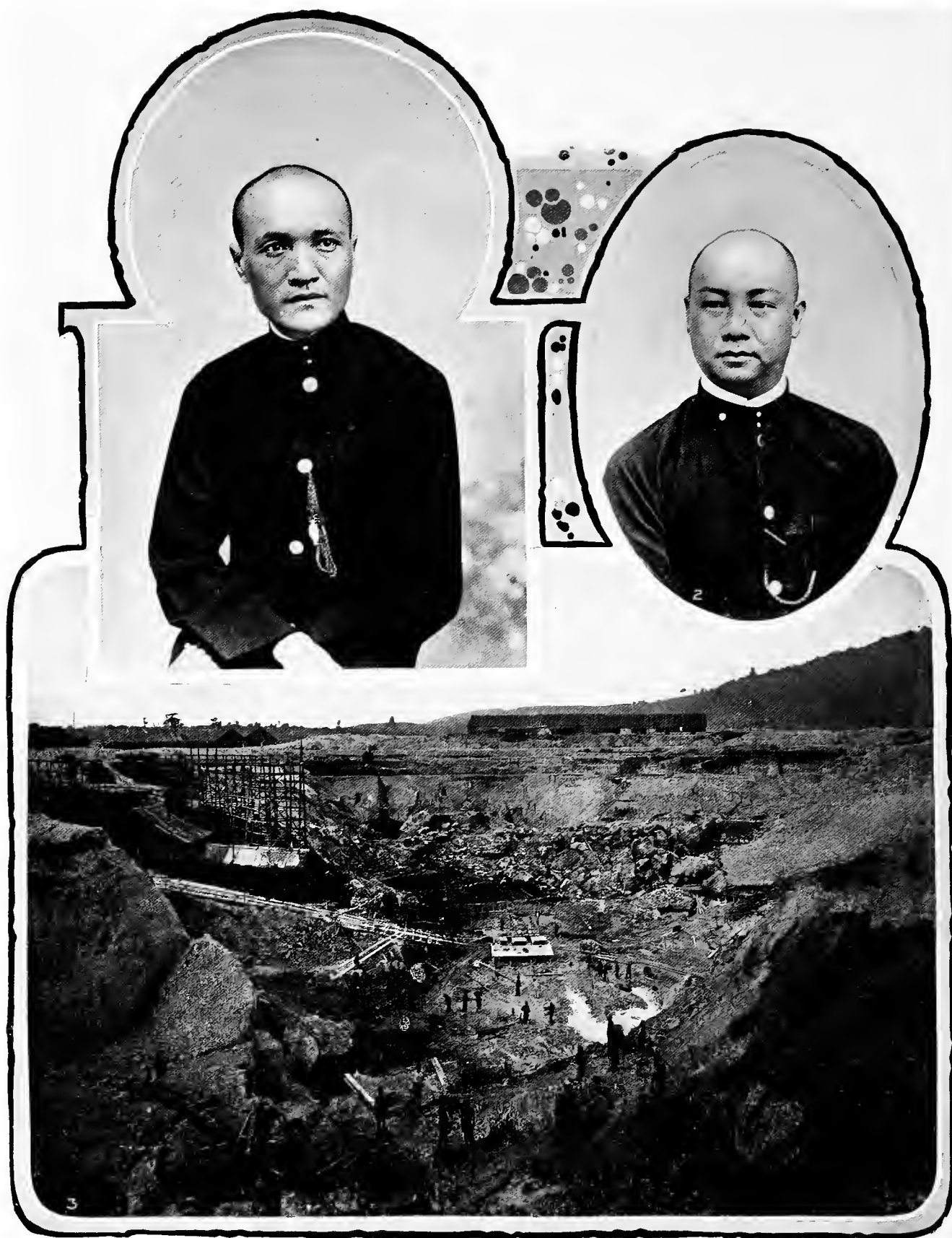
KLEDANG TIN MINING COMPANY, LTD.

This company possesses in the Kledang tin mines one of the richest mining properties yet exploited in the Kinta valley. The mines, which are fitted with modern machinery and appliances, were prospected and reported on by Messrs. F. Wickett and Perry, and subsequently floated as a sterling company by Mr. James Wickett, of Redruth, Cornwall. His son, Mr. Fred Wickett, who is now resident manager of the Kledang mine, with Messrs. Wickett and Perry as general managers, was born in April, 1876, at Redruth, and educated at Truro College. After going through a course at the School of Mines, and gaining a first-class in the honours stage of mining and the raising and preparation of ores, with four extra bronze medals, he joined Bassett, Ltd., as a miner. In their service he became underground manager within four years. At the end of that period



THE KLEDANG TIN MINING COMPANY, LTD.

1. GENERAL VIEW OF KLEDANG MINE. 2. THE TRUCKS AND RAIL LINES. 3 & 6. VIEWS OF KLEDANG MINE. 4. FRED WICKETT. 5. R. W. PERRY.



1. OW KONG.

2. CHOOI TO.

3. GENERAL VIEW OF MINE AT MENG LEMBU.

Towkays. In 1898 they stopped their mining business, sub-leasing their lands for tribute and letting their houses for rent. Under the altered régime Mr. Chooi To continued to work as manager, although his salary was reduced by half on account of the business being less. From that time he commenced mining on his own account along with Mr. Ow Kong, and in May, 1907, he left the service of the chop Thye Lee, finding that his own interests demanded his full attention. With his partner he started the mining company styled the Wing Hing Company, with head offices at No. 20, Station Road, Ipoh. This company has many mines, of which the one at Meng Lembu, as shown in the accompanying photograph, is the largest. At present about five hundred persons are employed on this mine, and there are five engines and two winches working both day and night. The estimated value of this mine is £70,000. The second partner, Mr. Ow Kong, is a Cantonese, and was born in 1874. He came to the Federated Malay States in 1889 at the invitation of Mr. Ow Cheok, a part-owner of the well-known chop Thye Lee, Ipoh, by whom he was recommended for the post of accountant to the chop. He is very popular in the Federated Malay States, and is a member of the Perak Mining and Planting Association, the Perak Anti-Opium Society, and the Perak "Kung Lup" School.

"The Separators, Ltd." Until a few years ago, the dressing of the tin ore in the Federated Malay States was performed in the most primitive fashion, and it is estimated that quite 20 per cent. of the tin of many mines has been lost through this cause. The Chunkat Pari plant, however, which is laid down at Ipoh, has brought about a great improvement in this direction. At first the proprietors had a hard battle to fight against the aversion with which their machinery was regarded by the Chinese, but this is now a thing of the past, and tin ore from all parts of the Federated Malay States passes through the establishment of the Separators, Ltd. The managers are Messrs. R. L. and F. Corbett, two enterprising New Zealanders, the first named of whom is also managing director of the company.

PUSING LAMA TIN MINING COMPANY, LTD.

Of this well-known mining concern the manager is Mr. W. M. Currie, A.R.S.M. At the time of writing he is away on leave, and Mr. H. O. Crighton, A.I.M.M., is acting manager. The estate, consisting of about 150 acres, is situated near the village of Papan, in the territory of Kinta, Perak, and was taken over by the present proprietors in 1904. The producing stage was reached in April, 1905, and the

a hydraulic plant, 15 head of stamps, Wilfley tables, slimers, &c. The installation has recently been increased by 15 head of stamps, besides other labour-saving and ore-dressing machinery. An electric-lighting plant has also lately been erected. The mine has proved to be one of the richest, and is reputed to be one of the best managed in the native States. The assistants on the mine are Messrs. H. G. Harris and G. L. Harvey; a third assistant is expected shortly. The secretary is Mr. E. A. Roadnight, the engineer Mr. G. Rodgers. The new plant has been erected under the superintendence of Mr. W. H. Knapp.

CHOP KWONG SANG.

One of the most influential of the Chinese firms carrying on business in Seremban is that trading under the style of Chop Kwong Sang, the chief partner in which is Mr. Chu Shu Ming, of Singapore. This firm own about one-quarter of the houses in the town of Seremban, besides a large smelting works and several other businesses in the vicinity. At Batang Benar they possess a large mine, employing some 2,000 coolies, and practically the whole of the property in the neighbourhood. Close to the mine they also have a rubber estate of 650 acres, with trees rising three years old. At their various mines, scattered over the States,



THE MANAGER'S BUNGALOW AND ORE REFINERY.



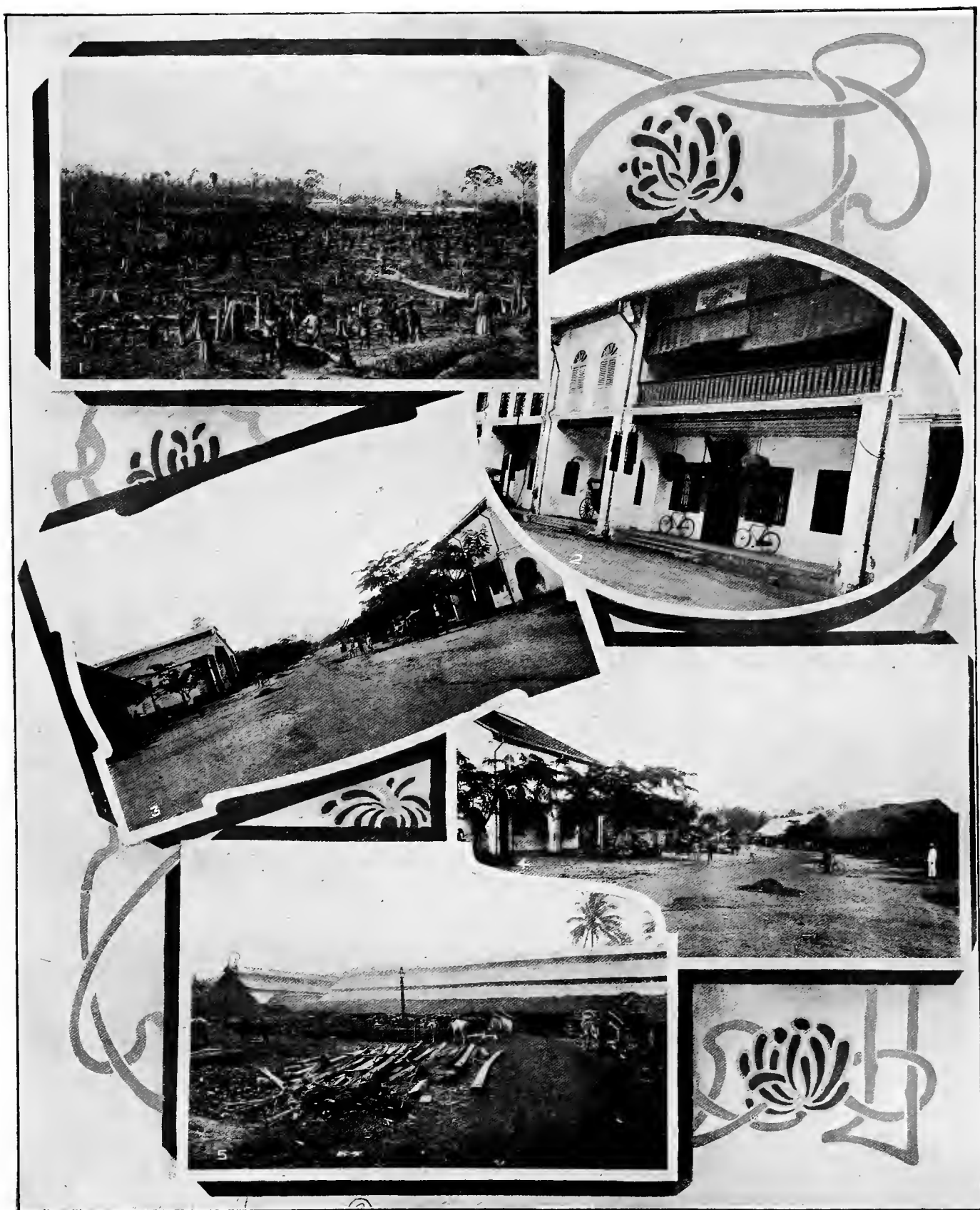
THE REFINERY.

THE SEPARATORS, LTD.

One of the most notable undertakings in the Kinta Valley is the Chunkat Pari electro-magnetic ore-dressing plant operated by a company of Perak miners, under the style of

company commenced to reap profits in June following. From that time the value of the output has steadily increased. In 1906 it was 13,458 piculs, or 801 tons, valued at £83,298, and the dividend was four shillings per share. There are on the works 5 puddling machines,

they employ about 7,000 coolies. The whole of the tin turned out by these miners, as well as large quantities of ore purchased from other miners, is smelted at the firm's own works, the Kong Fook Sang, situated in Setul Road, and capable of dealing with about 3,000 piculs per



CHOP KWONG SANG, SEREMBAN.

1. RUBBER ESTATE AT BATANG BENAR.

2. THE HEAD OFFICE AT SEREMBAN.

3 & 4. VIEWS OF THE TOWN OF BATANG BENAR.

5. SMELTING HOUSE.

mensem. The firm has been established in Seremban for upwards of thirty years, and is the oldest in the town, if not in the State.

OSBORNE & CHAPPEL.

The first firm to introduce hydraulic working in the tin mines of the Federated Malay States

& Osborne are the general managers for various valuable properties, including the Kinta Tin Mines, Ltd.; Gopeng Tin Mining Company, Ltd.; New Gopeng, Ltd.; Rambutan, Ltd.; and Tekka, Ltd., all of which they floated as limited companies. The firm are at present experimenting with a suction dredge, which promises to be a very important advance in

SUNGEI BESI MINE.

Till strong underground water was encountered, this property, in the State of Selangor, some nine miles south of Kuala Lumpur, was owned and worked by the late Captain China, who conducted operations principally by shafting and driving on the



FOO CHOO CHOON'S SUNGEI BESI MINE.

1. KAMPAR OFFICE.

2 & 3. VIEWS OF THE MINE.

were Messrs. Osborne & Chappel, who brought out the necessary machinery in 1891. The business was established by Mr. Osborne in 1890, and is now well known throughout the native States. Mr. Chappel was admitted to partnership in 1901. The interests of the firm lie entirely in tin mining. Messrs. Chappel

mining machinery. Mr. Osborne is a member of the State Council of Perak, a Fellow of the Royal Colonial Institute, a member of the North of England Institute of Mining and Mechanical Engineers, and a member of the Institution of Mining and Metallurgy and many other similar institutions.

richest seams of ore. The influx of water, however, necessitated the closing of the mine, and some years later Messrs. Foo Choo Choon and Mons. Edgar acquired the property, subsequently opening it as an open-cast mine. The water is being dealt with by means of a Hayward Tyler pump, 23 in. by 20 in. by 18 in.,



THE SUNGEI BESI MINE.

IPOH OFFICE.
FOO CHOO CHOON'S MINE NEAR KAMPAR.

FOO CHOO CHOON.
FOO CHOO CHOON'S OFFICE AT LAHAT.
RUBBER ESTATE AT GOPENG ROAD.



GENERAL VIEWS OF FOO CHOO CHOON'S MINE AT SUNGEI BESI.



VIEW OF FOO CHOO CHOON'S MINE AT SUNGEI BESI.

of a normal capacity of 150,000 gallons an hour. The depth of the mine from grass level in 1907

was 80 feet, top area about 12 acres, and bottom area about $2\frac{1}{2}$ acres. The depth of the waste

dirt was from surface at least 200 feet. The overburden varies from 30 to 40 feet in thickness. The labour force numbers about 600, and consists almost entirely of Indians. Mr. Grant Mackie manages the mine, and Mr. George Velge is the chief engineer.

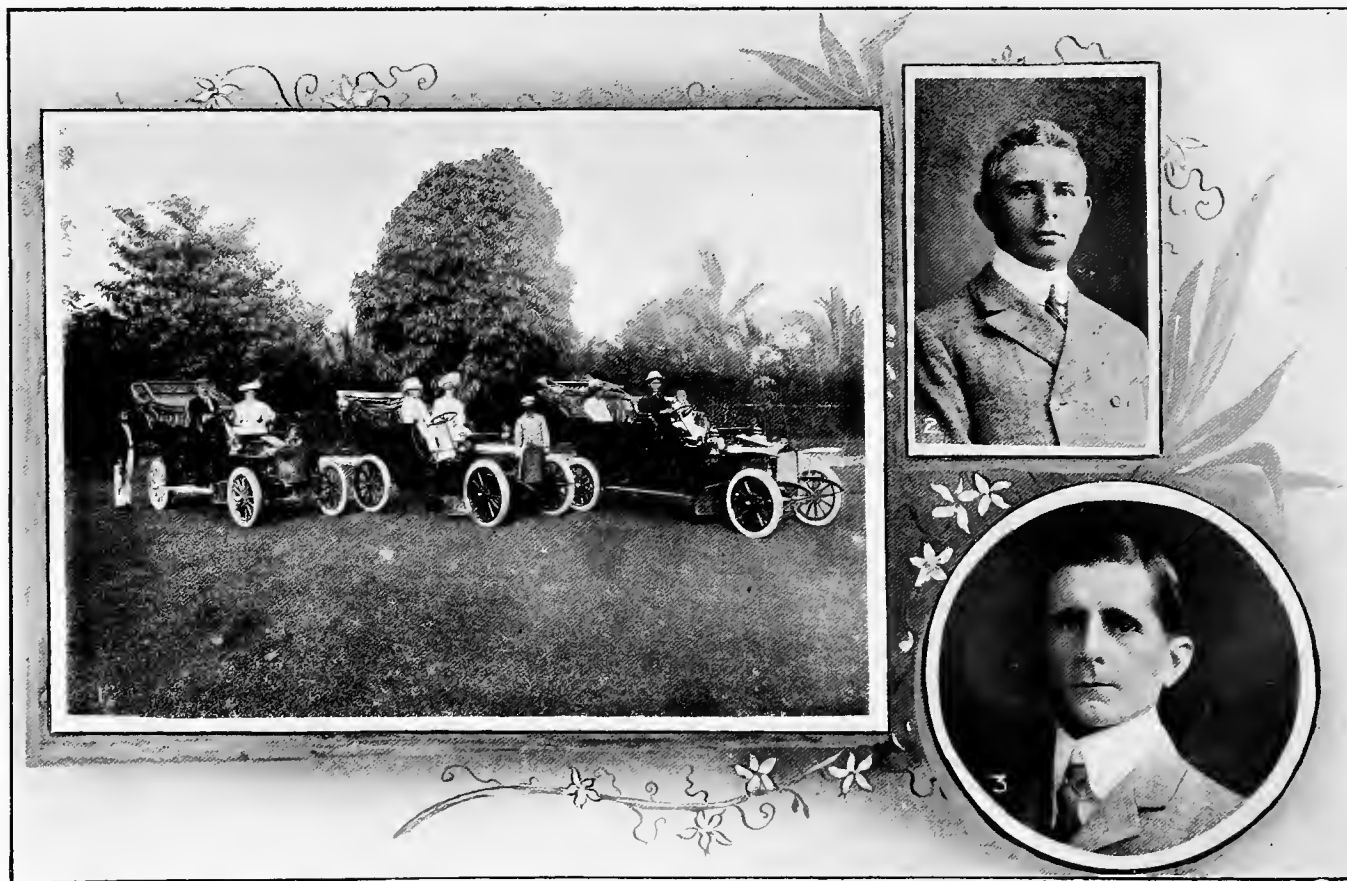
AYLESBURY & GARLAND.

Messrs. Aylesbury & Garland, of Ipoh, have a branch at Tapah; their office is the only European establishment in the township. The bulk of the tin produced by Chinese miners in the Batang Padang district passes through the hands of this firm, which purchases much ore on behalf of the Straits Trading Company. Messrs. Aylesbury & Garland also conduct an agency business in a variety of lines. The establishment is managed by Mr. A. A. Robin, who has been with the firm for four years. Mr. H. G. James is assistant manager.

THE JEHER AND SERANDAH MINES.

The Jeher Mines, situated on the border of the States of Selangor and Perak, are carried on by the Jeher Hydraulic Tin Mining Company, Ltd., with a capital of £30,000. The high-pressure water supply is obtained from a branch of the Bernam river, and conveyed to the mines through a water race six miles long. Hydraulic elevators and monitors are used. The mine has paid dividends amounting to 25 per cent. of the paid-up capital within a year.

The Serandah mine is the property of the Serandah Hydraulic Tin Mining Company, Ltd., and covers an area of 430 acres. Its water line is one and three-quarter miles long, has a fall of 7 feet to the mile, and will carry 1,800 cubic

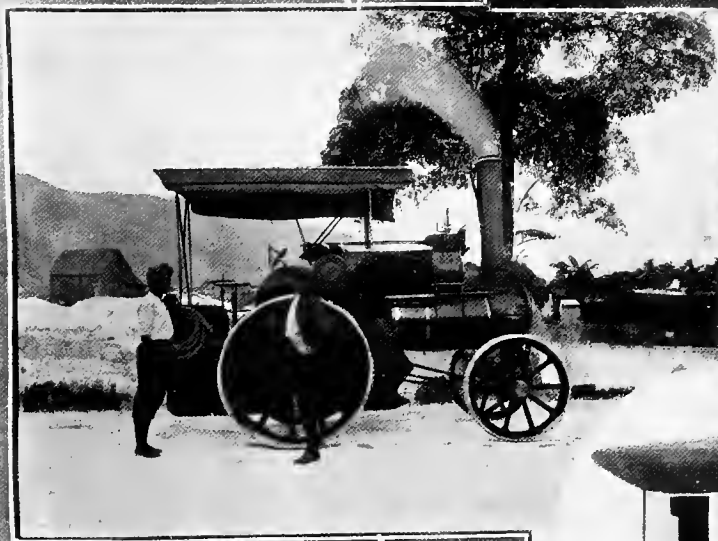


AYLESBURY & GARLAND, IPOH.

1. TALBOT MOTORS.

2. E. L. BAILEY.

3. E. T. C. GARLAND.



AYLESBURY & GARLAND, IPOH.

1. IPOH OFFICE.

2. STOKOTTE WORKS.

3. "LITTLE GIANT" TRACTOR.

4. TAPAH OFFICE.



THE JEHER AND SERENDAH MINES.

1. RECEPTION AFTER OPENING CEREMONY AT SERENDAH MINE.

2. JEHER HYDRAULIC MINE, SHOWING CUTTING.

3. SERENDAH HYDRAULIC MINE.

4. LOKE CHOW THYE.

5. OPENING CEREMONY AT SERENDAH HYDRAULIC MINE.

feet per minute. The property was opened by Messrs. Loke Chow Thye and Loke Yew, and was the first in Selangor to be installed with hydraulic machinery. The photographs show the opening of it by Mr. H. Conway Belfield, British Resident of Selangor.

The managing director of the two concerns is Mr. Loke Chow Thye, one of the most prominent figures in mining circles in the Federated Malay States at the present time. He was born in Pinang in 1871. After being educated at the Free School in that settlement, he migrated to Selangor in 1892, and entered the State Railway Department. A year later he commenced tin-mining, and he now has large interests in mines in both Selangor and Perak. Besides being a director of a newly-formed engineering company and holding shares in another engineering company in Scotland, he

education at Melbourne University. Afterwards he joined the Atlas foundry, and was there for three years. He worked at the Langford foundry, Melbourne, for another three years, and subsequently engaged in the business of making mining machinery. He was at the Gingillic tin mines, Upper Murray, Victoria, for eighteen months and at the Maritena gold mines for a similar period. On returning to Melbourne he entered the service of the Watson Denny Contracting Company. In the course of his travels he has constructed mining machinery in New Zealand and various parts of Australia, and has been engaged as a miner in Central America. After two years in South America he returned to Australia and obtained an appointment as manager of a hydraulic and dredging machinery business. He remained in charge of this concern for seven years, and

Serandah Hydraulic Tin Mine Company, Ltd. The Serandah mine was the first hydraulic mine in Selangor, and is reputed to be the third highest ore-producing concern in the Federated Malay States.

KANABOI, LTD.

In January, 1907, this company was floated to exploit a large area of mining land in the Kanaboi valley. The company obtained dredging rights over five miles of the Kanaboi river, and from preliminary operations there are indications of a profitable tin and gold deposit. The company has acquired altogether 2,000 acres of good mining land, including 900 acres in Kanaboi valley, which is rich both in tin and gold. During the first year activities were concentrated upon prospecting, and upon



KANABOI, LTD.

THE PIPE LINE AND THE DAM AND PIPE LINE.

is the owner of much landed property, including several rubber estates. Mr. Loke takes a great interest in public affairs generally and the education question in particular. He founded a scholarship at the Brothers' School, Pinang, and has sent his daughter to England to be educated. He is a keen motorist and an all-round sportsman. His race-horses have met with considerable success. He is president of the Weld Hill Chinese Club, of which he was a promoter, and vice-president of the Miners' Association and of the Selangor Anti-Opium Society. He has travelled in England and on the Continent.

Mr. Rene Proust, the manager of Serandah mine, Selangor, is a son of the late Mr. R. Proust, engineer, Ecole. He has had a varied career, and a long experience of mining operations in many countries. Born on July 6, 1862, at Ballarat, Victoria, Australia, he received his

then, after a trip to London, entered the service of the Modack Gold Dredging Company, and subsequently of the British North Borneo Chartered Company. He did gold mining and dredging on the property of the Chartered Company, and stayed with them four years. He next went to the Philippines, to Rio Grande, Mindanao, and did a great deal of prospecting on his own behalf. At the outbreak of the Spanish-American war he joined the United States service, and was on active service for three years. Having resigned his position in the army, he came to Singapore and was appointed mining engineer by the Malaysian Company on their reefing gold mine at Raub, Pahang. He retained this position for four years, and then joined the Jehar Hydraulic Tin Sleiving Company at Jehar, Tanjong Malim, Perak. He worked for a short while with this company, and then took charge of the

the importation of machinery to the property. The first plant installed consisted of two and a half miles of 24-inch pipe line capable of carrying 2,000 cubic feet of water a minute; one Hendy's hydraulic elevator (16 inch); one 10-inch and one 5-inch water lifter working in a pontoon 15 feet by 45 feet, and into 400 feet of 4-foot sluice boxes, using Censor riffles. (This plant deals with 1,500 to 2,000 cubic yards per 20 hours.) A small bucket elevator and motor pump capable of elevating 500 cubic yards a day, and a centrifugal suction elevating plant are to be installed, the latter for river-dredging purposes. A portable 8-inch hydraulic elevator is to work out two miles of the river bed, which will be left dry when the big hydraulic installation is working. The scene of the company's operations is in Negri Sembilan, near the boundary between that State and Pahang. This neighbourhood is the

gold country of Malaya. The mine started working on October 17th. Mr. W. W. Richardson, the general manager, resides in Seremban.

Mr. A. A. Henggeler, M.E., is the manager of the recently floated tin mining company, Kanaboi, Ltd., which is opening up large hydraulic mines in the Kanaboi district. He has had prospecting experience in all parts of the Federated Malay States, as well as in Siam, and holds considerable interests in different Siamese prospecting syndicates.

THE STRAITS TRADING COMPANY.

It is computed on good authority that fully one half the tin produced in the native States

some new premises were erected during 1907, in the best quarter of the town. From this centre the whole of the Perak business is directed. The staff comprises twelve Europeans and numerous Chinese and native clerks and assistants.

Mr. William J. Murray, agent of the Taiping branch of the Straits Trading Company, Ltd., is a native of Banff, Scotland. He came to the Straits Settlements to join this firm in 1904, and was given his present appointment in the following year.

Mr. Law Foo, one of the best-known miners in Perak, is the son of the late Mr. Law Sum, a pioneer of the mining industry in the Federated Malay States. The deceased gentle-

Chinese craft. Mr. Law Sum found favour with the Raja, and was made the chief, or headman, of the Chinese community. He continued to work as a tin miner for some time after the Perak War and the establishment of the British Protectorate. When he retired to China in 1880 he was succeeded by his son, Mr. Law Foo, and six years later this gentleman left Taiping and went to Ipoh, where he has been successful in further mining ventures. He owns landed property in Perak, and has a permanent residence in Pinang.

Mr. Eu Tong Sen.—Some thirty-five years ago Eu Tong Sen's father, Eu Kong, emigrated from his home in Kwung Tung (South China) and became an assistant in a Chinese grocery business in Pinang. With characteristic prescience he opened a place of business of his own in the Federated Malay States, and his choice fell on Gopeng, then a newly founded settlement. Here he was soon successful in securing the monopoly of the General Farm from the Government, carrying on an extensive grocery business the while under the style (or "chop") Yan Sung, which continues to flourish to this day under his son's direction. His keen business instinct led him to extend his operations by opening a Chinese dispensary, and later, when the tin boom began, he was quick to perceive the possibilities of what was to prove the foundation of Perak's remarkable prosperity, and speedily secured the right to work some excellent mining land. His strenuous and successful life was, however, destined to be but short, and in 1890 he died at the early age of thirty-eight, just after his return from a visit to China. His son, to whom he bequeathed a substantial estate (which was afterwards augmented by a legacy from his step-mother), was at the time still a minor and pursuing his education in the great Middle Kingdom, the estate being in charge of Mr. Grant Mackie's brother, of the Straits Trading Company. After completing his Chinese education Mr. Eu Tong Sen studied English under a private tutor—Mr. F. W. Harley—in Pinang, taking up his residence with Mr. R. Butler, with whom he lived two and a half years. Coming to Ipoh, he attended the Government School, with the result that by the time he took over charge of his own affairs he had acquired an excellent knowledge of the English language. He administered most successfully the intricate details of his father's estate. He made good to his married sister, the wife of Mr. Leong Kwong Hin, of the Chinese Protectorate, Singapore, several tens of thousands of dollars due under her father's will, and at the early age of thirty was one of the largest as well as one of the most opulent tin miners in the Federated Malay States. In Perak he owns as many as eight or nine mines—two at Kampar, three at Gopeng, one at Tronoh, one at Chenderiang, and one at Papan, employing in all about 8,000 coolies. In the neighbouring State of Selangor Eu Tong Sen owns two mines—one at Ampang and one at Kancheng—giving employment to about 3,000 coolies. Finally, in Batang Benna, Negri Sembilan, he owns a mine employing about 1,000 coolies. To this day Mr. Eu Tong Sen takes much interest in the medicine shops at Kampar and Gopeng, which are doing a flourishing business, and naturally has not overlooked the rubber industry. Recently he commenced planting on two estates of 450 and 250 acres respectively. Every worthy cause in this country has in Mr. Eu Tong Sen a stout champion and liberal supporter, while he does not fail to take his share of public work and responsibility. He is vice-president of the Anti-Opium Society and a member of the Kinta Sanitary Board. A good sportsman, he takes keen interest in horse-racing, motoring—his was the first motor-car to be imported into Perak—and rifle shooting. In conjunction with Mr. Chung Thye Phin he recently built



THE STRAITS TRADING COMPANY'S HEAD OFFICE FOR PERAK AT IPOH.

passes through one or other of the Straits Trading Company's many branches. The head office for Perak is at Ipoh, where hand-

man emigrated from China to Pinang, but removed to Taiping at a time when the place could be reached only by means of small



THE LATE EU KONG. EU KENG CHEE. EU TONG SEN.
EU TONG SEN'S RESIDENCES AT KAMPAR, GOPENG, AND KUALA LUMPUR.



EU TONG SEN'S MINES.

MINE NEAR KAMPAR, PERAK.
TALMA MINE, KAMPAR.

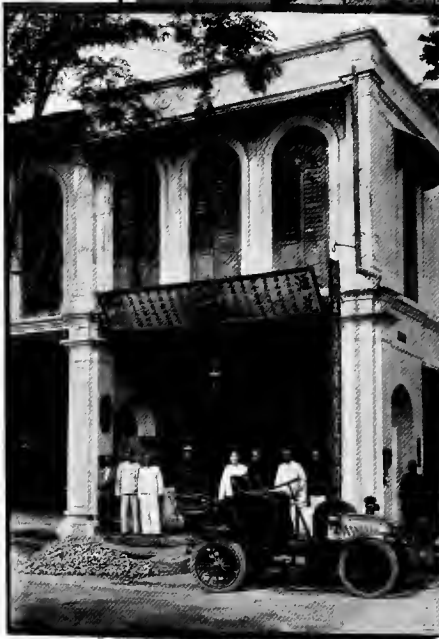
HEAD OFFICE AT KAMPAR.
PAPAN MINE, PERAK.
KANCHENG MINE, KAMPAR.



THE ANYSANG MINE.
MINE NEAR GOPENG.

EU TONG SEN'S MINES.
GOPENG (PERAK) OFFICE.

THE TEKKA HYDRAULIC MINE.
(Two views.)



IPOH (PERAK) OFFICE.
CHENDERIANG (PERAK) MINE.



MINE AT BATANG BENNA, NEGRI SAMBILAN.



MINE NEAR TRONOH (PERAK).
KUALA LUMPUR OFFICE.

EU TONG SEN'S MINES.

a large Chinese theatre in the important mining town of Kampar, near Ipoh.

Towkay Yau Tat Shin.—A prominent part in building up the industry of Ipoh has been taken by Towkay Yau Tat Shin, of Perak, who came to Negri Sembilan in 1898, and for two terms was the general farmer. To him belongs the distinction of having established the first smelting works in the State. These are located at Rasa, and deal not only with the product of the Towkay's mines, but also with a considerable quantity of ore from outside sources. Although the smelting is conducted according to Chinese methods the works have been able successfully to compete with European methods, their monthly output averaging from 1,000 to 1,200 slabs. The Towkay also owns house property which brings

Chin Ah Saick has been engaged successfully in tin mining. He was born in Pinang in 1870 and educated in the Pinang Free School. When he started mining in Kinta, Perak, he was twenty-two years of age, and now he is a landed proprietor and holds the lease, in partnership, of a mine in Sungei Raia Gopeng, which is proving a profitable investment. Mr. Chin resides in Gopeng.

Mr. Lee Tian Siew, son of the late Mr. Lee Tong Seng, was born at Pinang in 1872 and received his education at Pinang Free School. After two years' commercial experience in his native place, he spent three years with a Kuala Lumpur firm, and then went to Perak to start mining, at the same time dealing in tin ore from other mines at Kampar, Gopeng, and Tronoh. In 1903 he accepted an appoint-

ment as manager, with power of attorney, for Mr. Eu Tong Sen, but continued his own business operations. He owns a tin mine in Kampar, which provides work for five hundred coolies; several smaller mines, which he leases out; and considerable shop property. He acquired his fortune in an adventure in mining at Kampar, from the locality where his late father, who was a mine owner in Gopeng and Kampar, lost his life through a landslide. He is a member of the Perak Anti-Opium Society.

Mr. How Wan Yuk has for some years devoted himself almost exclusively to tin mining. A son of Mr. How Kinag Choon, merchant, of Singapore, he was born in China in 1875, and educated at the Raffles Institution in Singapore. In 1893 he settled in Ipoh, where he opened a general store, and now owns the chop Katt Sang. Five years later he established a branch in Kuala Lumpur. Subsequently he turned his attention to tin mining, and has since leased a large tract of land in Batu Pahat from the Sultan of Johore, and cultivated coconuts and rubber. Mr. How Wan Yuk is a member of the Chinese clubs at Kinta and Tapah and of the Malay Club at Batu Pahat. Besides owning house property in Ipoh he has land in Perak.

Kwong Kut Cheong & Co.—An important Chinese house in Tapah is that carried on under the style of Messrs. Kwong Kut Cheong & Co., No. 41, Bridge Road, and owned by Mr. Leong Lok Hing, of Pinang. Mr. Shem Kuon Teng, the local manager, was born in China, and received an excellent English education at Queen's College, Hongkong. This firm has been established in Tapah for the last twenty years as miners and merchants. In addition to working mines at Chenderiang, Bedor, and Kuala Lumpur, the chop does a



YAU TAT SHIN'S SMELTING HOUSE AT RASA AND SEREMBAN OFFICE.

in a substantial revenue. Mr. J. M. Scully, who has been with him for upwards of ten years, holds his power of attorney and manages his affairs, with the assistance of a Chinese manager, at Seremban.

Mr. Cheah Kok Phin was born and educated at Taiping. He is the son of the late Mr. Cheah Fook, who was also a miner in that district. After leaving school in 1897, at the age of sixteen, Mr. Cheah Kok Phin joined the Police Department, and after four years' service resigned in order to start tin mining in Kampar. For five years he was manager of his father-in-law's mine, and then took charge of his own mine at Sumpat, near Gopeng, where five hundred coolies are employed. There are two petrol engines on the works, one 10 h.p. and the other 12 h.p. The output of tin is about 300 piculs a month. Mr. Cheah Kok Phin is married and has one son and two daughters.

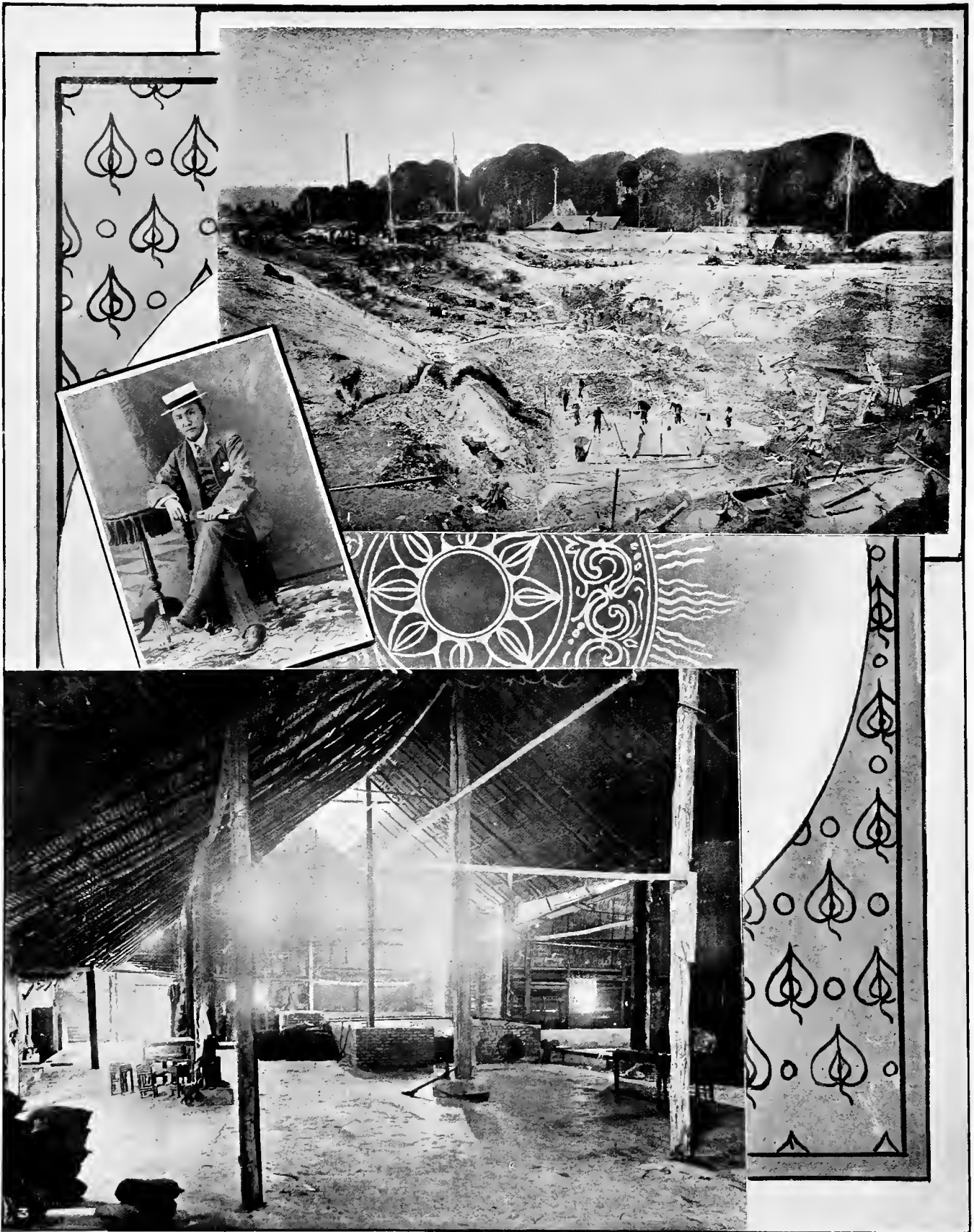
Mr. Chin Ah Saick.—For fifteen years Mr.

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considerable trade in buying in tin and reselling it to European houses. The mines mentioned above have been worked for many years, and are profitable concerns.

Mr. Yau Tet Shin has been a well-known miner and merchant in the Kinta district for the last thirty years, under the style of Chop Tat Foh. The son of Mr. Yan Chee Thin, of Kayinchow, he was born in China, and at an early age came to the Federated Malay States, where he has since amassed a fortune by mining. The foundation of his wealth was laid from profits derived by him as a shareholder in the General Farm of Perak. Of his many mines the best is at Ampang. At one time he held gambling farms and other monopolies from the Government of Negri Sembilan. At present he is one of the largest property owners in Ipoh, where he has about 250 houses already in occupation, and is building a new township of 350 houses on the Gopeng road. He is also owner of the Meng



YAU TET SHIN.

1. MINE AT AMPANG.

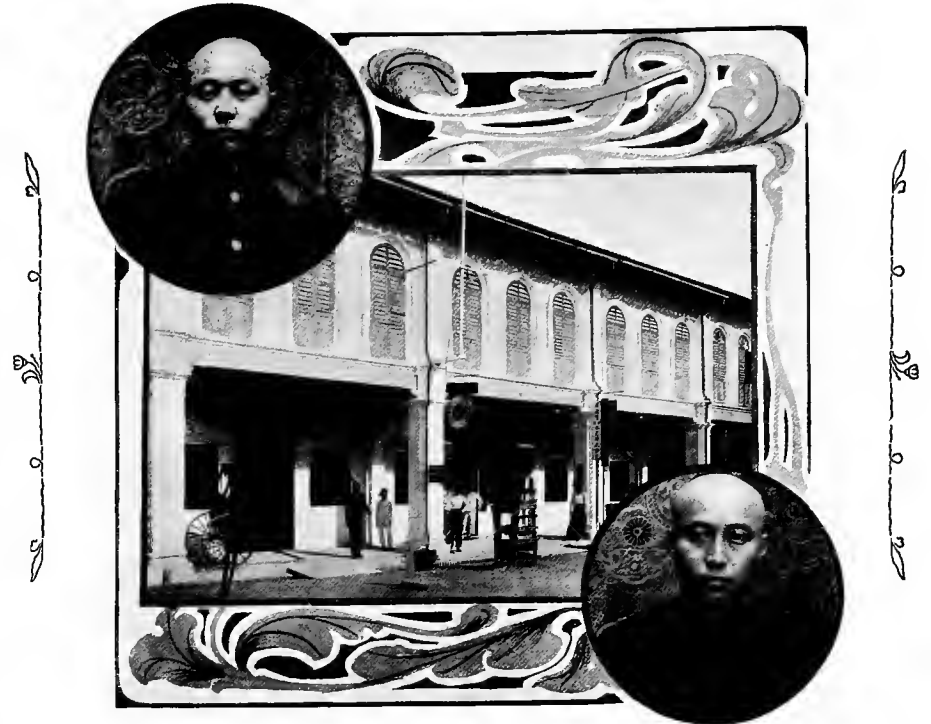
2. WONG KAP SOOT.

3. SMELTING HOUSE, MENG LEMBU.

Lembu Smelting Works, the largest establishment of the kind in Perak, where seven hundred slabs of tin are turned out weekly, and is a very extensive buyer of tin ore. Mr. Yau is a member of the Anti-Opium Society, a liberal donator to charities, has taken an interest in the movement for teaching the Mandarin dialect of Chinese, and has provided accommodation for the Ipoh school free of charge. In Ipoh Mr. Yau's attorney, and the general manager of all his business is Mr. Wong Kap Soot, who has held this important and responsible post for sixteen years. He is a member of the Ipoh Sanitary Board, to which he was elected in 1907, and is a well-known member of the Ipoh community. In him Mr. Yau Tet Shin reposes full confidence, which has been justified by the success attending his many undertakings.

Yeoh Chin Kee.—Eight years ago Mr. Yeoh Chin Kee, who had previously been an assistant in a local business house, opened an establishment of his own in Kampar. He took his brother-in-law, Mr. Oh Cheang Keal, into partnership, and they carried on business under the chop Ban Seng Leong. They have an interest in a number of mines, and they possess smelting works and buy tin ore on a large scale. Their principal customers for the refined ore are the Straits Trading Company. Our illustration shows the firm's premises at Nos. 7, 9, and 11, Jalau Gopeng, Kampar.

Mr. Kwa Chooi Seng possesses the only tin smelting works at present in operation in the Taiping district. It is conducted on the usual Chinese lines, and gives employment to a large number of coolies. Mr. Kwa Chooi Seng is a son of the late Mr. Kwa Soo, a merchant and trader of Pinang, who came to Perak some thirty years ago and commenced mining and smelting. He is now one of the heads of the Hokien community in Taiping,



CHOP BAN SENG LEONG, KAMPAR.

OH CHEANG KEAL.

YEOH CHIN KEE.

and the owner of one of the three large mines of the district. He has property in several

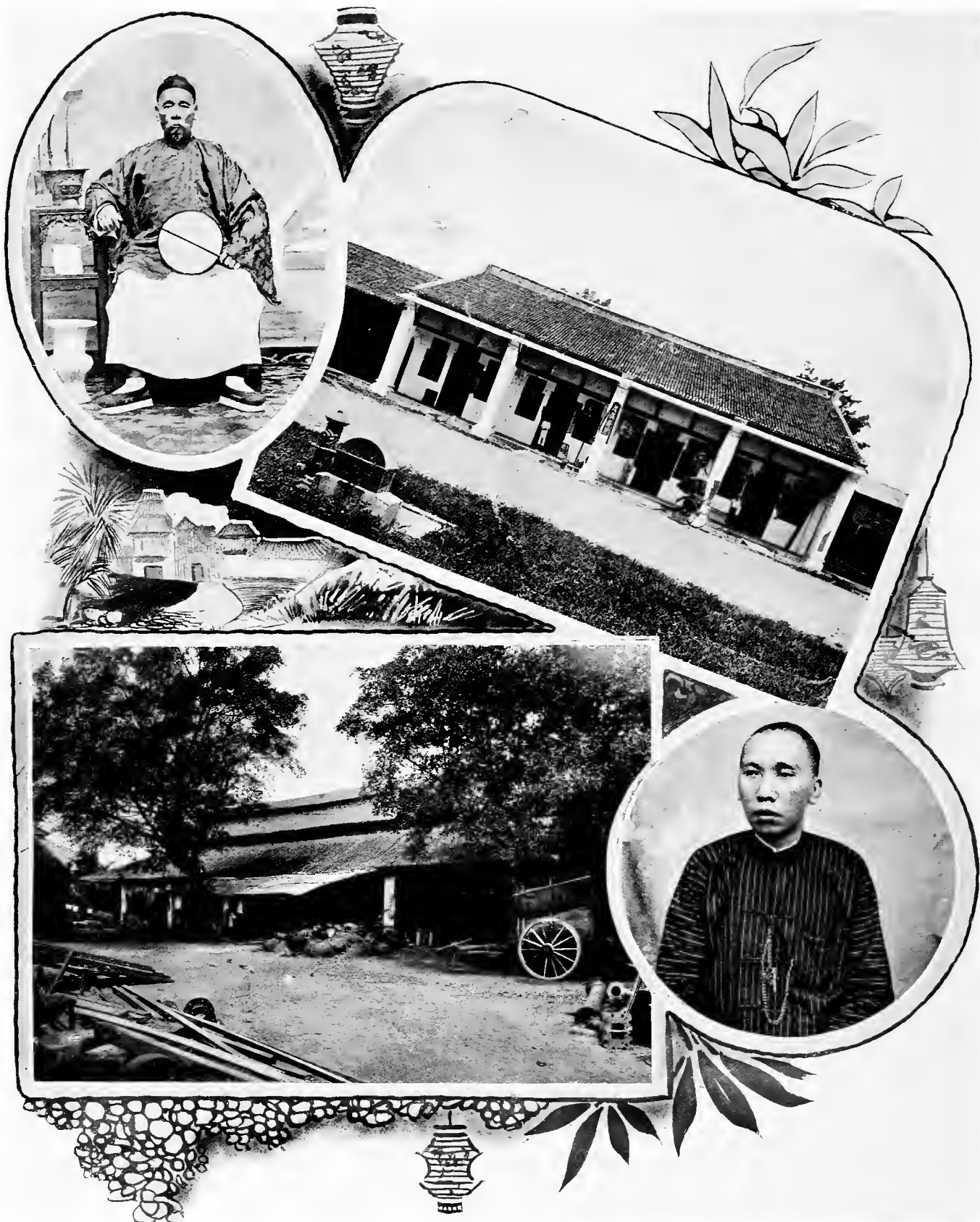
towns in Perak and other States, besides being the proprietor of a rubber estate of 200 acres



KWA CHOOI SENG, TAIPING.

1. MINE NEAR TAIPING.

2. RUBBER ESTATE AT TAIPING.



KWA CHOOI SENG, TAIPING.

THE LATE KWA SOO (Founder of the business).
SMELTING HOUSE.

RESIDENCE AT TAIPING.

KWA CHOOI SENG

in full bearing in the vicinity of Kamunting township. Mr. Kwa Chooi Seng is married and has three sons.

Mr. Sung Ah Ngew.—It is now fifty-two years since the late Mr. Sung Ki Long settled in Perak and commenced tin-mining. He opened a large mine at Klian Bahru (Kumuting), in the Larut district, employing about one thousand coolies, but owing to Chinese disturbances he had to abandon operations in 1872. He was banished to Trong for five years by Prince Tunku Muntri, of the Larut district, and at the request of his Highness opened up and worked a tin mine there. This did not prove successful, and at the expiration of five years Mr. Sung Ki Long went to Gopeng, where he was engaged in mining until his death in 1896. He did much to improve Gopeng, and in recognition of his work the Government named a street after him. Mr. Sung Ah Ngew, his son, has taken over the management of his estate. He was born in 1870 at Taiping and educated there. At the age of twenty-five he commenced tin mining on his father's property in Sungei Raia, and opened up and worked several new mines, including the rich Ula Tekka mine, which he discovered four years ago. An illustration of this property appears on the next page. Mr. Sung Ah Ngew, who owns considerable property in Pinang and Gopeng, is married, and has three daughters.

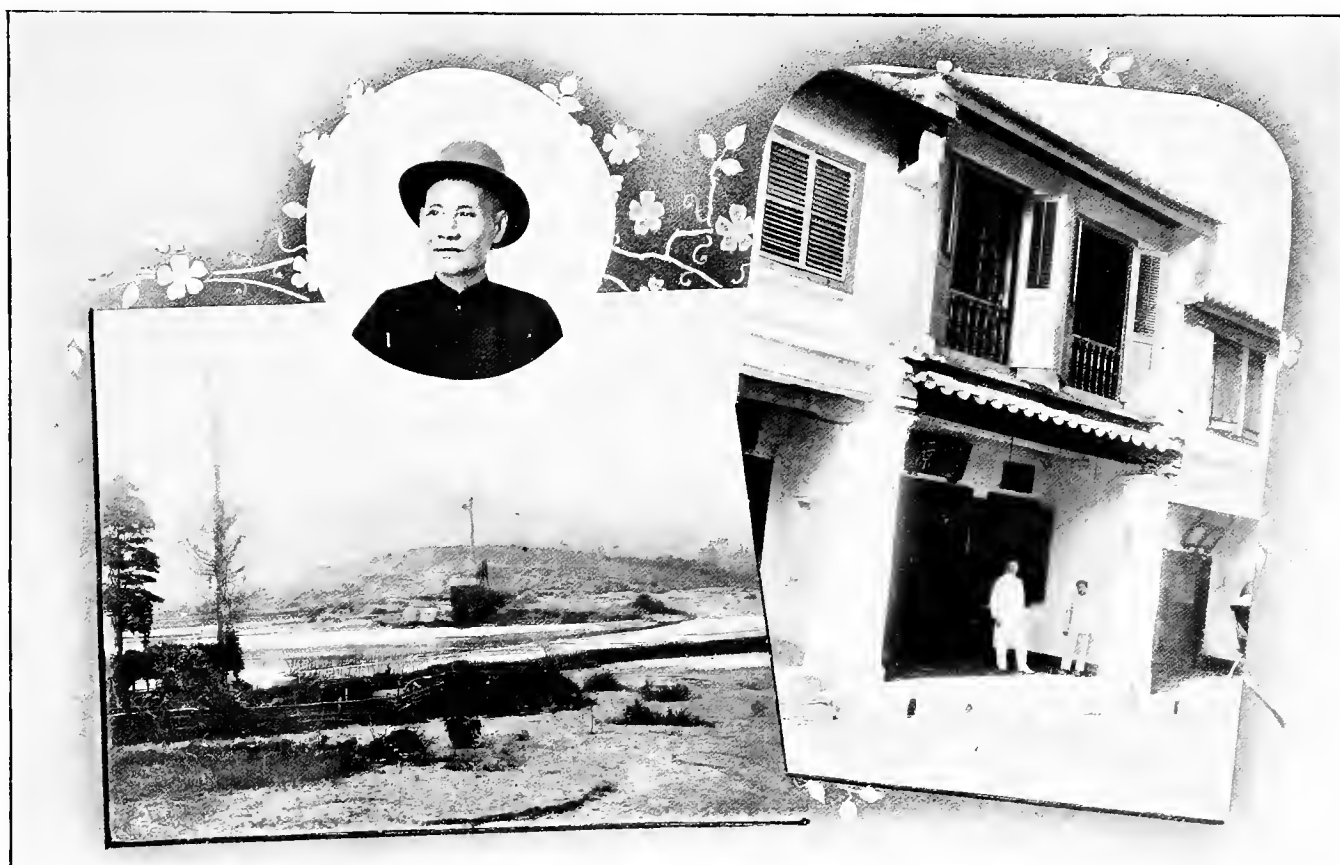
to Papan, where he purchased mining land. For the last thirty-five years he has been engaged in mining. On his tin mine in Tongang, near Pusing, he employs 250 coolies, working the property on the single-shaft system. He owns other smaller tin mines, and has partnerships in several mining enterprises, besides being the proprietor of a Chinese medicine store. Mr. Hiu is married and has three sons—Hui Khong Ngean, Hui Yew Ngean, and Hui Kong Ngean.

Mr. Leong Chin, of the chop Kwong Chin Hin, Ipoh, was born in China in 1874. He was educated in his own country, but left there some twenty-one years ago and came to Ipoh. He obtained employment as a clerk in the tin-mining works of Mr. Leong Fee, and after six years' faithful service was made manager, and invested with power of attorney. Mr. Leong Chin remained in this position for twelve years, when, having saved sufficient money, he started business on his own account as a tin miner. He purchased land in Tambun, Ampang, and Ulu Kinta districts. In Tambun he opened a mine, which is worked by up-to-date hydraulic machinery, and gives employment to 350 coolies. Very rich returns have been obtained, and Mr. Leong Chin is now opening another mine at Kampar on a large scale, fitted with the most modern machinery and appliances. His head office is at Ipoh, and is styled Chop Kwong Ching Hin.

able management the mines have made marked progress.

Mr. Foo Chew Fan, of Ipoh, is a son of the late Mr. Foo Loo Kong, and was born and educated in China. In 1891, when twenty-four years of age, he came to Lahat, Perak, where he entered the service of Mr. Foo Choo Choon as a clerk. At the end of two years he opened up a smelting establishment in partnership with his previous employer. Of this business he was manager for ten years, and in 1903 he started a business at Ipoh, under the style of Chop Eng Ho Leong, buying and selling tin ore. At the same time he purchased land at Polai and started tin mining on the "open-face" and Lan Choot's systems, employing three hundred coolies. Mr. Foo Chew Fan has a branch chop in Polai called Wing Yit Foh. He is also a sub-farmer of the spirit and gambling farms at Tamban and Tanjong Tokallang. The manager and cashier at Ipoh is Mr. Foo Chew Yean, and at Polai the manager is Mr. Law Choon Kong, and the cashier Mr. Foo Choon Chow.

Mr. H. W. Metcalfe occupies the responsible position of manager of the famous Red Hill Mines, on the road to Lahat, operated by Messrs. Osborne & Chappel. For many reasons this mine is one of the most noted in the State, and its management is a task calling for a man of ripe experience. In the winning of tin there more machinery is



1. ONG CHI SIEW.

2. SIN MEW SIN MINE, KEPONG.

3. ONG CHI SIEW'S MALACCA RESIDENCE.

Mr. Hiu Tong Sen, the well-known mine-owner of Ipoh, and the son of Hui Nam Su, was born in China in 1850. He came to Federated Malay States about thirty-seven years ago, and stayed first at Sungei Ujong, moving a year later to Teluk Anson and subsequently

Besides his land and mines, Mr. Leong Chin owns many houses in Perak. He is married and has a large family.

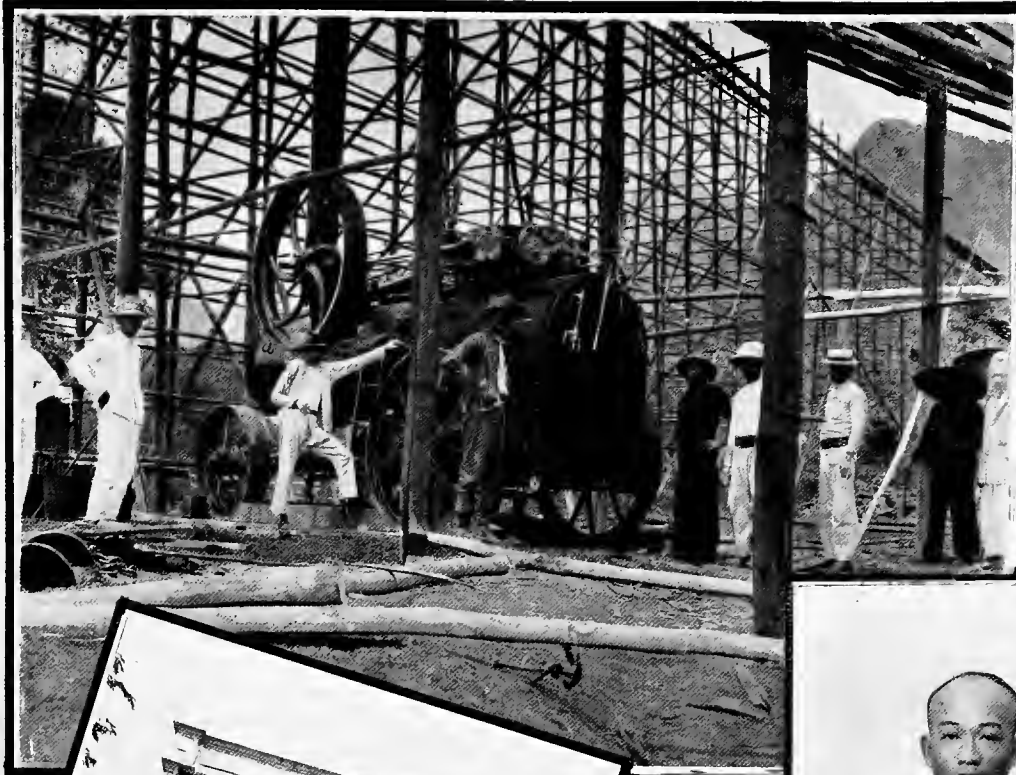
Mr. Lam Yuen San is the manager of Towkay Chung Thye Phin's mines at Tronoh. He is an experienced miner, and under his

employed than on almost any other mine in the Federated Malay States, and as the mine is more famous for the quantity of tin-bearing land that it covers than for its richness, a great deal of work is entailed. The works, lit by electricity, are run day and night, and give



VIEWS OF SUNG AH NGEU'S MINE AT SUNGEI RAIA.

(See p. 543)



1. MACHINERY AT TAMBON MINE.

2. THE HEAD OFFICE AT IPOH.

3. LEONG CHIN.

4. LEONG CHIN'S TAMBON MINE.

(See p. 543.)

employment to a large body of men. Mr. Metcalfe came to the Federated Malay States about eleven years ago, after having travelled extensively in different parts of the world. He engaged in mining with Messrs. Osborne & Chappel, and developed their property at Gopeng under a company styled the New Gopeng, Ltd., after which he joined the Red Hills Company as manager about a year ago.

Towkay Wong Lam Yen is a well-known

of age, and started business as a general merchant. After a few years, however, he turned his attention to tin mining in Perak, and in 1896 entered into partnership in mining with Mr. Loke Yew. In 1870 he married Pam Kim Leng, by whom he had two sons—Low Chick Tan, who is managing his deceased father's estate, and Low Foong On. Both these gentlemen own houses in Pinang, Perak, and Selangor, in addition to tin mines in the

the roads between Ipoh and Batu Gajah and Taiping and Pinang. These undertakings were executed successfully at a time when large areas were covered with jungle, and when there were neither railways nor any other facilities for travelling. Of late years Mr. Tait has devoted most of his time to tin mining, and owns the Salak Prangin mine. This property, which has been worked since 1895, was, until recently, let on tribute to the Jehu Hydraulic Tin Mining Company, but it has now been taken over by Mr. Tait personally. It is not yet fully opened, but it is producing between 35 and 40 piculs of tin a week, and, as there are indications of a rich deposit, this output is likely soon to be materially increased.

Mr. Cheah Eng Wah is a son of the late Mr. Cheah Chan, miner. He was born in 1873 at Pinang, and was educated there. He joined the service of Mr. Low Boon Kim, at Kuala Lumpur, as a clerk, and was with him for six years. Afterwards he became manager of the chop Wan Hong, a business belonging to Mr. Khoo Gin Ho. He remained in this position for two years, and then joined the firm of Messrs. Khoo Kai Chai & Low Boon Tit as a mining clerk. After serving in this capacity for another two years he was sent by the firm to Seremban, where he remained for three years as manager of their tin mines. Then, after living in Pinang for a year, he joined a syndicate, on whose behalf he visited Rasa, Selangor, purchased land, and began tin mining. About one thousand coolies were employed, and good profits were made before the mine was exhausted. Subsequently Mr. Cheah Eng Wah purchased more land in Ulu Yam, and opened another mine. Four hundred coolies are employed here, and 220 piculs of tin ore are produced per month. In partnership with Mr. J. A. Russell he opened a second mine at Kuala Kubu, where 250 coolies are engaged. Mr. Cheah Eng Wah manages these mines himself. He has, also, other interests—house property, land tribute, and smaller concerns—and, it may be said, he has attained his present position by sheer hard work. He is a member of the Merchants' Clubs of Pinang and Kuala Lumpur. He is married and has one daughter.

Mr. Choo Hu Seong.—A prominent member of the mining community in the Federated Malay States is Mr. Choo Hu Seong, of Kuala Lumpur. The son of Mr. Choo Geok Han, merchant, of Amoy, he was born in 1863 and educated in that Chinese port. When seventeen years of age he emigrated to Perak, and for thirteen years he prospected and mined on his own account on a small scale. Removing to Kuala Lumpur in 1893, he established a business, of which he is still the manager, under the style of Chop Seng Eng Guan, buying and selling tin ore. In company with others he has started mining on a large scale under the name of the Eng Ann Mining Kongsee, of which he is manager. The kongsee employ three hundred coolies on their mining property, which is worked by most modern machinery. Mr. Choo Hu Seong is married to a daughter of Mr. Taoh Kim Leong, and has one son and three daughters. He is a member of the Merchants' Clubs of Pinang and Selangor.

Mr. Choo Cheeng Khay.—An instance of the success achieved by intellectual Chinese endowed with modern ideas is afforded by Mr. Choo Cheeng Khay, of 17 and 18, Church Street, Kuala Lumpur. His father, Mr. Choo Hoon Siew, was a well-known merchant trading between Pinang, Kedah, and Achin. Mr. Choo Cheeng Khay left Pinang, his native place, for Kuala Lumpur nineteen years ago, at the age of twenty. He commenced business in partnership with an old schoolfellow, who furnished most of the money. After a few years the partnership was dissolved, and Mr. Choo Cheeng Khay entered the service of



WONG LAM YEN AND HIS SONS.

Kampar miner. A son of Wong Seng Chong, of Canton, he was educated in his native country, but settled in Gopeng twenty-five years ago and commenced mining. He now owns properties in both Gopeng and Kampar, the most profitable being the Temoh mine, on which he employs about 1,500 coolies, and from which he obtains about 600 piculs of tin a month.

The late Mr. Low Ah Pang was one of many Chinese who left home when youths and won success in the Federated Malay States. He came to Pinang in 1864 when twenty years

two latter States and extensive padi fields in China.

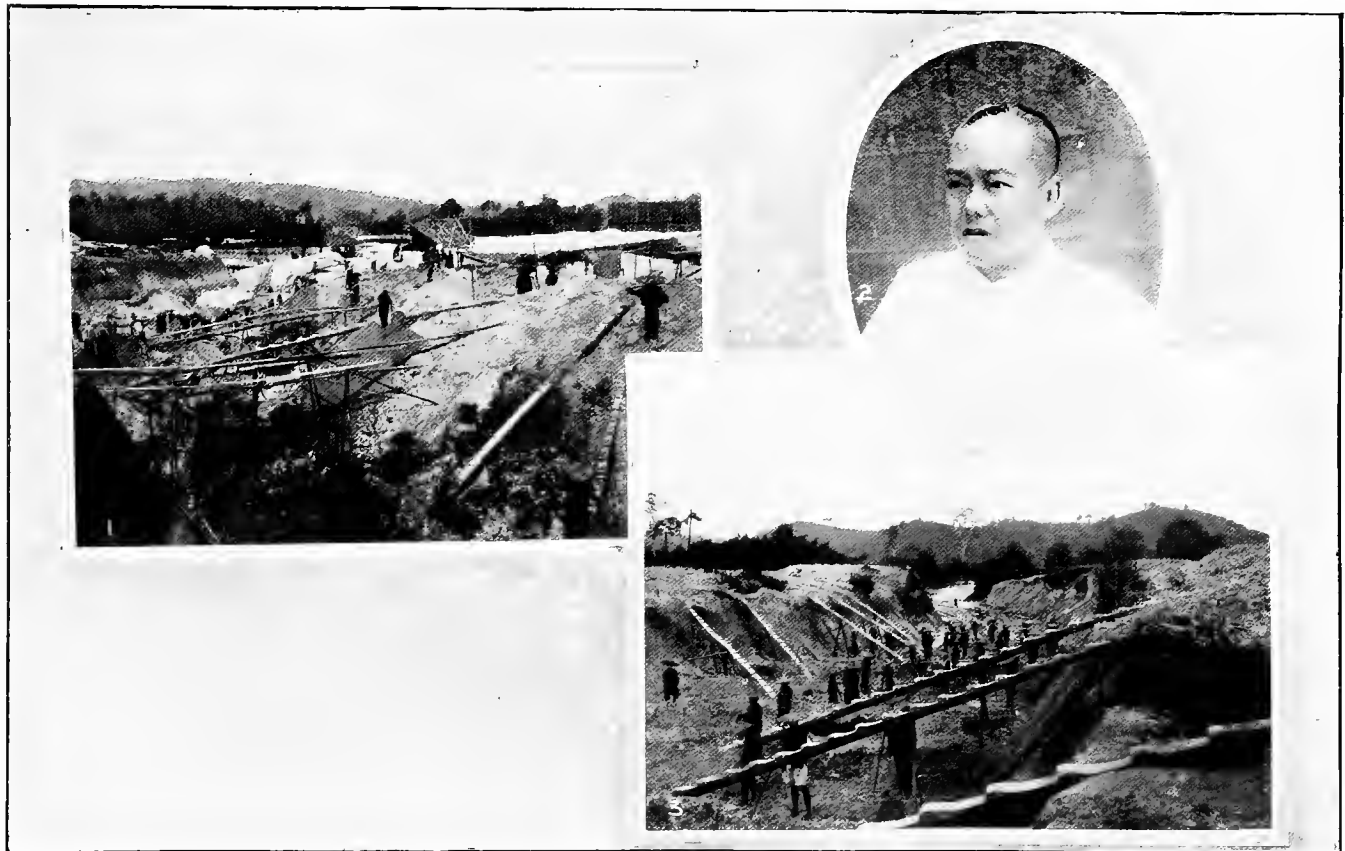
Mr. J. J. Tait, a native of Scotland, is one of the oldest and most respected residents of Tanjong Malim, and one of the pioneers of the State of Perak. Altogether he has spent twenty-seven years in the Straits Settlements and the Malay Straits, and for the last sixteen he has lived in Tanjong Malim. Among the many works which Mr. Tait has carried out for the State may be mentioned the construction of 100 miles of road between Para Bunta and Tanjong Malim, and the construction of



J. J. TAIT.

1 & 3. VIEWS ON TIN MINE NEAR TANJONG MALIM.

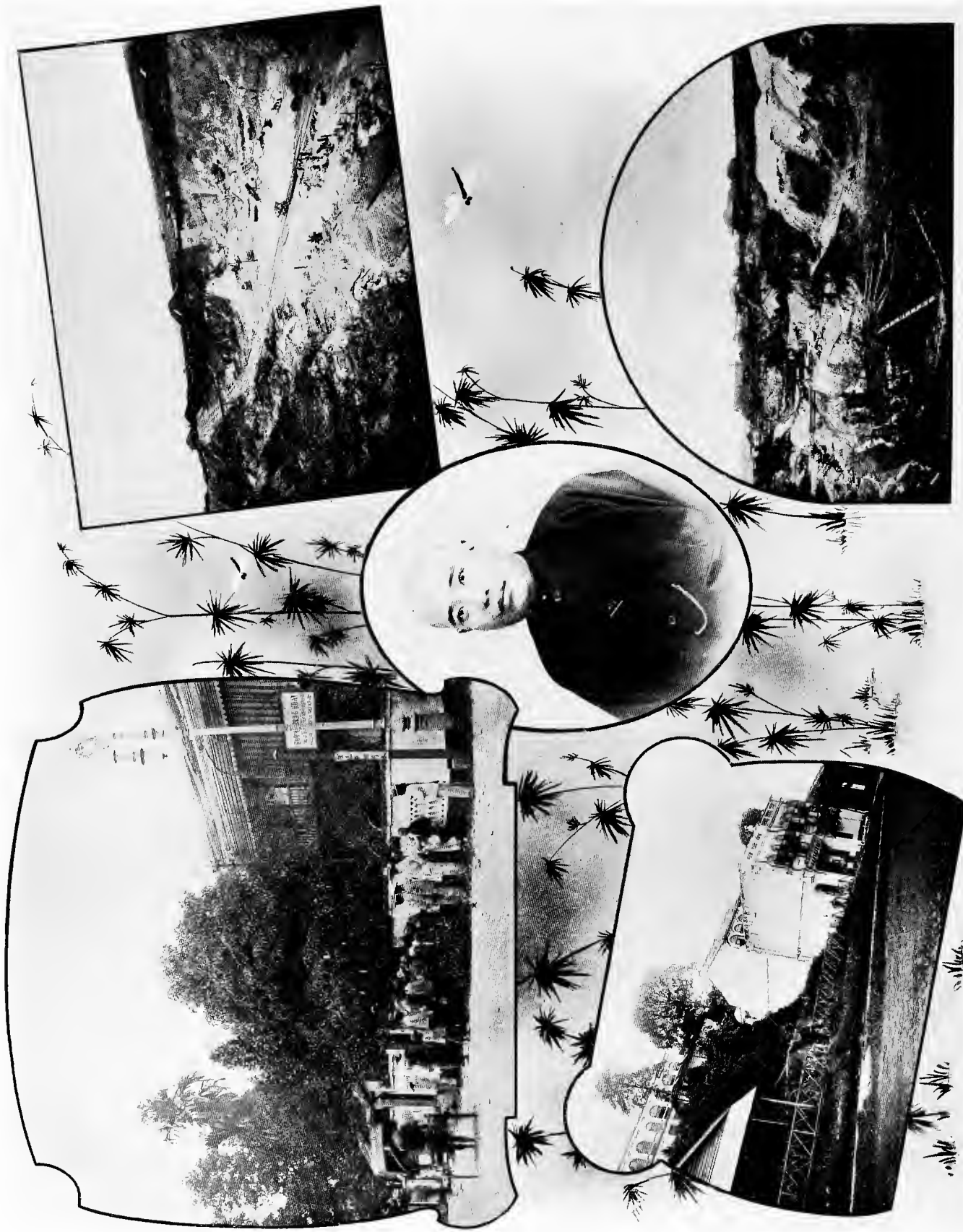
2. J. J. TAIT.



1. ULU YAM TIN MINE.

2. CHEAH ENG WAH.

3. KUALA KUBU MINE.



BLONDIN TIN MINE.
OLD BLONDIN TIN MINE.

CHOO CHEENG KHAY.

CHOO CHEENG KHAY DISTRIBUTING ANTI-OPUM MEDICINE FOR THE FIRST TIME.
ANTI-OPUM SOCIETY'S OFFICE, KUALA LUMPUR.

Towkay Loke Yew as manager of the attap farm, which Mr. Loke Yew held from the Government. Recognised as a sound business man, when the attap farm was discontinued by the Government he was retained by Mr. Loke Yew as assistant manager of his business at Tong Hing Loong. Meanwhile he had ac-

to go on a tour in China, Japan, and Manchuria, with the object of making investigations as to the possibility of opening up mines in those territories. A staunch supporter of the Anti-Opium Movement, he was the founder of the Selangor Anti-Opium Society. One of our illustrations depicts Mr. Choh Cheeng Khay

of a group of mining properties located in the vicinity of Seremban, and, although at the present time Negri Sambilan is less favoured in respect to mining than the other States, the mines under Mr. Tedlie's control promise well, and are to be fully developed. The group comprises the properties of the Sipiau Tin Min-



THE STRAITS TRADING COMPANY, NEGRI SAMBILAN BRANCH.

(See p. 553.)

quired lime-kilns at Kuala Lumpor, which proving successful enabled him to embark upon a mining venture at Kajang. He found tin in large quantities and worked the mine for two years. Mr. Choo Cheeng Khay purchased more mining land at Sungei Besi, and opened the mines now known as the Old Blondin mines. This property received its name from the fact that Mr. Choo Cheeng Khay was among the first miners in the Malay States to introduce machinery for working a mine, and the first to test the Blondin apparatus. A company was formed with a capital of 40,000 dollars to carry on operations, but the capital proving too small the shareholders, despite Mr. Choo Cheeng Khay's assurances, refused to increase it, and Mr. Choo Cheeng Khay thereupon again took over the whole property and worked it at his own expense. Acquiring another mine at Sungei Krayong, he removed his Blondin apparatus to it, and worked the old mine very successfully by the open-cast system. The new mine, known as the New Blondin Mine, was offered to the shareholders in the old company, but they refused it. Mr. Choo Cheeng Khay is the owner of considerable property and of many portable engines, which are rented from him. In 1907 he was unanimously elected a member and secretary of the Selangor Chinese Chamber of Commerce, but shortly after his election he resigned his seat in order

distributing anti-opium medicine in Kuala Lumpor for the first time, whilst another shows the house, No. 8, Wild's Hill Road, the free use of which he gave to the Anti-Opium Society. He takes a great interest in all public affairs. He was one of the prime movers in the educational question, and assisted in founding local establishments for the education of poor boys, irrespective of nationality. Mr. Choo Cheeng Khay has given liberally to charities.

Mr. Chang On Siew.—Associated with the tin-mining industry of the State of Perak is Mr. Chang On Siew, who is one of the best-known Chinese towkays in the town of Lahat. He is the son of Chang Kwei Long, who came to the Federated Malay States from China some fifty years ago. Chang On Siew came to Ipoh in the early eighties, and has since been engaged in tin mining in the Perak territory. He now owns and works mines at Kacha, where upwards of four hundred men are employed; possesses a rubber estate of about 3,000 acres in Kota Bahru, partly bearing; and has owned many mining properties that have been acquired by limited liability companies. The eldest son, Mr. Chang Mook Yen, assists in the management of his father's affairs. The second son, Mr. Chang Tek Yan, is in business in China, and the third son, Chang Sen Yen, is at school studying Chinese and English.

Mr. T. H. Tedlie is the general manager

ing Company, Ltd., the Temiang Syndicate, Ltd., and the Setul Hydraulic Tin Mining Company, situated respectively 4, 3, and 13 miles from Seremban. These properties were found and prospected by Mr. Tedlie, and floated on reports by expert mining engineers selected by the subscribers. The Sipiau Company has paid steady dividends since its inception, and is about to instal a power plant to increase the sluicing capacity and develop a lode lately discovered. The Temiang Company has ordered a 310-h.p. gas suction plant for pumping to the monitors. On the property of the Setul Company all construction works have been completed over a length of 10 miles, and sluicing is being carried on with a 3-inch nozzle monitor working under a pressure of 125 lbs. per square inch.

Seremban Miners' Association.—Some years ago the Chinese miners of Negri Sambilan decided to form an Association for the protection of their interests. The Government presented them with a site one acre in extent, in the heart of Seremban, and in 1904 the Association Rooms were formally opened by the British Resident in the presence of the leading members of the community. As will be seen from a photograph reproduced on p. 553, the premises are spacious and are handsomely furnished in European style. Surrounding the rooms is a garden, tastefully laid out. The



CHANG ON SIEW.

CHANG ON SIEW IN HIS MOTOR CAR.
THE ESTATE BUNGALOW.

RESIDENCE AT LAHAT.
(See p. 549.)

RUBBER ESTATE AT KOTA BAHRU.
MINE AT LAHAT.



1. RASA TIN MINE.

2 & 4. THE RESIDENCE.

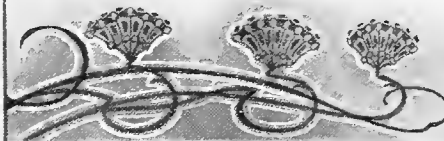
3. LOW BOON KIM,



TIN MINE NEAR KUALA PILAH.



TOWKAY TUNG YEN.



WONG WEE YENG'S HOUSE, SINGAPORE STREET, SEREMBAN, AND BUNGALOW AT KUALA PILAH.

founder and first president of the Association was the late Mr. Chu Chak Sang, general manager of the Kong Sang firm of Seremban, and at that time Chinese representative on the

paratively small supplies obtainable. These out-stations include Jelebu, Kuala Pilah, Tampin, and part of Pahang. The tin ore is sent by rail to Port Dickson, whence it is shipped

mining, and at the present time has five mines under his control, one each in Seremban, Jelebu, Kuala Pilah, Pahang, and Malacca. The first three are old properties, and have yielded large outputs for the past ten years. About two thousand coolies are employed by Mr. Wong, who personally supervises the whole of the mining, making periodical visits to the different localities. He is held in high esteem by the miners of the State, who, some years ago, elected him vice-president of the Seremban Miners' Association. At one time Mr. Wong tried coffee planting, but, like many other planters, lost money owing to the decrease in the value of that product. Mr. Wong resides with his wife and five children in Singapore Street. His brother, Mr. Wong Lam Yen, of Kampar, is also a well-known miner.

Chop On Woh.—This establishment is a branch of the many businesses of Towkay Loke Yew, who has just extended his operations to Muar, Johore, and is at present engaged in opening up a mining property 5½ miles from the town. On the works 200 coolies are employed, and good results are anticipated. The manager of the company is Mr. Tung Chee, a Cantonese, and a nephew of Towkay



NEGRI SAMBILAN MINERS' ASSOCIATION.

(See p. 549.)

State Council. To this gentleman was due much of the initial success which attended this movement. He died in 1907, and a new president has not yet been appointed. Mr. Wong Wee Yeng is vice-president and owner of chop On Tai, Mr. Wong Yick Tong hon. secretary, and Mr. Chu Chee Seow hon. treasurer. The committee are Messrs. Tam Yong, M.C., Chu Wei Nam, Lim Sam, Tang Yen Kong, Tan Swee, Choi Yip Sam, and Chan Chin Ek. As well as providing a meeting-place for the miners of the State, the Association is able to place four well-furnished apartments at the disposal of visitors from other places.

THE STRAITS TRADING COMPANY, LTD.

Though not so large as the establishments in Perak and Selangor, owing to the mining in the State being on a smaller scale, the Negri Sambilan branch of the Straits Trading Company, Ltd., is an important ramification of the company's business, and it is interesting as being the initial venture of the company in the native States. Mr. H. Muhlinghaus opened the branch in 1887. The purchases of tin ore, which in the first twelve months totalled only 3,000 piculs, have now reached 50,000 piculs yearly. The headquarters are at Seremban, where the company have a large and commodious godown and offices in Paul Street. The business at the out-stations, which extend to 30 miles round Seremban, is worked through Chinese, owing to the com-

to the company's smelting works in Singapore. The branch is in the charge of Mr. E. Cameron, who has had an experience in the Straits Settlements and Federated Malay States of twenty-three years, fifteen of which have been passed in the service of the Straits Trading Company. He is assisted by one European and a large native staff, and has occupied his present post for the last eight years.

Chop On Woh.—The widespread operations of the well-known Federated Malay States millionaire, Loke Yew, are outlined on another page of this volume. In the little town of Kuala Pilah the Towkay carries on a large business as a tin miner. His most valuable mine in this neighbourhood is at Beting, where 1,600 men are employed. He has also mines at Parit Tinggi and Jemapoh, and the total output from the three properties is 800 piculs a month. Mr. Tung Yen, the manager, is a Cantonese gentleman of advanced ideas. He is a generous supporter of all local charities, and is at present starting an English school for boys of all nationalities at Kuala Pilah. He represents the local Chinese community on the Kuala Pilah Sanitary Board.

Mr. Wong Wee Yeng, who trades under the chop of On Tai, at 33, Paul Street, Seremban, Negri Sambilan, is a native of Canton. After spending five years in Pinang he moved to Seremban, which, though still in its infancy, was then becoming well known to miners. He immediately engaged in tin-



TUNG CHEE.

Tung Yin, of Kuala Pilah, who is in partnership with Towkay Loke Yew. Mr. Tung Chee has been in the Federated Malay States for eight years, and has had a good deal of mining experience.





FISHERIES



MO seas in the universe contain more edible fish than the seas of the Malay Archipelago. The best quality is found in the comparatively shallow waters bordering the granitic and sedimentary formations of the peninsula's shores. The principal edible varieties are bawal, blanah, chencharu, gelama, kurau, parang-parang, siakap, tenggiri, yu-laras, yu-parang, slangin, slangat, kidera, jenahak, gurot-gurot, pari and plata. Prawns, crabs, and shrimps are also procurable. All along the Pahang coast sea-turtles abound, and their eggs, which are found in large numbers buried in the sand, are much prized as a food by the natives and are regarded as rare delicacies in the European settlements.

The Malays are expert fishermen; they catch their fish by a variety of devices—by hook and line, by many kinds of nets, by weirs and traps, by spearing, and by poisoning the streams with narcotic juices, of which the best-known and most generally used is the juice of the tuba-root. But the Malays are excelled, even in their own waters, by the Chinese, who make up for less skill by untiring application. The fishmongers are almost invariably Chinese.

As the fishing-boats return from the fishing grounds in the morning, beach sales are conducted in very much the same way as in our big fish markets at home. Owing to the climate, it is impossible to send much fresh fish to the inhabitants of inland districts, but dried fish is supplied in large quantities, and forms a staple article of food for all classes of natives. The very small fish, together with the fluid in which the larger kinds have been cured, are sold as manure to the spice and coconut planters.

The fishermen on the Malayan coasts do not often venture far out to sea, but, as a rule, pursue their calling in inshore waters with small craft, the most common of these being the koleh, which carries a crew of three men. During rough weather, however, this is abandoned in favour of the jalak, a large seaworthy boat measuring about 30 feet in length by 10 feet in beam.

The chief kinds of nets used are the pukat chang, pukat dalam, pukat tangkul, and pukat tangkok. Of these, the first-named is the most expensive, costing about 250 dollars. There

appears to be no reason why trawl-nets should not be successfully and profitably employed on many parts of the coast, for although there is no "close" season, the supply of fish at present falls far short of the local demand, and a ready sale is always assured. This is more particularly the case between December and March, when the north-east monsoon prevails and renders fishing on the east coast a very hazardous occupation. At Kuala Pahang a large net, called by the natives the "ampang," is freely employed. Oblong or square in shape, it is stretched out flat on the mud at low ebb, the ends being pegged down and the whole covered with sand or coral to conceal it. Stakes are driven into the mud at intervals of 30 feet and attached to the net, the outer edges of which are tied to the stakes with cords. At high-water the cords are pulled to raise up the outside skirts of the net, which is afterwards emptied of its contents at low-water. The kelong besar, or large fishing stake-trap, is a permanent structure very generally used by the Malays. In design, the kelong besar resembles the salmon-nets to be seen on British coasts. It consists of four compartments, and is usually constructed of stakes and rattans. Each compartment is shaped like the head of an arrow, the last being narrowest, and when once the fish get into this, they are unable to get out again.

In Singapore waters nearly 200 fishing-boats and 249 fishing-stakes are registered, and it is computed that about 20,000 tons of fish, worth nearly 2,500,000 dollars, are taken annually. The trade in salt fish is extensive. In Pinang Island, the approximate quantity of fresh fish sold in the town markets and surrounding villages is 10,000 tons, and of salt fish 8,000 tons, valued together at about 1,800,000 dollars.

The principal fisheries in the State of Perak are at Matang, a sub-district of Larut. From the last report issued by Mr. H. C. Robinson, Inspector of Fisheries in the Federated Malay States, it appears that in Perak waters, during 1906, some 1,500 fishermen were actively engaged, and from their licences 6,477 dollars was derived, equivalent to an annual taxation of about 5.75 dollars per head.

In the State of Selangor about 1,300 fishermen were engaged in the industry, and the revenue was 7,934 dollars, taxation thus amounting to about 6 dollars per head. In the Kuala Selangor district of this State the larger fishing-stakes are mainly worked by Malays, but the fishing industry, nevertheless, is chiefly in the hands of Chinese. Over 1,200 licences for nets of the jaring type were issued during the twelve months. Including 215 dollars for

boat licences, the revenue amounted to 4,614 dollars. The number of fishermen was about 600, and the rate of taxation averaged about 7.50 dollars per head—a higher rate than in any of the other coastal regions of Selangor. The exports of fish were valued at 23,500 dollars. In the Klang district there were 400 fishermen, 90 per cent. of whom were Chinese. Here the most important branch of the work is the drift-net style of fishing, the fish being sent in ice to Port Swettenham and thence to Klang and Kuala Lumpur. In the Kuala Langat district of Selangor, 490 fishing boats were licensed, and the fishermen numbered about 250. Exports of fish from the port slightly exceeded 1,000 dollars in value, while imports of the same food-stuff were valued at 2,220 dollars, and consisted of salt-fish and dried prawns from Bernam for the coolies on the gambier and pepper plantations at Sepang.

On the coast of the Negri Sembilan the fishing industry is small, and much of the fish is caught by hook and line for domestic requirements. There are about 200 fishing-boats sailing out of this station.

The principal fishing centres in Pahang are at Rompin, Kuala Pahang, Penoh, Berserah and Gebing. The most important of these is Berserah, in the Kuantan district. The exportation of fish from the coast of Pahang in 1906 represented in value roughly 60,000 dollars, to which no less than 58,470 dollars was contributed by the Kuantan district.

In Pahang all Malays have a common right to fish in the rivers, and each owner of a swamp or pond has the exclusive right to the fishing on his property. No restrictions in the shape of taxes are imposed on river fisheries in Pahang, for the reason that the fish caught are intended purely for local consumption by the peasants themselves, and only in a few instances are they put on the market for sale. As many as 43 varieties of fish are to be obtained from the rivers, but some of them are not wholesome to eat. Several other kinds also are found in swamps and ponds, these being mostly caught for food by the peasants. In the inland villages most of the river-fishing is done by women.

A practice that used to be common in Pahang was that of poisoning streams with powerful narcotics, which had the effect of stupefying the fish and bringing them to the surface, where they were speared and captured in great quantities by the natives. The use of the tuba-root for this purpose is now prohibited by law, but it is still occasionally employed in the more remote river reaches. On State festivals, when courtesies are exchanged between the native Rajas, or when the visit of the High Com-

missioner or some other eminent dignitary is to be celebrated, tuba fish-drives are organised on a large scale, and form an interesting and picturesque spectacle.

Of late years, dynamite was introduced into the country as a fish-killer, but its use is now forbidden. A single dynamite cartridge was sufficient to kill or stupefy all the fish in a pool or a considerable stretch of river, and the Malays welcomed this easy method of securing "a catch;" but, unfortunately, some who were inexperienced in handling the dangerous explosive were "hoist with their own petard."

The only diving fishery in the States is one conducted on a small scale off the island of Tioman and the neighbouring islets by Orang Bersuku or Sakai Laut, natives of the Aor and Tinggi Islands, who are capable of diving to a considerable depth and of remaining a remarkably long time under water without artificial aid. These divers obtain bêche-de-mer and a shell known as gewang, from which common pearl buttons and ornaments are made. They are a timid and inoffensive people, and are now so far under control that they take out annual licences for boats. During the prevalence of the north-east monsoon, between December

and March, when fishing is impossible, they return to their homes on the Aor and Tinggi Islands. In the calm season they live almost entirely on the water, and may frequently be met with in the small bays and inlets of Tioman, Sri Buat, and other adjacent islands. It is believed that these divers occasionally bring up pearl oysters, and it is not considered improbable that there may be pearl-beds around the islands belonging to the State of Pahang.

In every fishing community the fishermen elect a headman, whom they obey, and upon whom they depend in all matters concerning their welfare. Cases are on record of whole villages moving from one place to another simply from a desire to follow their headman.

Though great quantities of fish are procured annually from the fisheries, prices have risen enormously within recent years, and are more than double what they were some ten years ago. The fishing population is increasing, and the industry promises to become very lucrative indeed in the near future. The sea fisheries all round the Federated Malay States coasts bring in a fair revenue to the Government. The fishing-boats are licensed, and a small charge is made for fishing-stakes off the shore

and for nets. There is in Pahang an export duty of 12½ cents per picul (133½ lbs.) payable on all fish sent out of the country. In Negri Sembilan no export duty is levied and in Perak and Selangor 10 per cent. *ad valorem* is charged.

From an angler's point of view there is very little sport to be had in the rivers of the Federated Malay States. Most of the streams are polluted by the detritus washed out of the tin mines, and it is necessary to travel far to get beyond the influence of this. Even then, in the clear rivers near the hills, though an occasional fish may be taken by persistent spinning or live-baiting, there is no certainty that any sport will be obtained, and a blank day is the rule rather than the exception. European fishing tackle rots very quickly in this climate.

In conclusion, mention might be made of the karin, a well known and peculiar little fish native to these waters. The Malays rear these tiny fish and match them to fight against one another for sums of money; and so pugnacious are they that the combat only ends with the death of one of the two miniature gladiators.





METEOROLOGY

THE STRAITS SETTLEMENTS.



HE climate of the Straits Settlements is remarkable for its equable temperature and its humidity. Lying in a sheltered recess off the southern coast of the Malay Peninsula, in latitude $1^{\circ} 17' N.$ and

longitude $103^{\circ} 51' E.$, the island of Singapore is so situated as to be free from the influences of either cyclone or typhoon; therefore the difference in the readings of the barometer and the thermometer is not very appreciable. As will be seen from the appended table of observations, the highest annual mean barometrical pressure during the last 38 years was recorded in 1905 as 29.910 inches, while the lowest was 29.802 inches, in 1870. Under the caption "Annual Mean Temperature of Air," it appears that during the same period the highest maximum was reached in 1903, when $91.5^{\circ} F.$ was registered, and the lowest minimum in 1884 with $71.8^{\circ} F.$ In 1906 the rainfall was greater than in any other year of the period under review, excepting 1870, the respective figures being 118.38 inches in 1906 and 123.24 inches in 1870. In the year 1905 the rainfall was 83.40 inches. During the time covered by the annexed table the lowest rainfalls were recorded in 1877 and 1883, the figure for each of these years being 58.37 inches. The number of rainy days during the last ten years has been as follows: In 1896, 166; in 1897, 182; in 1898, 189; in 1899, 196; in 1900, 176; in 1901, 169; in 1902, 150; in 1903, 183; in 1904, 176; in 1905, 157—giving a mean annual return of 175 rainy days for the ten years.

The north-east monsoon generally commences in November, but its direction is not steadily maintained until December, and sometimes even later, so that during the last two months of the year the winds, as a rule, blow from varying directions, usually east, north, and north-north-east. The north-east monsoon ceases in March, and is followed by an interval of a few weeks in which the winds are again shift and uncertain in direction. The south-west monsoon begins usually in April, and sometimes even as late as May. During the prevalence of this monsoon, Singapore is often visited by severe squalls of brief duration, chiefly in the early morning, known by the name of "Sumatras." It is also at this time of the year that the so-called "Java wind" blows

—hot, moist, and unhealthy. The average velocity of the wind is greatest at this season, there being comparatively few calms.

From the following list the principal meteorological records for the last 38 years for Singapore will be seen at a glance.

1906 was 102.21 inches. The wettest month was November, when there was a rainfall of 13.74 inches; and the driest month was March, during which only 1.68 inches of rain fell. The heaviest fall of rain to occur in 24 hours was in April, when 5.70 inches fell.

ABSTRACT OF METEOROLOGICAL OBSERVATIONS TAKEN AT SINGAPORE.

	Annual Mean Barometrical Pressure Reduced to $32^{\circ} F.$	Annual Mean Temperature of Air.		Annual Mean Temperature of Radiation.		Total Mean Rainfall.
		Maximum.	Minimum.	In the Sun.	On Grass.	
						Inches.
1869	29.846	86.6	74.6	149.2	70.7	90.63
1870	29.802	85.9	73.5	149.1	70.9	123.24
1871	29.836	85.9	73.2	147.5	71.3	109.45
1872	29.824	86.5	73.4	144.0	71.0	75.30
1873	29.829	86.6	74.0	145.3	71.9	85.60
1874	29.879	86.3	72.7	150.6	70.2	87.05
1875	29.884	86.0	72.5	147.0	70.1	93.96
1876	29.885	86.6	73.3	148.8	70.2	89.91
1877	29.903	87.9	73.7	151.7	70.0	58.37
1878	29.864	87.4	74.9	148.4	72.5	103.16
1879	29.857	86.1	73.6	147.0	70.7	116.14
1880	29.863	87.1	73.5	148.6	70.9	111.08
1881	29.874	88.0	73.3	150.9	70.8	94.00
1882	29.863	87.6	72.9	149.6	69.7	88.16
1883	29.878	86.6	72.2	146.9	69.3	58.37
1884	29.890	86.3	71.8	146.1	69.5	80.13
1885	29.889	87.2	72.3	148.7	69.1	67.32
1886	29.869	87.0	72.5	147.0	71.0	95.19
1887	29.867	85.9	72.7	144.7	70.4	112.97
1888	29.892	87.7	73.2	147.7	71.2	65.56
1889	29.891	87.6	74.2	144.4	71.8	84.13
1890	29.887	86.1	72.9	145.5	70.3	117.78
1891	29.878	87.2	73.2	147.1	71.1	88.48
1892	29.836	86.8	73.5	147.3	70.6	99.70
1893	29.830	86.8	72.3	145.2	68.1	111.41
1894	29.837	86.7	73.3	148.5	70.8	81.24
1895	29.857	86.5	73.6	146.5	71.1	98.14
1896	29.877	86.9	74.0	145.6	70.0	74.07
1897	29.890	87.2	74.9	145.2	69.8	101.58
1898	29.876	86.8	74.1	142.3	71.2	106.19
1899	29.893	86.9	73.9	144.3	71.1	108.60
1900	29.886	88.0	74.8	145.5	72.6	90.98
1901	29.890	87.3	73.4	139.2	71.4	83.56
1902	29.891	87.1	72.4	139.3	70.7	82.28
1903	29.826	91.5	73.7	143.0	72.6	103.95
1904	29.890	86.7	72.8	139.7	70.5	101.54
1905	29.910	89.1	74.3	140.6	71.4	83.40
1906	29.897	88.1	74.7	140.9	72.7	118.38

In Pinang, which is situated in lat. $5^{\circ} 24' N.$ and long. $100^{\circ} 20' E.$, the total rainfall during

Over the whole year the barometrical readings, corrected and reduced to 32° Fahrenheit, showed

a mean of 29°08'. The mean air-temperature was 80°3', with a maximum of 88°0' and a minimum of 74°4'; the temperature of radiation was 148°0' in the sun and 71°0' on grass; the prevailing direction of wind was north-west, and its mean velocity 23·1·40 miles.

In Malacca (lat. 2° 14' N. and long. 102° 14' E.) the rainfall was 80·57 inches; barometrical readings showed a mean of 29·834°; the mean temperature of air was 79°6', with a maximum of 89°2' and a minimum of 70°7'; the temperature of radiation was 151°3' in the sun and 62°3' on grass. The mean velocity of wind was 209 miles, and its prevailing direction north-west.

In Province Wellesley (lat. 5° 21' N. and long. 100° 28' E.) there was a mean rainfall of 88·79 inches. The mean temperature of air was 81°0', with a maximum of 91°9' and a minimum of 74°0'; and the temperature of radiation was 143°3' in the sun and 72°9' on grass. In the Dindings the rainfall amounted to 90°34 inches.

FEDERATED MALAY STATES.

The climate of the Federated Malay States is very uniform, and can be described in general terms as hot and moist. Except in districts close to the mountain ranges, the annual rainfall is about 90 inches. In towns, such as Taiping, Tapah, and Selama, lying close to the mountains, the rainfall is 50 per cent. more than this. At Taiping the average of ten years' rainfall has been 164 inches. There is no well-marked dry season. Generally speaking, July is the driest month, but there is seldom a fall of less than 3½ inches. The wettest season is from October to December, and there is another wet season of less marked duration during March and April. Rain rarely falls before 11 a.m., so that six hours of outdoor work can be depended upon all the year round.

In the low country the average maximum temperature, occurring between noon and

3 p.m., is just under 90°, and the average minimum, occurring just before sunrise, is just over 70°. The general mean temperature is about 80°. There is very little change in the mean monthly temperature throughout the year, the average of ten years' readings at Taiping exhibiting a difference of only 3·2° between the mean temperature of May, the hottest, and of December, the coldest, month of the year.

The variation of temperature with altitude may be taken roughly as a decrease of 3° for each 1,000 feet increase of height. Thus the mean maximum and minimum at altitudes of 7,000 feet may be taken as about 70° and 50° respectively. This rule, however, applies more closely to the minimum temperature, because on a bright still day considerable temperatures

MEAN READINGS OF THERMOMETER.

Place.	Period.	Max. °.	Min. °.
PERAK.			
Taiping ...	1896-1905	89°22	73°59
Kuala Kangsa ...	"	89°22	72°81
Batu Gajah ...	"	89°63	73°16
Gopeng ...	"	89°28	69°27
Ipoh ...	"	89°46	73°09
Teluk Anson ...	"	88°70	71°85
Tapah ...	"	89°00	71°31
Parit Buntar ...	"	88°83	73°42
Kampar ...	1898-1904	88°92	71°01
SELANGOR.			
Ulu Selangor ...	1901-1905	91°0	71°5
Kuala Selangor ...	"	86°7	75°4
Ulu Langat ...	"	88°3	74°1
Kuala Langat ...	"	86°2	72°2
Kuala Lumpur ...	1896-1905	90°0	71°1
Klang ...	1901-1905	86°2	73°6
NEGRI SAMBILAN.			
Seremban ...	1897-1905	89°1	68°7
PAHANG.			
Kuala Lipis ...	1901-1905	94°0	69°5

may be reached even at high altitudes. On Gunong Ulu Liang, at a height of 6,335 feet, 93° were registered.

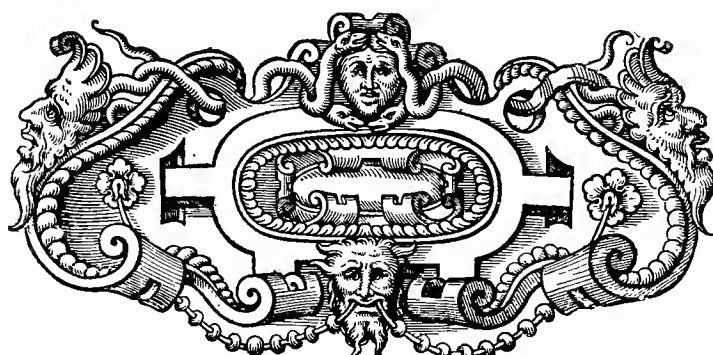
The subjoined tables give the average rainfall and the readings of the thermometer, so far as they are ascertainable, in each of the four States for several years.

AVERAGE RAINFALL.

Place.	Period.	Mean Totals.
PERAK.		
Taiping ...	1894-1903	163°53
Kuala Kangsa ...	"	75°50
Batu Gajah ...	"	98°25
Gopeng ...	"	110°29
Ipoh ...	"	101°28
Teluk Anson ...	"	103°01
Tapah ...	"	140°81
Parit Buntar ...	"	84°98
Selama ...	"	132°75
SELANGOR.¹		
Ulu Selangor ...	"	120°40
Kuala Selangor...	"	76°76
Ulu Langat ...	"	89°31
Kuala Langat ...	"	81°04
Kuala Lumpur ...	"	102°02
Klang ...	"	89°53
NEGRI SAMBILAN.		
Seremban ...	1896-1903	88°02
Jejebu ...	1896-1900	70°22
Kuala Pilah ...	"	71°12
Tampin ...	1898-1900	81°81
PAHANG.²		
Kuala Lipis ...	1898-1903	97°19
Temerloh ...	1898-1902	77°19
Pekan ...	"	97°83
Kuantan ...	"	104°97
Raub ...	"	83°59

¹ Above shows average for nine years, no record for 1900 being found.

² In each case above no records were found for 1900.





GEOLOGY OF THE FEDERATED MALAY STATES

By M. J. B. SCRIVENOR,

GOVERNMENT GEOLOGIST, FEDERATED MALAY STATES.



A GEOLOGICAL survey of the mining districts of the Federated Malay States was commenced by the writer towards the close of 1903. As he was without any colleagues in this work, it will readily be under-

stood that ideas concerning the general structure of so large and so densely wooded a country must as yet be somewhat vague, and therefore it is necessary to remark at the outset that the arrangement adopted of the rocks forming this portion of the Malay Peninsula is provisional, and may be modified in the future as further facts are brought to light. It is significant, however, that the palæontological evidence already collected points to a close relationship between the Federated Malay States and the Netherlands Indies on the one hand, and with India on the other. It is hoped that in time it will be possible to produce a map that will join the work of the Dutch geologists to that of the Indian Geological Survey. But the writer's immediate aim is the Economic Geology of the Federated Malay States, and a large proportion of his three years' service has been expended in studying the gold-mining districts. Unfortunately this industry has given very poor returns, contrary to the expectations of some, whose hopes were founded, I fear wrongly, on the evidence of work carried out by Malays. But for two points the gold mines have not afforded anything of great geological interest. These are the occurrence of scheelite with the gold on the Raub Australian Gold Mining Company's land and the existence of a gold-bearing granophyre at Pasoh, in Negri Sembilan.

The physical features of the Federated Malay States are strongly marked. The backbone of the peninsula, separating Pahang from the Western States, is a long range of granite mountains. On the west subsidiary granite ranges occur; while on the east, in the centre of Pahang, is the huge isolated Benom Range, also composed of granite. To the north of the Benom Range lies the Tahan Range, composed almost entirely, as far as is known, of sandstone, shale, and conglomerate. Another similar, but much smaller range, the Semangol Range, separates Larut from Krian in Perak; and in Pahang again other conglomerate and sandstone outcrops form a long line of foothills to the main granite range. In addition to these ranges there is a third type, composed of limestone, remarkable for rugged summits and precipitous sides. This type is

strongly developed in Kinta, the chief mining district of Perak, but fine examples occur in Selangor and Pahang as well.

The two largest rivers are the Perak river and the Pahang river. In their upper reaches most of the rivers are full of rapids, but once they leave the hills they meander through extensive alluvial flats, affording excellent land for agriculture, and, in some cases, extensive deposits of rich alluvial tin ore. Near the sea are large tracts of mangrove swamp, from which, on the west coast, rise islands of granite and of schists. The mouth of the Pahang river is remarkable for being shallow, sandy, and almost devoid of mangrove.

Two extensive series of stratified rocks have been distinguished with certainty. The older series is composed of shale, calcareous shale, marl, and limestone; the younger of estuarine rocks, shale, sandstone, and conglomerate. The former, named provisionally the Raub Series, ranges, probably, from the Carboniferous to the Permian; the latter, named provisionally the Tembeling Series, probably from the Trias to the Middle Jurassic. In the Malay Archipelago the limestones of West Sumatra (Carboniferous) and of Timor and Rotti (Carboniferous and Permian) are roughly on the same horizon as the Raub Series; while the Tembeling Series may be referred to the Trias, Lias, and Dogger of West Borneo. Again, the Raub and Tembeling Series may be respectively referred to the *Productus* beds of the Saed Range and the Upper Gondwana in India.

A further series of rocks, comprising chert and carbonaceous shale, both with radiolaria, and light-coloured siliceous shale, in which no radiolaria have been found as yet, has been named provisionally the Chert Series, and is, it is believed at present, a deep water equivalent of the Raub Series; that is to say, the Chert Series was deposited very slowly and in a great depth of water far from land, while in shallower water a greater thickness of calcareous rocks was being formed at a greater rate.

Associated with the Raub and Chert Series are numerous beds of volcanic ash and lava, comprising the Pahang Volcanic Series. The eruptions were chiefly, if not entirely, submarine, and the rocks vary considerably in composition, ranging from basic andesites to trachytes. In the conglomerate of the Tembeling Series pebbles both of chert and of rocks of the Pahang Volcanic Series have been found. This indicates an unconformity between the Raub and Tembeling Series. At some period after the deposition of the Tembeling Series the crust of the earth in this region was greatly disturbed, being thrown into folds, dislocated, and sheared. This resulted in long lines of weakness, trending roughly NNW-SSE, which admitted of the intrusion of masses of granite, bringing with it the tin which is now the chief source of wealth to the Fede-

rated Malay States. Later denudation demolished superincumbent rocks and carved the granite and Raub, Tembeling, and Chert Series into the present configuration of the Malay States and Straits Settlements; but at some time previous to this small dykes of dolerite were injected into the granite.

Until recent years the tin ore exported from the Federated Malay States has been almost entirely won from alluvium, soil, and soft decomposed outcrops of stanniferous rocks.

The alluvial deposits, for the most part, are of no great interest. It is true that many have proved extraordinarily rich in tin ore, but apart from ore contents there is little to claim attention here.

An alluvial tin-field of more than ordinary interest is the Machi (or Manchis) tin-field in Pahang. Here no granite is visible in any of the mines or in the immediate vicinity. The tin ore, there is good reason to suppose, has been derived from small lodes in hardened shale, one of which contains large quantities of garnet. The ore in the alluvium varies in grain greatly, and is singularly free from heavy impurities, such as iron ores.

At Chin-Chin, in Malacca, is an excellent example of tin ore in soil. Another occurs at Serendah, in Selangor. In such cases the ore is derived from small lodes in the country under the soil, and is to a certain extent distributed by soil-creep. At Bruseh, in Perak, quartz reefs projecting into the soil have acted as natural ripples against tin ore coming slowly down a hill slope. At Tanjong Serai, in Malacca, there is an interesting deposit on the sea floor. It is the result of the action of the sea on a soft stanniferous granitic rock. Prospecting has been carried on with a suction dredge. At Sungei Siput, Kuala Dipang, in Perak, remarkable cemented detrital deposits have been found in "swallow-holes" in limestone.

The exploitation of "lode" tin ore propositions is claiming more and more attention from mining engineers. Although it cannot be said that the development of these ventures has yet attained great importance, there is good reason to be sanguine for the future.

The most interesting "lode" deposits, from a purely geological point of view, are those in the crystalline limestone of Kinta. Little is known of them as yet, but two "chimneys" of ore are being worked at Ayer Dangsang and Changkat Pari, while at Siak a *Stockwerk* in limestone has been prospected. At Lahat a remarkable pipe of ore, the nature of which is not clearly understood, has been worked for some years.

With alluvial tin ore, wolframite, scheelite, corundum, and monazite are not uncommon. Quantities of wolframite have been exported, but no market has yet been found for the corundum or monazite.



SPORT

THE HUNTING OF BIG GAME.

By THEODORE R. HUBBACK,

AUTHOR OF "ELEPHANT AND SELADANG HUNTING IN THE FEDERATED MALAY STATES."



ALTHOUGH during the last ten years all the better-known parts of the Federated Malay States have been opened up to such an extent that the hunter in search of big game has now to go much farther afield than formerly, the increasing facilities of transport probably equalise the greater distances to be travelled, and places that, a decade ago, required several days to reach can now, with the help of rail and motor-car, be considered well within a day's journey. To enumerate all the places in the Federated Malay States where big game can still be found would scarcely come within the province of this article; let it suffice to say that the State of Pahang at the present time offers the best sport.

The big game to be found in the Malay Peninsula consist of the Indian elephant (*Elephas maximus*); two species of wild cattle embracing a local race of Gaur (*Bos gaurus hubbacki*), generally known as the seladang; a local race of Bantén (*Bos sondaicus butleri*), which appears to be very scarce and does not probably exist south of the Bernam river on the west coast or south of the Pahang river on the east coast; two species of rhinoceros—the Java rhinoceros (*Rhinoceros sondaicus*), which has only one horn, and the Sumatran rhinoceros (*Rhinoceros sumatrensis*), which has two horns and is the common rhinoceros of the Malay Peninsula; the Malay tapir (*Tapirus indicus*); the tiger (*Felis tigris*); and the leopard (*Felis pardus*), commonly known as the panther.

Practically all big-game hunters in this country confine themselves to the pursuit of the elephant and the seladang. Rhinoceroses are occasionally obtained; most of those shot by Europeans have been in Perak; and tigers also afford a certain amount of sport, but the common method of shooting them—waiting in a tree or on a built platform over a beast that has been previously killed—while exciting enough, scarcely comes within the category of hunting. Panther-shooting also comes under this head, these beasts being sometimes

obtained after committing severe depredations on one's fowl-house.

The tapir is, I think, hardly ever hunted; it carries no trophies and, as far as I know, its meat is not used for food except by Sakais, the aborigines of the peninsula, who will eat anything. Although tapirs do not appear to be sought in their native haunts, that they can afford excellent sport is shown by an article on the subject in Mr. George Maxwell's charming book "In Malay Forests," and as it is a very common beast in many parts of the Malay States where the nobler game is not to be found, it may well repay the attention of sportsmen.

To undertake a hunting trip in the Federated Malay States the sportsman would expect to bag specimens of elephant and seladang, possibly a rhinoceros, and, with great luck, a tiger, so the equipment for his trip would have to be laid out on such lines. Considering the required battery first, as being the most important part of the outfit, it must be borne in mind that all hunting of elephant, seladang, and rhinoceros is conducted on foot, and as 90 per cent. of the shots at these beasts will be taken within a range of 25 yards—frequently very much less than this—it is obvious that the hunter requires to be armed with a weapon so powerful that, even shooting through the thick bush, it is possible to inflict a wound so severe that the animal's entire attention will be occupied with its hurt and, for a few moments at least, diverted from the hunter. In recent years the cordite rifle has been brought to such a state of perfection that the heavy bore black powder rifles are now out of date, and although the old 8-bore rifle, firing 10 drams of powder and a 2-oz. spherical bullet, was a most useful weapon at close quarters, it cannot be compared for handiness with a cordite rifle of .450 or .500 bore. Personally, I prefer a .500 as being the most useful class of gun now on the market for large game in the Malay States, but many experienced hunters state that the .450 cordite is powerful enough for anything, and quite equal in stopping-power to an 8-bore. A double-barrelled rifle is a necessity; it may be essential to use both barrels in a remarkably short space of time when you are within a few feet of a wounded elephant or seladang in jungle so thick that your clear vision is limited to a radius of five or six yards. A magazine rifle requires a mechanical movement to bring another cartridge into action,

a double-barrelled rifle merely the movement of a finger the fraction of an inch.

All cordite cartridges should be put up in sealed tins containing ten cartridges each. Few cartridges are used even on a long trip. The opportunities for shooting are never numerous, and cartridges that have been lying about for some time, exposed to the influences of the atmosphere, should be avoided. On a two or three months' trip, when communication with civilisation is almost impossible, the hunter should take with him at least two rifles and a shot gun, which would be useful to secure any small feathered game that might come his way. A pair of cordite rifles, or a cordite rifle and an 8-bore black powder rifle, would make a good battery for the heaviest game, but the battery taken is largely influenced by the pocket of the hunter, and the above should merely be taken as the minimum battery required. I do not think that the ordinary express rifles firing black powder are heavy enough for hunting dangerous game in the Malayan jungles.

Going into the heart of the peninsula in search of game, it becomes necessary for the hunter to take with him from one of the chief towns sufficient stores to carry him through the entire trip, also a camp bed, two or three waterproof sheets, and a small stock of useful medicines, as well as a liberal supply of jungle clothes and boots. Khaki is not a suitable colour to hunt in; a dark green cloth must be procured, and for a two months' trip at least six suits should be taken. It is most important to put up all one's stores in suitable cases, so that no single case will exceed a coolie load. The 60-lb. load of Africa is more than a coolie load in this country; a limit of 40 lbs. should not be exceeded if one wishes to keep one's porters together. Directly the hunter leaves a main road, or, if he be using a river as his highway, his boat, all his goods have to be carried over indifferent or bad jungle paths, and frequently over no track at all, except that made by the beast he may be pursuing. A coolie carrying 40 lbs. on his back in such circumstances is, after all, well loaded, and generally earns his day's wages. Keeping in mind that the sportsman is entirely dependent on the natives, Malays or Sakais, for trackers and carriers, it is necessary to consider as much as possible the feelings of the coolie, who will not be very anxious to go at all, and certainly will not remain with you if asked to

carry too much or walk too far for his day's pay. Native trackers can generally be picked up who will be able to track to a certain extent, and who may try to find game for the sportsman; really good trackers are scarce, and are not obtainable without the assistance of some one well acquainted with the country and the ways of the native.

The cream of hunting in the Malay States is undoubtedly the pursuit of the seladang. The largest of the ox tribe now existent in the world, its grand proportions and the noble trophy which its head produces make it an especially fascinating beast to try to obtain. Add to this the extreme difficulty of approaching it in thick jungle, where it is generally found, and its great cunning when once alarmed, and it becomes a prize to be striven after with all a hunter's energy and resource.

Occasionally seladang are found feeding in open clearings, but only in the very early morning or late in the evening. They are then sometimes killed comparatively easily, but this method of getting them is the exception rather than the rule, and most of the hunter's trophies will be obtained after many hours, even after many days, of hard tramping and careful stalking through the densest of jungles.

A seladang is often represented as being a very dangerous beast to hunt, a favourite expression of the uninitiated in the art of hunting but well initiated in the art of talking being that a seladang charges at sight. This is quite a mistaken idea. If seladang were so inclined, it would be impossible to hunt them for long without coming to grief, and they would certainly be left alone even by the hardest of sportsmen. All wild animals hate the smell of man; to see him is bad enough, but to smell him is worse, and the seladang is no exception. In addition to a keen scent he has a very sharp pair of eyes, and his hearing is more than ordinarily acute, so it may easily be imagined that it is a difficult matter to approach seladang in thick jungle.

But a seladang, like most other animals in this respect too, if he only sees a human being and does not scent him, will sometimes, not always, hesitate a few seconds, staring hard at the intruder before dashing off, thus possibly giving the hunter a chance. If he winds one, however, he never hesitates in any circumstances, never looks round, just disappears like a flash, crashing through the densest jungle, creepers and rattans giving way like so much pack-thread before his mighty bulk. You follow him up, you hope he may not have gone far, you pretend to make yourself believe that he was not alarmed very much; he certainly did not see you: how could he have done so?—his stern was towards you; surely you must get up to him again in half an hour or so. Your tracker, if he be experienced in the ways of seladang, will smile and say nothing; it is his lot to do what his master wills. Six hours later, with an empty water-bottle, footsore and weary, ten miles from your camp, only a hazy idea of your locality, you begin to speculate on the seladang and his ways, and to wonder if the game of hunting such an extremely timid beast is really worth the candle. Of course, you never see him again; but remember next time to do your best to keep to leeward of him; do not give him a chance of smelling you, because the smell of you is a very horrid thing to a seladang.

But a wounded seladang is quite another beast to tackle. Although many of them do not show fight—probably because the wound is so severe that they have no longer any heart or strength to fight, yet are able to get a long distance away—a large proportion of them do, their pluck and vitality being astonishing. I will cite two personal incidents to illustrate what I mean. A seladang, whose head I possess as a valued trophy, was killed by me about three years ago in the Jerang Valley, in the

State of Negri Sembilan. I had wounded it with a shot that went through one lung and just nicked the other, and, after giving it half an hour's grace, I followed the tracks, which were fairly sprinkled with blood, until they crossed the Jerang river, where the blood trail stopped. I deduced from this that the beast had drunk at the stream, and I expected that the water would soon tell on his damaged lungs. Sure enough, not a hundred yards from the river bank—a steep hill rose almost from the river—I caught a glimpse of the beast far up the hill-side standing quite still with its head hanging low, apparently in great distress. I followed up the side of the hill, but the farther I went the less I was able to see of the seladang—the undergrowth was very thick—and when I did get another shot at it the result was not very satisfactory, the beast, with a heavy lurch to one side, disappearing altogether, and I could hear it crashing up the hill. The bullet I found afterwards had taken it much too far back. The beast stopped quite close to the top of the hill, for we soon saw the daylight through the trees which indicated the top, and presently a loud snort and rush told us of his whereabouts. I thought he was coming down on the top of us, and expected to see his huge form at any moment, but the snort was evidently one of alarm rather than rage, and nothing happened. Being now in close proximity to a wounded seladang, and feeling sure that he would not go far without stopping again, I followed him with the greatest caution, but when we reached the top of the hill we could neither see nor hear him. His tracks led along the ridge of a steep spur, and when going along this ridge I saw him about fifteen yards below me walking in the opposite direction to that in which we were going, having doubled right back on his tracks. He seemed to see me at the same moment that I saw him, and, turning round, came straight up the hill at me. Now, this hill-side was so steep that a human being could not walk up it or down it without holding on to the saplings to enable him to keep his footing, yet this badly wounded seladang actually tried to charge up such a place. A bullet in the chest stopped him easily enough, but subsequently I examined his tracks and found that he had actually come up five yards of the intervening fifteen in the space of time that it took me to throw up my gun and fire at his chest. It does not require a great stretch of the imagination to speculate as to what he could have done on the level even in such a badly wounded state. On another occasion I had a shot at a bull seladang just as he rose from a morning siesta; he was about twenty yards from me in fairly thick jungle, and almost broadside on. I hit him too high, but broke his back. I immediately fired again at the black mass that I could see in the undergrowth—he fell, of course to the first shot—and then I moved away from my original position to reload my rifle and to get a better view of him. My rifle again ready, I was unable to see the beast at all until an exclamation from one of my men directed my attention to a spot much closer to me than I had been looking, and, behold, there was the seladang within seven or eight yards of me, wriggling his way through the undergrowth for all the world like some huge prehistoric monster, with his useless quarters trailing behind him! The spirit was willing, nay, anxious to fight, but the flesh was weak. It is always so with seladang. When dying they will face the point of danger if their strength permits, and if the hunter happens to be close to them, they will certainly try to make some sort of demonstration. The largest authentic seladang head ever obtained in the Malay States was shot by Mr. C. Da Pra, in the Jelai Valley, in the State of Negri Sembilan. This head is a world's record for outside span of horns. The dimensions were:—

Widest outside span of horns, 46 inches; widest inside span of horns, 40 inches; width between tips of horns, 33 inches; tip to tip of horns across forehead, 78½ inches; circumference of base of horns, 20½ inches.

The horns of a good head of a full-grown bull seladang will measure between 30 and 34 inches outside span of horns, and about 18 inches in circumference at the base; but there is a great number of types which vary a good deal in the different localities where seladang are found, and no general rule can be laid down. An old bull seladang will stand between 17 and 19 hands at the shoulder, and will measure between 8 feet 6 inches and 9 feet 6 inches from nose to rump, measurements taken between perpendiculars.

If seladang-hunting is to take the first place, elephant-hunting certainly runs it very close, and there is little to choose between them for excitement. Elephant-hunting is probably a little less difficult than seladang-hunting, a seladang having the advantage over the elephant in keener eyesight and keener hearing. In fact, an elephant has wretched eyesight, and it is not surprising that it does not hear much, owing to the habit it has of continually flapping its ears. Of course, if it is alarmed at all it will keep its ears quite still for long periods, during which I have no doubt that it can hear well enough. An elephant seldom makes any mistake though, when once it has got the scent of the human animal, and, in the case of an uninjured beast, it leads for parts unknown immediately; in fact, an elephant can disappear in an instant in a way that no one would credit who had not been through the experience.

A wounded elephant will often wait just off his track for the hunter, and probably, as soon as he has got his wind, will charge home if not stopped with a heavy ball. I do not think that an elephant will attack without first getting the position of his adversary from his scent. Elephants when wounded sometimes behave in a very extraordinary manner, an instance of which I will give. I was returning from a trip down the Triang river, in Pahang, and came on the tracks of a big bull elephant on a sand-spit early one morning. I left my boat and followed up the tracks, which almost immediately joined those of a herd of five or six smaller beasts, who had been feeding about the river bank all night. We got up to them in a quarter of an hour, and I was fortunately able to locate the bull at once, but could not see his head clearly enough to get a shot at it. I manoeuvred for a minute or two but with no success, and, becoming nervous lest the elephant should wind me, I decided to try a body shot. He moved slightly forward and exposed that part of his body which gave me a good chance for his heart, at which I aimed. He was about fifteen yards from me, but nothing appeared to happen to him. The other elephants stamped, but he remained in exactly the same place. The smoke from my 8-bore clearing away, I gave him the second barrel, which seemed to wake him up a bit, and he moved forward a few steps and swung round to the other side. He now commenced to roar, but not very loudly, and, getting hold of a single 10-bore rifle that I had with me, I brought him down with a shot in the shoulder. Almost immediately he got up again and moved on a little bit. I reloaded my 8-bore, but by this time he had moved away about a dozen yards into a very thick patch of thorn jungle, and I could no longer see him, although I could hear him quite plainly. I approached a few steps and, making out his form through the tangled mass, I fired both barrels one after another, as quickly as I could, at the point of his shoulder. The result was very startling. He came flying out of the thicket like a rocket, lurched round in my direction, and charged straight at the

smoke. I was not there. He came over in his stride two large dead trees which were quite three feet from the ground, and fell dead with a crash on the other side. Subsequent examination showed that the first shot had hit him right through the heart. I might have saved my other cartridges had I known this, but it is very easy to be wise after the event. He was a big elephant, and carried a nice pair of tusks.

Those who wish to hunt in the Malay Peninsula must be prepared for a great deal of hard work for a numerically small reward. But to those whose keenness for sport is greater than their desire for a colossal "bag," the sport provided in Malaya in the pursuit of big game will, I feel sure, satisfy them. The best authentic bag that I know of as ever having been obtained by a white hunter in the Federated Malay States on a single continuous trip consisted of three elephants and three seladang. These were obtained during nine weeks of hard work by an experienced hunter, assisted by first-class native trackers.

In a concluding word let me advise the would-be hunter not to be discouraged if at first his efforts are fruitless. The game is in the country and can be obtained, and to those who really strive hard, and in other walks of life, the reward is often very great.

SNIPES AND CROCODILE SHOOTING.

BY W. D. SCOTT, DISTRICT OFFICER, RAUB.

On the west coast of the Federated Malay States the seaboard is not very inviting at close quarters, except to the sportsman. Miles of swampland, dead level, stretch between the limit of semi-civilised life and the sea, or river, where the rice-fields join the mangrove or nipah swamps, to the line of demarcation between the snipe-grounds and the haunts of the crocodile. Beyond doubt, the best snipe-grounds are to be found in the district of Krian, in Perak, and in Province Wellesley, the mainland opposite Pinang. Good sport may be obtained inland in many places, but the grounds are very restricted, and the population is far more dense than in the coast districts. The rice-fields and the low scrub jungle in the vicinity are the feeding-ground and resting-place of the snipe.

The snipe is a migratory bird. He usually arrives from the north about the beginning of September, and is away again on his flight northwards towards the end of February. It is joyful news to the jungle wallah to hear that the snipe are in; it is news which brings with it fresh energy to the listless and tired European, who gets up betimes in the morning in the happy pursuit of the bird. The early mornings in the East are fresh and cool, and the sportsman starts on his day's shooting full of vigour and enthusiasm. It is not for long that he can keep dry-shod, for the narrow bands of turf between each little padi-field require the nerve and skill of a Blondin to negotiate them. One tries to keep out of the water, but the inevitable soon happens, and after that one splashes about for the rest of the day. The first feeling is akin to that produced by putting on a wet bathing-suit; but once really wet it does not matter. And then "kik!" up gets a snipe; "bang!" down comes the first bird, and one forgets all about being wet and muddy to the knees. It is hard work getting through the rice-fields when the padi is young, for the ground has been dug up and ploughed, or churned by buffaloes before the young plants are placed out from the nursery. Frequently between field and field a quaking morass has

to be crossed. It heaves up and down as one walks over it, and then pop! in goes one foot, and the gunner sinks in sideways to the groin, his other leg being in a position like one of the three in the Manx coat-of-arms. "Kik!" again, but one is in an impossible position to fire. The sun gets up and the snipe desert the padi-field for the shade of the scrub; it is now that the best sport is obtained. The keen sportsman will, if he have the time and opportunity, burn off the scrub-jungle in the dry season just before the rain sets in. Then he has firm ground underfoot, fairly open ground to work over, and the certainty of many a sporting shot as the snipe top the brushwood. Once back again in the road, there is a dryness of the throat accentuated by the dampness of the body; a long drink, into the buggy with a full snipe stick, and what could a man want more!

With the rapid march of civilisation the shooting does not improve. Twenty guns are out now where there used to be only one. The railway brings down week-end parties to spoil our pet grounds, but we still have a place or two known only to the select few. The sportsman may seem selfish, but the keeping of good things for an intimate friend is highly to be commended.

Messrs. E. W. Birch, C.M.G. (Resident of Perak), and F. J. Weld still hold the record bag for the Federated Malay States, 1903 couple obtained on November 15, 1893, in the Krian padi-fields. The year 1893 was a particularly good one for snipe, and some big bags were made by these two gentlemen and by Sir Frank Swettenham, Mr. Conway Belfield, and the late Mr. G. F. Bird. No fewer than 834 couple fell to Mr. Birch's gun.

In certain favoured spots a snipe-drive can be worked; and driven snipe require a good man behind the gun to make a decent bag. Then there is the poacher's dodge of shooting snipe just at dusk, when the birds alight on the ground. A gleam of silver-white is seen as the snipe "tilt" just before dropping their feet to the ground; and one shot brings down, perhaps, from one to twenty victims. This form of shooting, however, is only recommended when the larder is empty and there are guests to dinner. *Valc, Snipe!* you are a sporting bird and a toothsome morsel! (N.B.—Grill a snipe's head in brandy; it cannot be beaten.)

And now for the wily crocodile. I remember a little ditty that Walter Passmore used to sing in the "Blue Moon." It ran like this:—

"Now, children all, both large and small, when walking by the Hoogly.
If ever you should chance to view a tail just like a 'Googlie,'
'Twill only show that close below there crawls a fearsome creature;
For a crocodile perhaps may smile, but all the same he'll eat you."

Truth to tell, he is a fearsome creature, and the warning, although culled from a comic opera, is worth heeding. It is only a few yards from the snipe-ground to our local Hoogly; past a belt of nipah palm, and we are on the river-bank. As the tide is running out, take a Malay sampan and go with the stream, and have a Malay well versed in the wiles of the crocodile with you. Again I must revile civilisation! In the good old times no disguise was necessary. The crocodile, although a hardened sinner, had still things to learn. But now he has profited by past experience, and the gleam of the sun on the white helmet of the detective on his track is quite sufficient to induce him to make himself scarce. The European must disguise himself as a Malay if he really wishes to bring back the "Uriah Heap" of the river with him for his reward. There is a sort of holy joy in shooting a crocodile. His cruel jaws, backed by his fishy green eyes, and flabby web feet, give one at first glance an insight into his

character. Again I repeat the advice to take a good Malay with you, for he will see the crocodile long before you will, unless you are well versed in the ways of the beast. He has the wiles of a pickpocket, gliding along unnoticed by any one, and picking up tit-bits here and there. You will see a V-shaped ripple in the stream, which you may mistake for the current breaking against a submerged stick, but it is due to the snout of the crocodile. As you approach, the ripple will cease, and it will be followed by a swirl of the water as the olive-green tail propels the crocodile along. Do not shoot at him in the water; you will not gather him if you do, and you may disturb another of his kin just round the next bend. The tide has now receded, disclosing the oozing mud, the playground of numberless little crabs—black, light blue, and pink, but all alike in one strange deformity, for each has one large and one small claw—the large to slay with, the small to convey food to the mouth. Then there are weird, unholy-looking mudfish playing and feeding on the mud—strange-looking fish, all head and eyes, that can stand on their tails, all fit companions for the loathsome croc! Softly your boatman whispers to you, "There he is," and points out what at first sight looks like a nipah palm frond stuck in the mud. It is a croc right enough, enjoying his mid-day siesta in his mud bath. But he sleeps with one eye open, and with a splutter is waddling fast through the mud, making for the water. Do not fire at his shoulder; take aim at his neck, just behind the base of his skull. Bravo! you've got him! Did you notice how he opened and snapped his jaws? That was a sure sign that he won't move again. Had you hit him in the shoulder he would probably have died, but he would first have given a tremendous swirl with his tail and tobogganned down the mud into the river, with the result that you would not have gathered him.

Every year the crocodiles take their living toll from amongst the river folk. Here is the story of one of their crimes. I quote from a letter written to me in December, 1896, by my old friend, Dr. F. Wellford, who was shot dead in the Boer War: "Shortly after I arrived here this morning (before you were up probably) the Tuan Haji Duaman came with a lot of Malays to tell me that a man had just been taken by a crocodile at Tanjong Sarang Sang (on the Selangor river, near Kuala Selangor), which is at the end of the reach my bungalow overlooks. It seems that he was throwing the jala (cast-net) from a sampan with his brother. The croc seized his arm as he was leaning over the side of the boat and pulled him down. His brother caught hold of his other arm and was so pulled into the river too, the sampan being capsized. The brother swam safely ashore. The Malays wanted me to go out on the chance of getting a shot at the brute, so I went up to the place with four of them in my boat. About eight other boatloads turned out to watch for the croc. Some men on the spot said they had seen him come up once or twice. Thinking it now likely that he would go downstream, I paddled down some way, and after some three hours, as we were paddling home, some men in another sampan higher up shouted out that they were following the croc down, and almost immediately afterwards, nearly in mid-stream, a great black head came up, and then the shoulders and back. He was close to us, and I got a shot at him with my elephant rifle. The smoke prevented me from seeing anything, but the men who were with me are certain he was hit; they say he threw his head and shoulders out of the water with his mouth wide open, and that he was hit somewhere about the left forearm. All I saw was a great commotion of the water. On the whole, I think he is probably done for—the boat was steady and we were fairly close, and I got a good, steady aim. I also think it likely that he is the

criminal, as he was very big and black, as the poor boy whose brother was grabbed described. If he is dead now his body will come up in three or four days, and of course I am very keen on getting his skull. Also I want the men who were with me to get the Government reward, and I have promised them 5 dollars for his skull and, if he is really as big as they say, for his bones. My point in writing is to ask if any one brings in the croc to refrain from giving the reward till you have ascertained who killed it. There is an avaricious beast who has gone down the river on spec, and he will probably be hunting about for it for the next three days or so. Odd this, after talking of crocs last night! If the beast does come up near here and is at all approachable, I shall have a look inside his 'tummy' to see if he has swallowed any of the boy. I can't see how a croc negotiates such a big morsel as a human being."

Well, to make a long story short, Dr. Wellford did not shoot the brute that he was in quest of, for about two months afterwards a huge crocodile over 18 feet long was caught on a line and brought alive to Kuala Selangor for my inspection. I executed him on the jetty, and afterwards held a *post-mortem* examination. I discovered in his belly the ornamental buffalo-horn ring of the jala, and two finger-rings were identified by the father as belonging to the unfortunate lad who was seized on December 26, 1896, at Sarong Sang. Is it any wonder that I hate crocodiles?

Mr. Walter Dare Scott, District Officer, Raub, Pahang, who was born in July, 1870, is a son of Mr. W. Ramsay Scott, a former member of the Straits Settlements Legislative Council. He was educated at Crawford College, Maidenhead, and joined the army as a second lieutenant in the 3rd Battalion of the Lincolnshire Regiment in 1890. In the following year he entered the service of the Selangor Government, and has filled during his varied career the posts of Acting District Officer at Ulu Langat, Kuala

Selangor, Kuala Pilah, Jekebu, and Batang Padang; Assistant District Officer at Kuala Lumpur, Sungai Besi, and Krian; Assistant Secretary to the Selangor Government and to the British Resident of Selangor; Acting Magistrate at Seremban and Kuala Lumpur; and Acting Collector of Land Revenue and Registrar of Titles, Seremban. In October, 1906, he was appointed to the substantive office he now holds, but recently proceeded to Kuala Kangsa to act as District Officer there. He is an enthusiastic footballer, and captained the Selangor team for about five years. Big-game shooting has in Mr. Scott a follower of no small skill, eight elephants and a seladang having fallen to his gun, whilst he is quite an authority on the pursuit of smaller game and snipe.

Perak Ladies' Rifle Association.—It is not surprising that in a country like the Federated Malay States, where shooting is one of the most popular sports, ladies should share the enthusiasm for it. At a meeting held at the house of Mrs. W. W. Douglas in April, 1903, the fifteen ladies present formed the Perak Ladies' Rifle Association. Mrs. (now Lady) Rodger, wife of Sir J. P. Rodger, K.C.M.G., became the first President, and Mrs. Douglas the first Hon. Sec. and Treasurer. Lieut.-Colonel Walker, C.M.G., kindly placed the range of the Malay States Guides at the disposal of the Association, and gave the members a series of lectures on rifle-shooting. Rook rifles were first used, but now many of the ladies have become expert with the .303 inch service rifle at 150 and 200 yards. In a recent match with the officers of the Malay States Guides the Perak ladies' team lost by only one point, while they defeated the Perak Rifle Association (gentlemen) by fourteen points. Since the club was formed fifty-six members have joined, but as they are always "coming and going" it is seldom that the club musters more than twenty members on the range. "At Homes" are held periodically, when pair shooting, surprise target, and vanishing target

competitions are held. The members recently expressed their appreciation of the services of Mrs. Douglas in forming the club by presenting her with a suitably engraved cup. The President of the association is Mrs. Birch, the Vice-president Mrs. W. H. Tate, and the Hon. Sec. and Treasurer Mrs. J. P. Harper.

HORSE-RACING.

The existing records of horse-racing in the Straits Settlements are very meagre, the Library documents having suffered from the ravages of white ants, while those formerly in the possession of Mr. C. E. Velge, of the Straits Racing Association, were unfortunately destroyed by fire. It would appear, however, that races were first held at Singapore in 1843. These took place on Thursday and Saturday, February the 23rd and 25th, the programme opening at 11 a.m. with the race for the Singapore Cup of 150 dollars. This was won by Mr. W. H. Read. There were four races the first day and three the second, with several matches to fill up time. The events were decided over the same course as at present, but the stand was on the opposite side, near Serangoon Road, and the progress of the competitors could only be seen partially by the spectators, as the centre of the course had not then been cleared of jungle. A Race Ball was held on the following Monday at the residence of the Hon. the Recorder, the stewards being Lieutenant Hoseason, Messrs. Lewis Fraser, Charles Spottiswoode, W. H. Read, William Napier, James Guthrie, Charles Dyce, and Dr. Moorhead. In the next year the races were held in March. They took place on Tuesday, Thursday, and Saturday—as at the present day—but in the morning. On the evening before each race day a dinner was given at the Race Stand, to which all members were invited. In March, 1845, the races were held only on two days, and in the afternoons. They were attended



THE RACECOURSE, PINANG.



NOTABLE PERFORMERS ON STRAITS SETTLEMENTS AND FEDERATED MALAY STATES RACECOURSES.

VANITAS.
RESIDUE.
PAWNBROKER.

JIM GOSPER.
BATTENBERG.

NEREUS.

BANESTER.

by Rear-Admiral Sir Thomas Cochrane and a large party from his flagship, the *Agincourt*.

From that time onward the races have been an "established institution" in Singapore, and now there are two meetings every year—each extending over three days—one in May and the other in October. The oldest member of the Sporting Club at present in the colony is Mr. Charles Dunlop, who acted as secretary and clerk of the course in the early years of the club's history. The racecourse was granted to the club by the Government, and is vested in a body of trustees. It has a track of a mile and a distance (83 yards) in length, and the turf is of excellent quality. Originally the racing was confined to gentlemen riders, but professionalism was introduced about the time when the Imperial Government took over the colony from the Indian Government in 1867. Now the trainers and jockeys are nearly all professionals from Australia.

Racing in the Straits Settlements is controlled by the Straits Racing Association, on which body there are representatives from the Singapore Sporting Club, the Pinang Turf Club, the Perak Turf Club, the Kinta Gymkhana Club, the Selangor Turf Club, and the Seremban Gymkhana Club.

At the Spring Meeting of the Singapore Sporting Club there are on the first day seven races, of which the most important is the Singapore Derby over a distance of a mile and a half for a cup presented by the committee, with 2,000 dollars added money. On the second and third days the premier events are the Club Cup, value 1,500 dollars, and the Stewards' Cup, value 1,000 dollars. At the Autumn Meeting the principal race on the first day is for the Governor's Cup, with 2,000 dollars added money; and on the second and third days, as at the Spring Meeting, the chief events are respectively the Club Cup and the Stewards' Cup. On each day also there are two handicaps for griffins, which are brought

racecourse. The stands and lawn are occupied chiefly by Europeans, but the course inside the track is thronged with multitudes of Chinese, Malays, and Indians, who evince great interest in the racing and organise numerous sweep-

share of pool 900 dollars, dividend 6 dollars. Third horse, 15 tickets; share of pool 900 dollars, dividend 60 dollars.

The records for the Singapore course are as follows:

Year.	Horse.	Weight.	Distance.	Time.	
				m.	s.
1904	Oberon	st. lb.	Round course (1 m. 83 yds.)	1	52
1904	Architect	10 0	Ditto	1	52½
1898	Culzean	9 7	¾ m.	1	17
1898	Locky... ..	10 9	1¼ m.	2	14½
1904	Idler	9 11	1½ m.	2	41½
1897	Vanitas	10 4	Round course and a distance	2	7
1900	Residue	11 7	Singapore Derby (1½ m.)	2	42½
1904	Essington	9 10	Ditto	2	42½
		8 10			

stakes on the various events. No betting is allowed on the course, except through the Totalisator (or Parimutuel), which is under the management of the committee. This system is well known and generally followed in India and Australia, but a few words of explanation here may not be out of place. Each horse is numbered. Those who desire to bet may buy as many tickets as they choose for any horse they fancy. The tickets cost 5 dollars each. All the takings are pooled, and after each event the pool (less 10 per cent. commission) is divided between those who have placed their money on the winning horse. In the place Totalisator the rules are rather more complicated. There is no betting when less than four horses start. When there are more than six horses in the race the pool is divided between the holders of the tickets for the first and second horses; when there are more than six it is divided between first, second, and third. For example:

THE TURF CLUB.

The Turf Club in Pinang was founded as long ago as 1867. Mr. David Brown, a well-



E. H. BRATT.

(Official Handicapper.)



ON THE RACECOURSE, KUALA LUMPUR.

up from Australia in batches and apportioned by lot among the members of the Sporting Club.

At race time the Singapore course presents a striking contrast in appearance to an English

Total number of tickets taken on seven starters, 600. Value of pool 3,000 dollars—less 300 dollars club's commission = 2,700 dollars. First horse, 90 tickets; share of pool 900 dollars, dividend 10 dollars. Second horse, 150 tickets;

known sportsman, was the first president, and in later years he was succeeded by Mr. J. F. Wreford, who has done much to further the interests of the turf in the settlement. At the outset the Government liberally assisted the young institution by the free grant of land for a course. On this the first stands and buildings, of wood and attap, were erected in 1869, and small annual meetings were started. These gatherings were in the nature of gymkhanas, and the total prize money never exceeded 600 dollars a year. But as the population of the island increased the club grew in importance, and by 1898 two meetings annually were being held. These extended over two days in January and two days in July, and the prize money for the year totalled 5,950 dollars. In 1900 new and substantial stands were erected, and the present prosperity of the club is indicated by the fact that, in January, 1907, prizes to the value of no less than 26,000 dollars were distributed during a three days' meeting. The entries include horses from the Federated Malay States, Singapore, the Netherlands India, Burma, and India.

The membership of the club numbers 500. The prettily situated course, surrounded by a wealth of tropical verdure, presents an attrac-



THE RACECOURSE, SINGAPORE.



THE GRAND STAND, SINGAPORE.



THE GRAND STAND, PINANG.



THE LAWN, PINANG.

tive spectacle on race-days, with its brightly-dressed crowd largely composed of natives. The days of the race meetings in January and July are observed as holidays in the settlement. Mr. A. R. Adams is the president of the club, Mr. D. A. M. Brown is the secretary and clerk of the course, Dr. P. V. Locke and Messrs. A. K. Buttery, G. H. Still, Jules Martin, C. G. May, and Lee Toon Tock constitute the committee.

On the Pinang course the following records have been established :

Year.	Horse.	Weight.	Distance.	Time.
		st. lb.		m. s.
1899	Great Scott	9 9	1 m.	1 49
1900	Bittern	10 6	$\frac{3}{4}$ m.	1 19 $\frac{1}{2}$
1905	Essington	10 3	1 m.	1 44 $\frac{1}{2}$
1898	Vanitas	11 7	1 $\frac{1}{2}$ m.	2 13
1900	Reward	8 10	1 $\frac{1}{2}$ m.	2 42 $\frac{1}{2}$
1898	Rill	8 8	(Round course) (7 f. 81 $\frac{1}{2}$ yds.).	1 39

The history of the turf in the Federated Malay States, like most histories, tells of gradual change—a change from the days of amateur racing and gymkhanas to the present day of meetings organised under the code of rules now almost universally adopted; from the days when the only racecourse for ordinary racing was that at Taiping, to the present day when the Kuala Lumpur, Batu Gajah, and Negri Sembilan courses have quadrupled the

Residue four years previously; indeed, such good form did Essington show that his owners, the Bridge Kongsee, entered him for the Viceroy's Cup, in India, but he was left at the post. Nasib, trained in Kuala Lumpur, when competing in the Singapore Derby, was considered almost unworthy of notice by the experts, but he was ridden by his owner, Mr. Wm. Dunman, one of the best amateur riders ever seen in the peninsula, and was first past the post after a memorable and exciting contest. It is needless to recall the names of all

which is situated on the right-hand side of the Ampang Road, Kuala Lumpur. It was necessarily of a very primitive description, with attap buildings; but since then any profit made by the club has been spent upon improvements, until Selangor can now boast of a racecourse as fine almost as any in the peninsula.

The Selangor Turf Club may claim to have



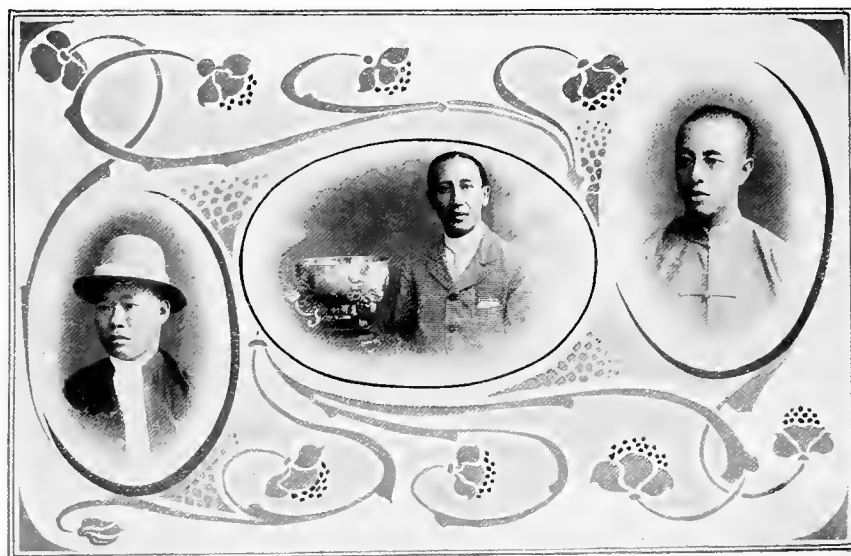
P. W. GLEESON.

(Well-known Totalisator Manager.)

the horses who enjoyed local fame, but mention may be made of Why Not, Mattie, Jimmy, Cadenas, Reward, Lyon, Malleolus, Lulworth, Banester, Juindo, Benedic, Lady Joe, Flora, Xerxes, and Duchess.

Racing began in Selangor under the patronage of the late Sir Wm. Maxwell, the then resident, who was instrumental in securing for the purposes of public recreation a course situated where the Federal Home for Women

inaugurated the thoroughbred griffin scheme. Three lots have now been imported, and, although the scheme met with considerable opposition at first, the griffins have proved to be the mainstay of racing in the country. The griffins must be certified to be clean thoroughbreds, with sire and dam entered in the Australian stud-book; they are subscribed for, and the subscribers draw lots for them. Mr. Geo. Redfearn, son of Mr. James Redfearn, the well-known Caulfield trainer, is the leading local trainer, and has brought over a good many horses of his father's stables. There are several horses in the Federated Malay States sired by



THREE CHINESE SPORTSMEN OF SINGAPORE.

LIM KOON YANG.

LEE PEK HOON.

LEE TOON POON.

opportunities for this, the most popular form of sport.

To take the horse first, the earlier races were run chiefly by Burma and Java ponies, but they soon gave place to Australian griffins, the importation of which began about the year 1890. As the interest increased so the supporters of racing made more and more strenuous efforts to improve their studs, with the result that to-day the Federated Malay States can boast that more than one horse trained in the States has won the blue ribbon at Singapore. Essington, in 1904, ran the Derby in 2 min. 42 $\frac{1}{2}$ sec., equalling the record time of

now stands. The course was made entirely at Government expense, and a grand stand was provided. There was in the title, however, a proviso that only amateurs should be permitted to ride, and the men chiefly interested found, as time went on, that the sport could not be continued profitably with amateur racing only. Sir Wm. Maxwell, who had meanwhile become Governor of Singapore, was asked whether he would allow professional riding, but he returned an emphatic negative, whereupon Mr. Geo. Cumming and two or three other prominent racing men took the matter in hand, and were able to secure the present racecourse,

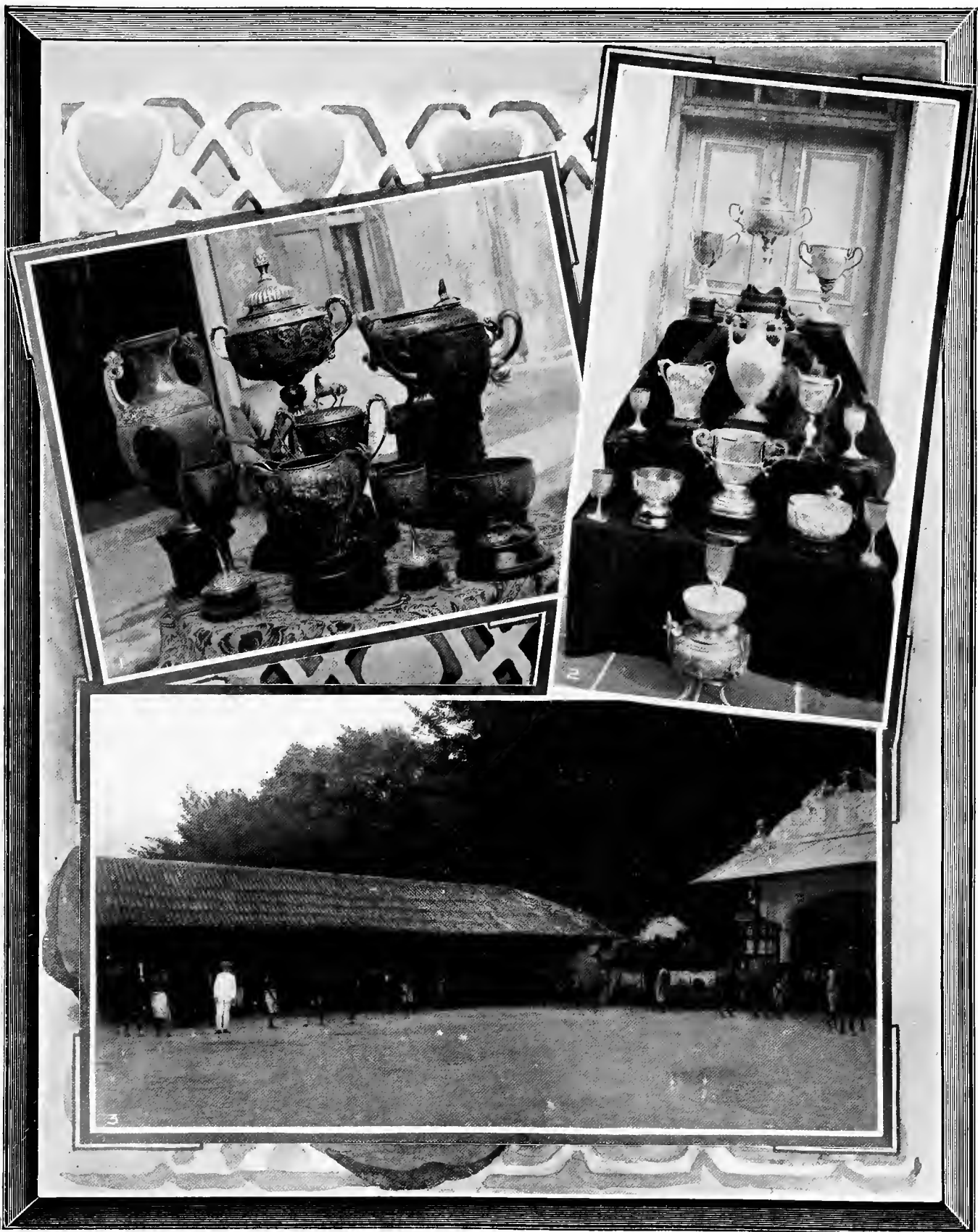


ARCHIE CAMPBELL.

(Popular Trainer of Pinang.)

Malvolio, which, with Geo. Redfearn up, won the Melbourne Cup in 1891.

Of the many gentlemen who have been directly interested in the turf in the Federated Malay States the names most impressed on the memory are those of Messrs. H. Aylesbury, W. H. Tate, H. Ord, Geo. Tate, Wm. Dunman, A. C. Harper, T. W. Raymond, J. W. Welford



MR. CHUNG AH YONG'S RACING ESTABLISHMENT.

1 & 2. RACING TROPHIES.

3. THE RACING STABLES AT TAIPING.

and F. Douglas Osborne. In later days Capt. Talbot, Dr. Travers, Messrs. W. W. Bailey, W. McD. Mitchell, Alma Baker, and Chung Ah Yong have been among the most enthusiastic supporters of the turf. Nor has the sport lacked its devotees among prominent Government officials—the late Sir William Maxwell did all he could to promote the interests of racing in the anti-professional days, and himself figured successfully in many a race as a gentleman rider; whilst Mr. J. P. Rodger, when Resident of Selangor, encouraged racing in every way.

Of gentlemen riders past and present other names which may be recalled are those of Messrs. J. Paton Ker, T. W. Raymond, W. Dunman, Noel Walker, C. B. Mills and J. R. O. Aldworth, F. O. B. Dennys, J. Magill, and Dr. Braddon. Of professionals the most successful recently have been V. Southall, E. Fisher, O. Randall, R. Bryans, S. Banvard, J. Duval, and J. R. Elliott—jockeys well known in the colony and States as well as further afield.

The Perak Turf Club has been in existence for over twenty years, and has now a membership of about 250. Five members form the committee, Mr. E. W. Birch is the president, and Mr. W. H. Tate acts as hon. secretary besides representing the club on the committee of the Selangor Racing Association, to which association the club was affiliated early in 1896. H.H. the Sultan of Perak and the British Resident are hon. members. The meetings usually take place in August, the present course, which is 7 furlongs 157½ yards in length, being at Taiping. It was on the old course, situated about three miles from Taiping, that racing, as known at the present day, was cradled. At

Year.	Horse.	Distance.	Time.
1900	Lucifer *	1 m. 67 yds.	m. s. 1 50 ² / ₅
1897	Why Not	1 m. 67 yds.	1 53
1900	Silvertone	³ / ₄ m.	1 21
1898	Puritan	1 m.	1 51 ⁴ / ₅
1890	Leichol	1½ m.	2 48 ² / ₅

* The Maiden Plate.

The Kinta Gymkhana Club was founded in 1890, and now consists of over 300 members. The race meetings are held at Batu Gajah, the course and training stables being situated on a plateau about 350 feet above the sea level. The course is 7 furlongs; an excellent inside

secretary. The club has about three hundred active members, the subscription being 15 dollars a year, with an entrance fee of 10 dollars.

The following are the best times which have been recorded on the course:—

Date.	Horse.	Distance.	Time.
Dec., 1904	Lady Joe and Flora (dead heat) ...	4 f.	m. s. 0 55
June, 1904	Xerxes	5 f.	1 55 ² / ₅
June, 1906	Lady Joe	5 f.	1 52 ² / ₅
June, 1900	Lyon	6 f.	1 18 ² / ₅
June, 1904	Meros	6 f.	1 18 ² / ₅
July, 1907	Lady Brockleigh	Round course, 1 m. 75½ yds.	1 49 ² / ₅
July, 1907	Kington	Round course and distance	2 7
June, 1904	Duchess	1½ m.	2 13 ⁴ / ₅
Dec., 1904	Banester	1½ m.	2 41

track has been completed, and both tracks are in good order. The meetings are usually held during the Chinese New Year festival.

The Seremban Gymkhana Club was founded on December 20, 1901. It took the place of the Negri Sembilan Turf Club and consists of about 135 ordinary and visiting members. Dr. Braddon acts as hon. secretary and clerk of the course, and also represents the club on the Straits Racing Association committee. The meeting takes place in June, on the racecourse at Gedong Lallang, three miles from Seremban. The course is the longest and widest in the peninsula, being 1 mile 93 yards in length and 66 feet wide.

The Klang Gymkhana Club has a circular race-track of four furlongs, overlooked by the Klang club house, which is used as a grand stand. A race meeting, held annually about May, was inaugurated some years ago, and the formation of a track was commenced, but the project was abandoned owing to its principal promoter being transferred to another district. In May of 1903 Mr. H. Berkley and others revived the race meeting, which had been discontinued, and through his good offices the track was finished. The training and riding of horses appearing at the annual meetings is confined to amateurs, and there are both flat and hurdle races. The first batch of griffins imported were Java ponies, and the second batch were Chinese, but now galloways are brought from Australia. There are no money stakes, the prizes consisting of cups. The club, however, organises lotteries on all races, and these are open to owners and members. Mr. F. Bede Cox is president of the club, and the committee consists of Messrs. R. W. Harrison, R. A. Crawford, O. Pfennigwerth, H. A. Wootton, and Dr. M. Watson.

Mr. E. H. Bratt, J.P.—This well-known planter of Pinang and the Federated Malay States was born at Berbice, British Guiana, in 1862, and received his education at the Merchant Taylors' School, the Dollar Institution, and Owens College, Manchester. He studied originally as a mechanical engineer, and subsequently became a member of the Institution of Mechanical Engineers. In 1883 he went to the West Indies as a sugar engineer, and remained there for four years. After a spell in England, he came out to the Straits Settlements in 1887 as superintendent engineer of the Pinang Sugar Estates Company, Ltd. This

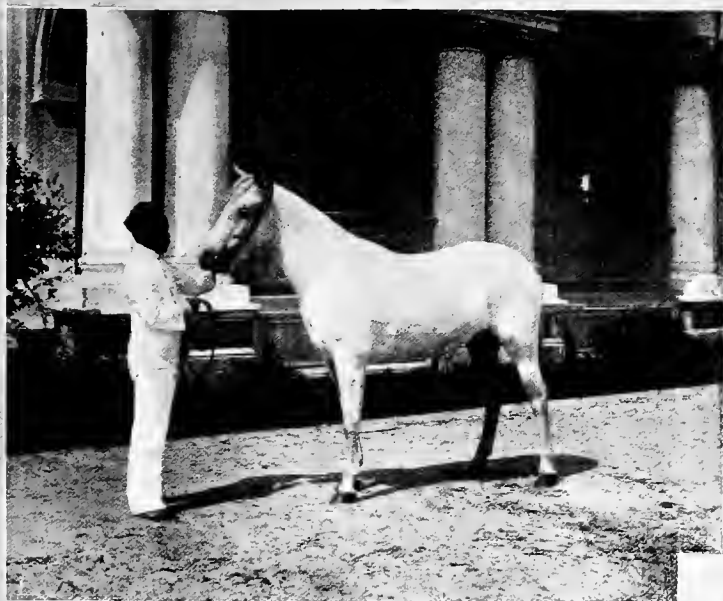


MR. CHUNG THYE PHIN'S DEVILMENT.

(Winner of Singapore Derby, 1905, &c.)

that time—1886—Burma ponies provided most of the racing, and the meetings were primarily social functions. The record times on the Taiping course are:

The Selangor Club was on January 1, 1896, associated with the Straits Racing Association. Captain Talbot is president of the club, Mr. G. Cumming vice-president, Mr. D. E. Topham



MR. LIM SOO CHEE'S RACING ESTABLISHMENT.

1. TRAPPER.

2. RACING TROPHIES.

3. LATONA.

4. UNA.

5. ROSE GIG.



GUNNER AND RACING TROPHIES, THE PROPERTY OF LIM EOW THOON, OF PINANG.

appointment he resigned five years later, and started business for himself as a contractor. Having made a success of this venture, he began planting, and was one of the first Europeans in the Straits to take up rice cultivation on a large scale. The first tract he opened up consisted of 250 acres, but this not proving altogether a success, Mr. Bratt in 1898 planted Sandycroft estate with rubber and coconuts. At first he opened about 160 acres, but at present 400 acres are in cultivation and the company's shares stand at a high premium. As a hobby he took up racing, and in 1900 was made handicapper to the Pinang Turf Club, while in 1904 he was appointed official handicapper to the Straits Settlements Racing Association and the Nienwe Deli Race Club, Sumatra. He formerly owned many racehorses, and has always taken a keen interest in this branch of sport. His favourite recreation, however, is snipe shooting. Mr. Bratt is a director and visiting agent of the Sandycroft Rubber Company, Ltd., the Sione Rubber Company, Ltd., and Ledbury Rubber Company, Ltd., besides being visiting agent of the Senawang Rubber Company, Ltd., the Belle Plaine Rubber Syndicate, Ltd., and the Hidden Streams Rubber Syndicate, Ltd. He is a son of the late Mr. James Bratt, of Hoff van Aurich estate, Essequibo, British Guiana, and is married to a daughter of Dr. Thomas Hodson, of Ingatestone, Essex, and has one son. Mr. Bratt is a member of the Sports Club, London, and of all the local clubs, and in 1901 was made a Justice of the Peace for Pinang.

Mr. G. R. K. Mugliston.—One of the most prominent all-round sportsmen in the Malay Peninsula is Mr. Gerald Roland Knight Mugliston, the eldest son of Dr. T. C. Mugliston, Colonial Surgeon at Pinang. Born at Thun, Switzerland, twenty-two years ago, he was

educated at Rossall School, Lancashire, and after serving two years with Messrs. Doxford, marine engineers in Sunderland, came to Pinang in 1904, where he has been associated



G. MUGLISTON.

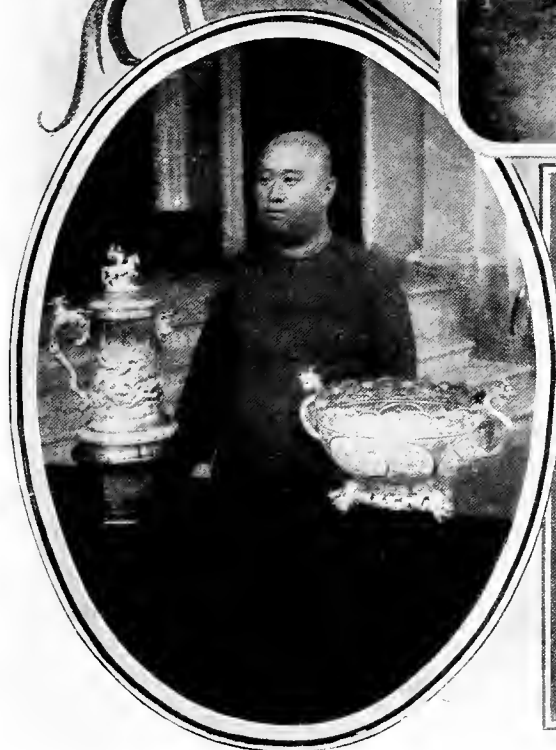
(Captain, Pinang Cricket Club, and one of the most prominent sportsmen of the Northern Settlement.)

with Messrs. Sandilands, Buttery & Co. He is captain of the Pinang Cricket Club, and has played in several Straits Settlements v. Fede-

rated Malay States and other important matches. He had the honour of captaining the first colony XI. ever to beat the Federated Malay States, namely, at Pinang in August, 1907, when the colony won by an innings and 96 runs. In addition to his keen interest in cricket, he is an ardent golfer, and has won the Pinang golf championship for the past three years. He holds the record of the Pinang links with a score of 74, and has a handicap of plus 5. In 1906 he was runner-up in the local tennis championship; he has played with the Pinang Football Club in several inter-State matches. As a gentleman rider he is well known on the turf. He steered Fickle Fortune past the post when that horse won the Roadster Cup at the Pinang July Meeting in 1907.

Mr. P. W. Gleeson, of Perak, has been connected with the various turf clubs of the peninsula for many years, and has acted for them as manager of their lotteries and as auctioneer in the selling sweepstakes. For a long time past he has controlled the totalisator with such success and satisfaction to the stewards that his services are regularly in request. In the above capacities Mr. Gleeson has served for years the Perak Turf Club, Kinta Gymkhana Club, Ipoh Gymkhana Club, Selangor Turf Club, and Seremban Gymkhana Club. He is a Government contractor, and has done a great deal of road-making and other work in the State of Perak.

Mr. Lee Toon Tock, son of the late Mr. Lee Phee Choon, a well-known Pinang merchant, was born in Pinang in 1875. He received his education at Pinang Free School and at Roberts' College, Calcutta, after which he assisted in his father's business and managed the Jurn estate in Province Wellesley for him. This property, of which Mr. Lee Toon Tock is now sole proprietor, is 1,800 acres in extent, and is planted mainly with coconuts, betel-nuts, and



ORION,
LEE TOON TOCK AND RACING TROPHIES.

LEE TOON TOCK.
SENATOR.

OBERON.
FOREST EMPRESS.

tapioca. A considerable number of rubber-trees, however, have been put in recently. Mr. Lee Toon Tock has always taken a great interest in horse-racing, and is one of the most popular members of the Turf Club in Pinang. He was the owner of the famous Oberon when, in 1904, she won the Maiden Plate and at the same time established a record by covering the Singapore course in 1 min. 52 secs. During the last eight or ten years Mr. Lee Toon Tock has won many important events in Pinang, Singapore, the Federated Malay States, and Sumatra, his most successful horses besides Oberon being Architect, Senator, Colford, Forest, Empress, and Orion. Last year he carried off the Pinang Plate, the Paddock Cup, and the Scurry Stakes at the Pinang meetings, and also secured several trophies at races in the Federated Malay States. This year he has again met with considerable success. Mr. Lee Toon Tock is on the committee of the Pinang Turf Club. He married a daughter of Mr. Khoo Chew Eng in 1896, and has a family of six sons.

Mr. Lim Koon Yang.—As an all-round sportsman, and as one devoted to horse-racing in particular, Mr. Lim Koon Yang is widely known in the Malay States and in Singapore. Both in business and in sporting circles he is very popular with Europeans and Chinese alike. He is a member of the Singapore Sporting Club.

Mr. Tan Hood Guan.—Among well-known devotees of the turf in Singapore may be numbered Mr. Tan Hood Guan, whose racing name is Hood. During the last four years his stable has been represented at every local meeting, and he has always obtained at least one success. His best known horses are Rockhill

and Tease. The former has won several events at Kuala Lumpur, and at a recent Singapore meeting Tease carried off the Stewards' Cup.



TAN HOOD GUAN.

Mr. Tan Hood Guan is a member of the Singapore Sporting Club, of the Inter-Sports Club, the Malay States Club, and the Chinese Weekly Entertainment Club. He takes great interest

in volunteering, and was one of the members of the Straits Settlements contingent that visited England on the occasion of the coronation of King Edward VII.

Mr. C. E. Paterson.—Born in Norway, Mr. C. E. Paterson received his education in Adelaide, Southern Australia, where he was trained as a mechanical engineer. He was one of the pioneers of the Broken Hill Tin Mine and Western Australian Gold Mines. After a year's travelling he came to Malaya in 1900, and joined the Government Railway Construction Department at Taiping. On leaving that service he commenced business as a contractor, and now holds contracts for public works throughout the northern territories. During the last two years he has interested himself in rubber planting. Mr. Paterson was one of the earliest automobilists in the Straits Settlements. He drives "Rambler," "Rover," and "Swift" cars, and he is now getting out a new 40-h.p. car. On the occasion of the visit of the Duke and Duchess of Connaught to Pinang, Mr. Paterson had the honour of driving the royal party on their sightseeing rounds. A prominent member of the turf in both South and West Australia, Mr. Paterson has also taken a keen interest in racing in the Straits. His residence is in McAlister Road, Pinang.

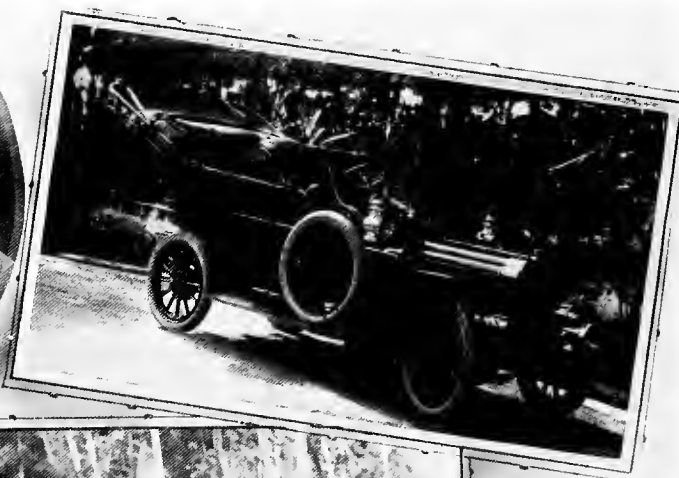
Mr. Lee Toon Poon.—One of the best known sportsmen in the Chinese community is Mr. Lee Toon Poon. He has won many events with his horses, and is the owner to-day of Benison and First Belle. The son of Mr. Lee Phee Choon, a well-known merchant of Pinang, Mr. Lee Toon Poon was born and educated in that town. For four generations his ancestors have held prominent positions in



SOME OF MR. PATERSON'S TROPHIES.



C. E. PATERSON.



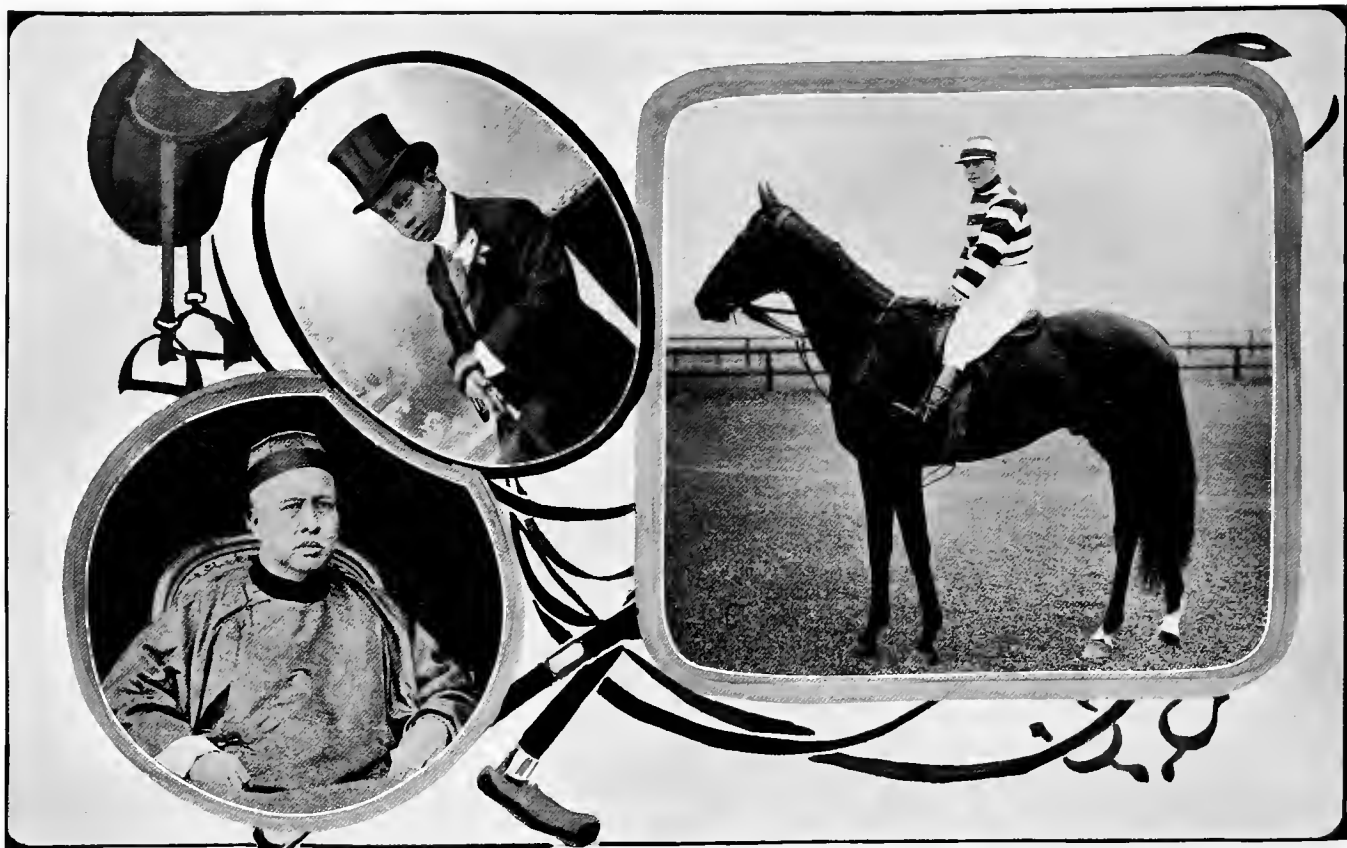
MOTOR-CAR.



THE RACER ACTRESS.



DR. P. V. LOCKE, HIS RACER CHEVALIER, AND TWO WELL-KNOWN TROTTER PONIES.



THE LATE TAN KIM CHING.

TAN BOO LIAT.

THE FAMOUS RACEHORSE VANITAS.

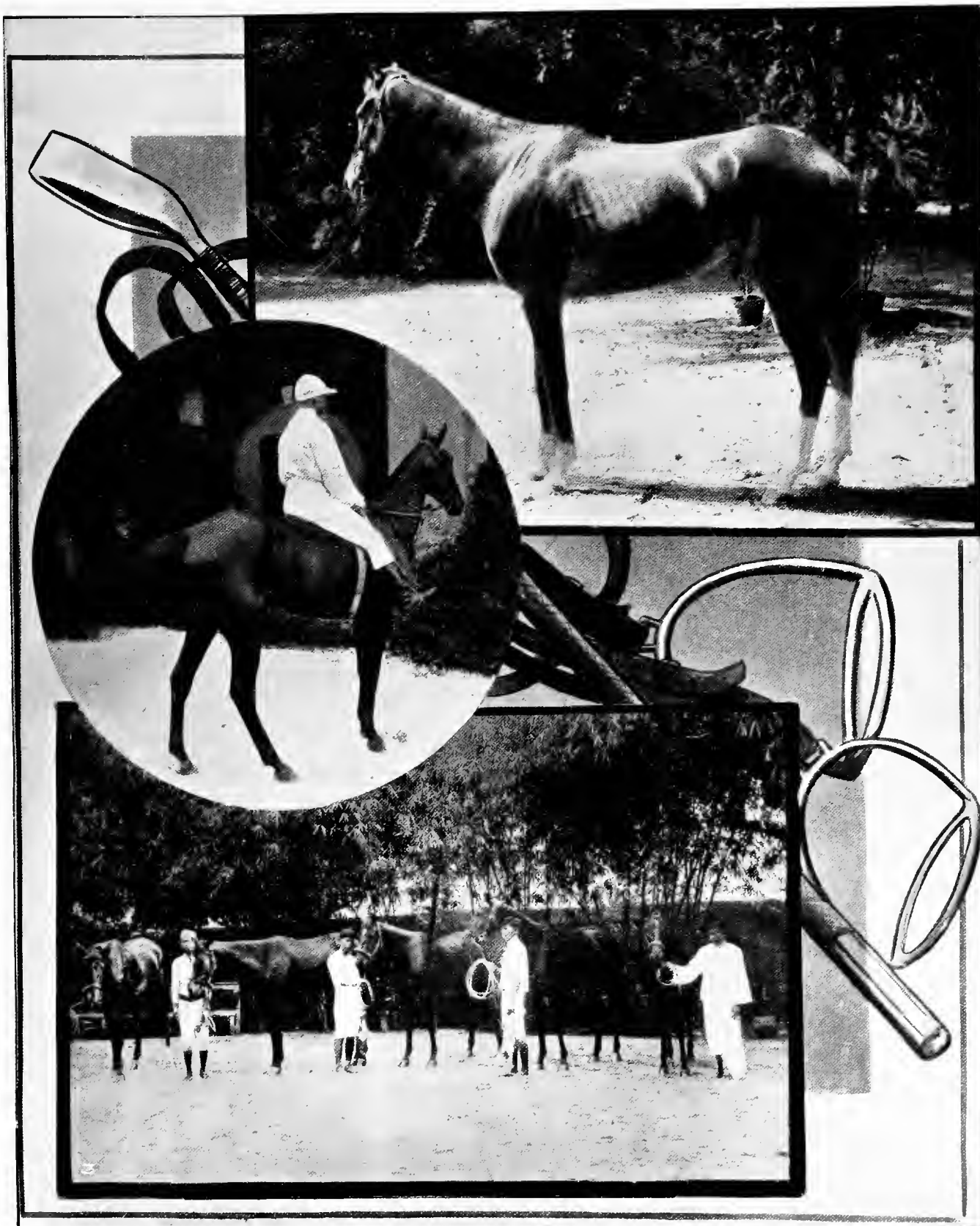
(Owned by Tan Boo Liat)



YAP HON CHIN'S RACEHORSE RAPID PILGRIM.

the Straits Settlements, and his grandfather, Mr. Lee Geang, was one of the best known business men in the settlements. Upon coming to Singapore Mr. Lee Toon Poon entered the service of the opium and spirit farm as assistant manager, and when the present syndicate acquired the monopoly in 1906 he became a partner in it, and was appointed manager of the liquors farm. This responsible position he still holds.

Mr. Tan Boo Liat is a Straits-born Chinaman well known on the turf. In 1898 his famous horse Vanitas won the Viceroy's Cup in India. This was the first and only occasion on which a horse from the Straits or the Federated Malay States has carried off this coveted trophy. At that time Mr. Tan Boo Liat kept a stable of a dozen racehorses, including many of the best animals in Singapore, and won events. But in spite of the success with which he has met, it is understood that Mr. Tan Boo Liat is now giving up his stable. The son of Mr. Tan Soon Toh, he was born in the Straits, where his ancestors for four generations have lived. His grandfather, Mr. Tan Kim Ching, was a wealthy man who owned a rice mill at Bangkok and held the position of Siamese Consul-General; while his great-grandfather, Tan Tock Seng, founded the hospital in the Serangoon Road, Singapore, which bears his name. The family—one of the leading families among the Chinese of Singapore—still carry on the business established by their ancestors; they have a rice mill at Bangkok and under the name of Kim Ching conduct the business of general dealers in the offices at 28, Boat Quay, Singapore. Mr. Tan Boo Liat was educated locally. A member of the Singapore Volunteer Infantry, he was one of the contingent present at King Edward's coronation.

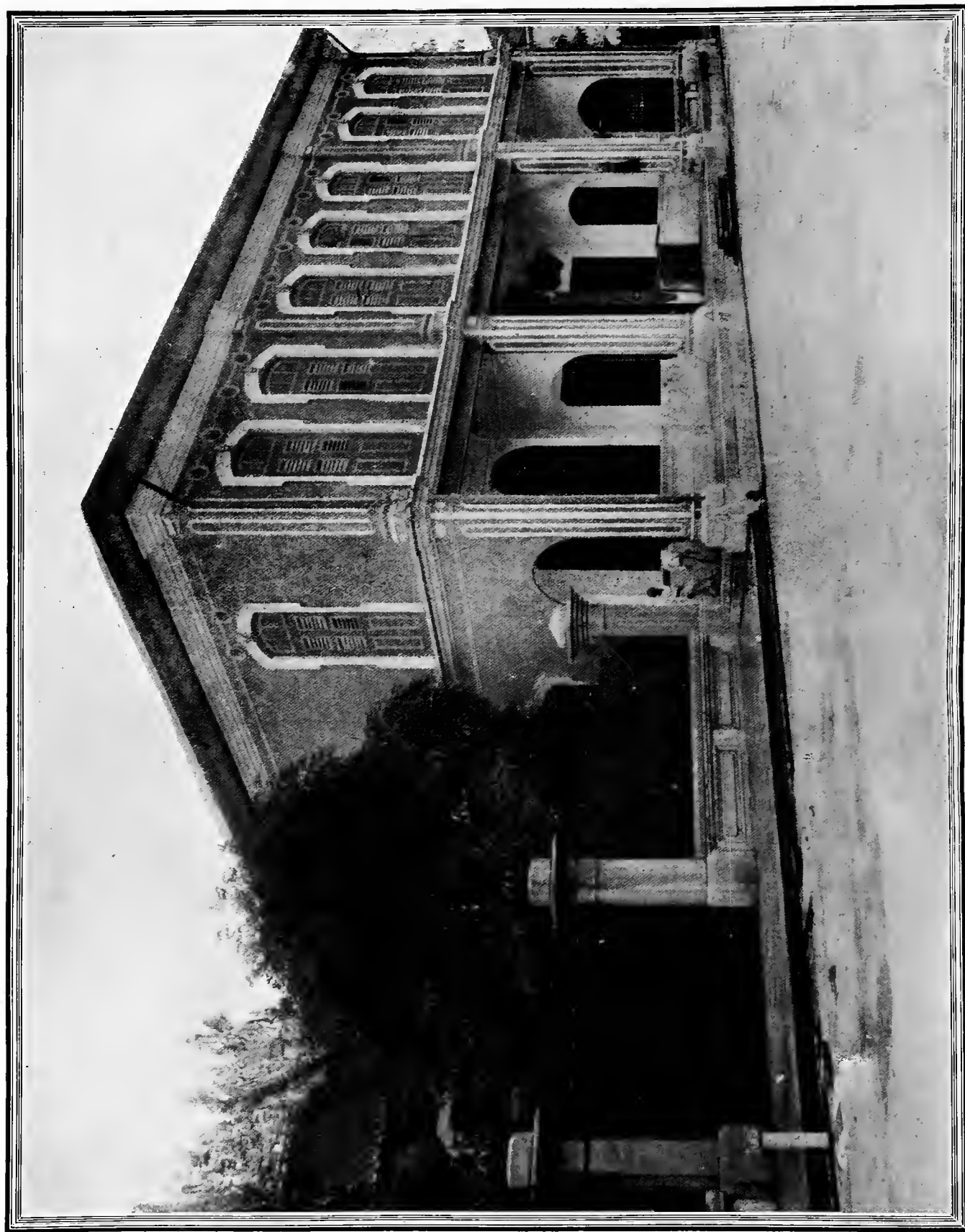


MR. DAN LOGAN'S STRING OF RACEHORSES.

1. FESTINE.

2. REWARD.

3. GROUP OF RACEHORSES.



FAMILY RESIDENCE OF THE LATE CAPTAIN CHUNG AH KWEE, CHURCH STREET, PINANG.

Mr. Chung Thye Siong.—Born at Pinang in 1885, Mr. Chung Thye Siong was educated at the Free School and St. Xavier's Institution. He is the eighth son of the late Captain Chung Ah Kwee, and brother of those well-known local sportsmen, Messrs. Chung Thye Phin and Chung Ah Yong. He assists in the management of his father's huge estate, and resides in the old family house in Church Street, which we reproduce on the opposite page. Like his brothers, he is an enthusiastic sportsman, a strong supporter of the local turf, and the owner of several famed racehorses, notably Benares and Yeng, who have made successful appearances on local courses on more than one occasion. He has a fine country residence, Green Lodge, in Macalister Road. In 1893 he

he joined the Straits Steamship Company, and has been an assistant to that firm ever since. Mr. Lee Pek Hoon married a daughter of Mr. Tan Kung Hoe, of Malacca.

Mr. Chung Ah Yong is one of the most enthusiastic sportsmen in the Federated States. His racing stables cost him upwards of 12,000 dollars a year. A European trainer is in charge of the horses, which, of late years, have met with considerable success. Mr. Chung Ah Yong is a member of all the important racing clubs in British Malaya. The eldest son of the late Captain China Ah Kwi, he was born in Pinang and educated at Doveton College, Calcutta. On leaving school he entered Government service in Perak, but after a few years took over the management of his father's min-

behind Raffles Hotel, and in 1901 to the present site, where about six acres of ground are occupied. At first he purchased horses that were brought to Singapore by the sandal-wood schooners, and sold them by auction in Raffles Square; but when the sandal-wood trade collapsed and the schooners were no longer available, Mr. Abrams imported horses from Australia. In course of time the business was extended, and not the least important branch of it to-day is the training of racehorses. In this Mr. Abrams has had considerable experience. When he first came to Singapore there was a Turf Club, of a sort, in existence, and he started racing, riding at 8 st. 7 lbs. During his career as a jockey he rode at one meeting in 18 races, and won 14 of them. This is believed to be a



MRS. CHUNG AH KWEE.

THE LATE CAPTAIN CHUNG AH KWEE.

MRS. CHUNG THYE SIONG.

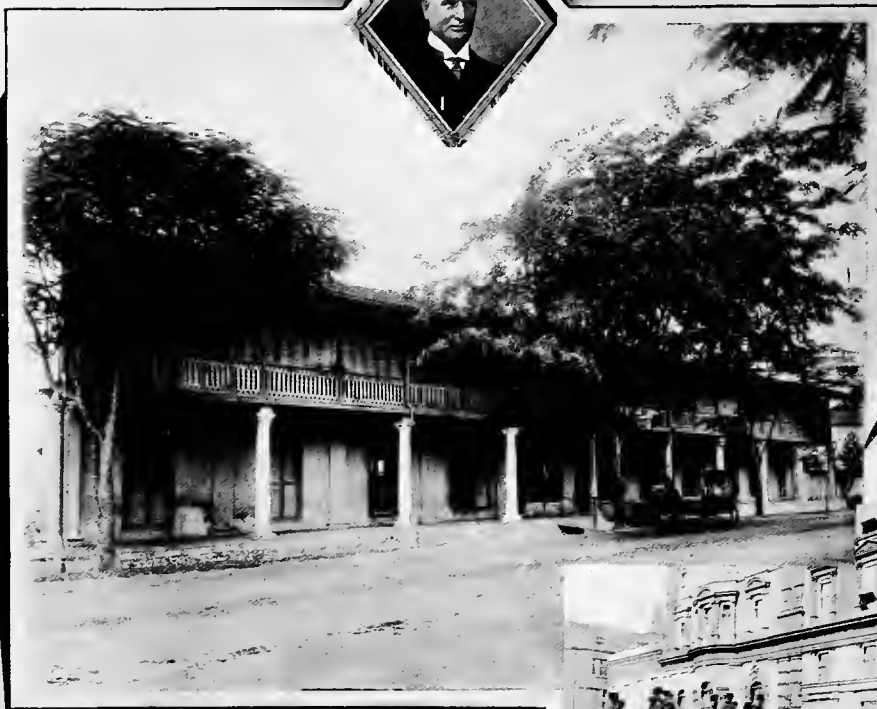
married Koh Chooi Peng, eldest daughter of Kaw Cheng Sian and grand-daughter of Koh Seang Tat.

Mr. Lee Pek Hoon, of Singapore, has from time to time owned many racehorses under the name of P. H. Lee. He won the Pinang Derby three years ago with Pawnbroker, and at the Singapore May Meeting of 1907 his horse Halopin ran second in the Maiden Plate. The son of the late Mr. Lee Cheng Tee, merchant, of Singapore, Mr. Lee Pek Hoon is thirty-five years of age. He was born in Singapore, and was educated both in English and Chinese at St. Joseph's Institute. He speaks several Chinese dialects, as well as some Japanese. Mr. Lee Pek Hoon entered the service of Messrs. Harris, Goodwin & Co., of Singapore, and in 1888 went to China as agent at Amoy, Swatow, and Hongkong for Lloyds' Khw Tiong Po Bun Hin line of steamers. He remained in China for ten years. Upon returning to Singapore, in 1898,

ing and other interests, holding full power of attorney. When his father died, Mr. Chung acquired a large share in the Taiping property, and he is now also part-owner of the Yong Phin mine at Kota, near Taiping, and the proprietor of several other mines in the vicinity of Taiping, and of the Heawood rubber estate of 3,000 acres at Sungei Siput. He is a member of the Society of Arts, London, a member of the Taiping Sanitary Board, and a Visiting Justice. He has several sons, who are learning English.

Mr. H. Abrams, proprietor of the horse repository bearing his name, is one of the oldest European residents in Singapore. He came from London thirty-five years ago in charge of horses for Lady Clarke, of Australia, and, seeing that there was an opening at Singapore, commenced business. Originally his premises were in what was known then as the Old Masonic Hall and now as the Pavilion. In 1878 Mr. Abrams removed to buildings

world's record. Amongst the owners for whom Mr. Abrams has ridden is the Maharaja of Johore. Mr. Abrams has always been a hard worker, and has ridden and driven as many as 37 horses in a day. For years he did all the veterinary work in Singapore. He keeps horses and carriages of all kinds for hire, has works where conveyances are built—the only parts imported being the leather work, springs, and axles—and superintends livery stables and trains horses for other owners. As a trainer he has been highly successful. The business has gradually increased until now Mr. Abrams employs a staff of about eighty, including four European riding boys and one European and four native brakemen. Mr. Abrams is assisted in the management by his son, Mr. C. W. Abrams, M.R.C.V.S. At the last show Mr. Abrams won a prize for jumping, and two of his daughters were awarded second prizes for competitions in which they took part. All his daughters are



ABRAMS'S HORSE REPOSITORY, SINGAPORE.

1. H. ABRAMS (Proprietor).

2 & 4. RACING STABLES (Exterior and Interior).

3. A COACH AND FOUR.



DALLAN'S AUSTRALIAN HORSE REPOSITORY, SINGAPORE.

1. THE BUNGALOW.

2. GEORGE A. GREAVES (Proprietor).
(See p. 580.)

3. GENERAL VIEW OF THE YARD.

horsemasters, and once Mr. Abrams attracted attention by riding round the esplanade accompanied by six of them on horseback. The equipage used by T.R.H. the Duke and Duchess of Connaught on the occasion of their visit to Singapore was supplied by Mr. Abrams.

Dallan's Australian Horse Repository.—In a large and prosperous town like Singapore, with a climate which renders walking practically impossible except in the early morning and in the evening, the demand for smart-looking and comfortable conveyances is naturally considerable. It is not surprising, therefore, to find the jobmasters flourishing. Dallan's Australian Horse Repository was established some twelve years ago in Armenian Street by Mr. W. Dallan, who came from Australia. Two years later these premises were abandoned in favour of those now occupied in Koek Road. Mr. Dallan died in 1901, and his widow carried on the business until 1905, when Mr. Greaves, the present proprietor, took it over. Mr. Greaves had then been in the colony four years. He is a native of Melbourne, and, previous to coming to the Straits Settlements, spent seven years in India. The stables of the firm accommodate 225 horses, about 150 of which are for sale or hire, and the carriage department is replete with all kinds of conveyances. Excellent polo ponies are always to be obtained, and a speciality is made of providing smart turnouts for weddings. A large business is done in Indian and Australian fodder, shipments of which are received every fortnight. The buildings cover about three acres of ground and include two bungalows—one occupied by the proprietor and the other by the trainer and his assistants. Four Europeans and about 125 natives are employed.

POLO.

The first attempt to introduce polo into the Straits Settlements was made at Singapore in 1891, but as no proper ground could be procured for the game the project was dropped. In 1899, however, the Singapore Polo Club was formed, largely owing to the efforts of Lieut.-Colonel Pennefather, Captain Duff, and Mr. W. S. Symes, and an arrangement was made with the Sporting Club for the use of the Singapore Racecourse twice a week. The first game was played on the course in February, 1899. It would be difficult to find a better polo ground in the East than the Singapore Racecourse; it is practically the full size, is perfectly level, and the turf is kept in good condition by the frequent rains. The officers of the King's Own Royal Lancaster Regiment, which was stationed in the settlement in 1899 and 1900, did much to encourage the game, and presented to the club a cup, known as the K.O.R. Cup. For this trophy a competition open to all teams in Malaya is held annually, and forms the principal event of the club's tournament. The rules of the Indian Polo Association are followed, and practically all the ponies used now are Walers, though originally there were some Arabs and country-breds. When the Singapore Polo Club was founded it had a membership of 78, of whom 26 were playing members; now the figures are 84 and 28 respectively. Mr. W. C. Michell is the president.

As in India and other places where Englishmen are stationed, the "royal game" is played in Selangor, Federated Malay States. Through the courtesy of the Selangor Turf Club, the local polo club has made an excellent grass ground, almost full size, in the centre of the racecourse. It is situated amid charming surroundings about two miles from the town of Kuala Lumpur. The club was started in the beginning of 1902 through the exertions of the late Mr. D. H. Wise. A batch of ponies, ordered

through Mr. Abrams, of Singapore, arrived in May, 1902, and the first game in the Federated Malay States shortly afterwards took place. The first committee formed consisted of Messrs. C. E. Spooner, C.M.G. (president), G. Cumming, D. H. Wise, A. Berrington, and C. Maxwell. The club at present numbers some 18 playing and 25 non-playing members. The following are hon. members: H.E. the High Commissioner, the Resident-General, T.H. the Sultans of Perak, Selangor, and Pahang; and the Yang-di-Pertuan of the Negri Sembilan, the British Residents of Perak, Selangor, Negri Sembilan, and Pahang; H.H. the Raja Muda of Selangor, members of the Singapore Polo Club, and the president of the Selangor Turf Club. As a rule, practice games are played throughout the year on Wednesdays and Saturdays, commencing at 5 p.m. The president presented a junior challenge cup to the club in 1905, and up to date it has been held by the local club against all competitors. The Sultan of Perak and Mr. D. P. MacDougall, of Singapore, each presented a handsome challenge cup to the club in 1907. Besides organising teams to contest for these trophies, the club has for the past few years competed at Singapore for the K.O.R. Cup. In August, 1907, a polo club was started at Klang amongst the planters and others, with Mr. S. R. Smith as hon. sec.

AUTOMOBILISM.

Malaya is a delectable land to the automobilist, for the roads are excellent, there is no speed limit, and there are no import duties on cars. A licence to drive and a licence for the car (according to weight) have, however, to be obtained by permanent residents.

At one time French cars of small horse-power were in most common use, but within the last two years a large number of English cars have been imported. Among these may be mentioned the Talbot, Arrol-Johnston, Humber, Argyll, Swift, Adams-Hewitt, Albion, Siddeley, Rover, Belsize and Orleans. American cars have not, on the whole, proved so satisfactory as those made in Europe, but it is only fair to add that none but light, cheap American cars have so far been tried in Malaya.

Cars up to about 16 h.p. with a moderate wheel base are probably most useful for general country work, but for professional men, who drive chiefly in and around the towns, smaller and less expensive cars have been found quite satisfactory, notably the 8-h.p. de Dion. Big, heavy vehicles of high horse-power would merely represent wasted money if imported for daily use in the Federated Malay States or the Straits Settlements. In the larger towns many Government officials, professional men, and merchants, who formerly drove to their offices, to the club, golf links or polo ground in carriages, now use motor cars, whilst in the country districts this form of locomotion is equally popular with planters, miners, and district officials. Two Malay Sultans own cars—without counting the Sultan of Johore, who, of course, is well known in Europe as a driver of fast, powerful cars. His Excellency the Governor, Sir John Anderson, the Resident-General, Sir William Taylor, and the British Residents of Perak, Selangor and Negri Sembilan are all automobilists. Three out of the five cars owned by these gentlemen are of French manufacture. It has now become the fashion for wealthy Chinese to own at least one car, with the result that the largest and most expensive cars on the road belong, as a rule, to Chinamen. Motor vehicles for commercial purposes are gradually coming into use. Private firms favour petrol lorries and the Public Works Department steam wagons, which are found to be very useful for transport-

ing metal, stores, &c. The fire engines at Singapore, Pinang, and Kuala Lumpur are all self-propelling vehicles.

The hot climate does not appear to have any particular effect on tyres, but a car with a poor water-cooling system soon has its weakness exposed. There are garages in two or three of the chief towns. As a rule, owners drive their own cars, and have a practical acquaintance with their mechanism; otherwise, the paid driver is generally a Malay. Public service cars are run by the Government Railway Department across the main range of mountains, connecting the railway system of Selangor with the chief towns in Pahang. European as well as Malay drivers are employed. Petrol, obtained from Sumatra, just across the Straits of Malacca, costs about 1s. 10d. a gallon.

For motor cars of moderate power the road system in the Federated Malay States is all that could be desired, except that sharp corners are very numerous on the hilly and not over-wide main roads in the interior. At the end of 1906 there were 1,583 miles of metalled cart-road and 277 miles of earth cart-road in the Federated Malay States, and every year the mileage is being increased. A tour through the Federated Malay States should commence from Pinang, at which most of the mail steamers from Europe and India call. From the mainland just opposite Pinang a very interesting trip may be made through Province Wellesley, right through Perak, and thence, *via* Kuala Kubu in Selangor, across the mountain range into Pahang. Returning by the same road to Kuala Kubu, the tourist would proceed to Kuala Lumpur, the capital of the Federation; thence on to the State of Negri Sembilan, finishing up on colonial soil again in the old town of Malacca. By the end of 1908 it will be possible to get a car through from Malacca to Singapore by rail. At present it is necessary to travel by steamer, as there is no main road through Johore.

In Singapore recently an Automobile Club was formed for the purpose of promoting the interests of motor-car owners. Under its auspices, motor runs are to be held at intervals and tours arranged. Owners of motor cars in Pinang and in the Federated Malay States have indicated a desire to become associated with the movement, and no doubt one general association of automobile owners in the Straits Settlements and the Federated Malay States will be formed before long.

CRICKET.

Cricket has been played in the colony from the earliest days. It is impossible to say when it was first introduced, but in old Singapore records there is a reference to the game in 1837. Then, it appears, objections were made to a number of Europeans playing on the Esplanade on Sunday afternoons, and the protests were so emphatic that the practice was stopped. Since that time cricket has grown steadily in popular favour until now in the Straits Settlements there are a number of clubs, possessing good grounds and fine club houses. Foremost among these is the Singapore Cricket Club; then, in Singapore also, there is the Recreation Club and the Royal Garrison Artillery Cricket Club, each with a ground of its own. The Royal Engineers, the Royal West Kent Regiment, the members of the police force and of the volunteers, often raise teams to meet the second elevens of the larger organisations. Until recently there were inter-settlement matches between Singapore, Pinang, Perak, and Selangor, but lately, owing to the great difficulties experienced in organising teams to go away, the only matches played have been between Pinang and Perak, Singapore and Selangor, and Selangor and Perak.

Eleven representing the colony and the Federated Malay States, however, still meet twice a year. Until a few years ago matches were arranged occasionally between the Straits Settlements and Hongkong and Shanghai, but these interesting fixtures seem likely to be abandoned. At Christmas, 1906, a Straits team visited Rangoon and played two matches, one against Burma, the other against the Rangoon Gymkhana Club. As is usual, however, a number of the best local players were unable to get away, with the result that the Straits, being represented by a moderate team only, lost both games. The more important matches are usually witnessed by a large number of spectators, and it is on these occasions, or at the time of the Pinang races, that the members of the various clubs find it convenient to meet and arrange fixtures and discuss cricket matters generally. Those who attend these somewhat informal meetings may be said to constitute the governing body of cricket in British Malaya.

The States of Perak and Selangor have had their State elevens for the past eighteen years. The first match between these rival teams took place in Taiping in 1889, since which year annual fixtures have been played, and the greatest interest has always been taken in the meetings of the two teams. For a long period the Perak eleven was a very strong one, and held an unbeaten record for eight or nine years. The Perak and Selangor teams also play Singapore and Pinang elevens.

In the days before railway communication the arrival of a cricket eleven at a station was a great event. Everyone played the game then, and the men who were not actually participating in the match made up for their absence from the field by the enthusiasm they displayed as spectators. Now, alas! things are changed; cricket is played by a fair number, but merely tolerated by a very large proportion who know little and care less about the game.

The Federated Malay States have always been asked by the Singapore Cricket Club, the ruling body of cricket in the Malay Peninsula, to supply players for the combined Straits eleven in the periodical fixtures with Ceylon and Hongkong, and a record was created in 1897 when eight men from the Federated Malay States found places in what was probably the best team that ever represented the Straits. This team visited Hongkong and beat the Hongkong eleven by an innings and 79 runs, Shanghai by an innings and 11 runs, and the combined elevens of Hongkong and Shanghai by an innings and 232 runs.

The most important fixture now played in the Straits is that between the Federated Malay States and the colony—i.e., an eleven picked from the native States and an eleven selected from Singapore, Pinang, and Malacca. This fixture has been in existence since 1905, and two matches have been played each year. Of these the Federated Malay States have won three and the colony one.

Cricket in the Federated Malay States owes a great deal to Sir Frank Swettenham, K.C.M.G., formerly Governor of the Straits Settlements and Resident-General of the Federated Malay States; the Hon. Mr. E. W. Birch, C.M.G., British Resident of Perak, and Colonel Walker, C.M.G., Commandant of the Malay States Guides. These three keen sportsmen gave their whole-hearted support to the game in Perak, and by doing so set an example to Selangor that was followed with the greatest zeal. The leading players in the Perak eleven during its invincible period were, in addition to the three mentioned above: Captain H. L. Talbot, Dr. S. G. Fox, A. B. Voules, A. L. Infall, F. W. Talbot, O. Marks, and R. McKenzie, while latterly Captain E. M. Barrett, of Hampshire fame, E. Bradbery, and N. Grenier have rendered the club great assistance.

In Selangor cricket was not played under

the same favourable circumstances as in Perak, but even in the old days the eleven would play a good game against the redoubtable Perak team, and more often than not beat Singapore and Pinang. Amongst those who rendered yeoman service in the past were L. Dougal, C. G. Glassford, J. G. Glassford, E. W. Neubronner, and A. H. Bagnall; then came A. B. Hubback, T. R. Hubback, and M. H. Whitley, who were followed by E. W. N. Wyatt, C. R. Martin and A. C. Corbetta. A large proportion of these players are still to be found in the team, and it is worthy of notice that in the Federated Malay States team that beat the colony in Kuala Lumpur at Easter, 1907, no fewer than ten Selangor men were playing.

In Negri Sembilan cricket has not obtained such a secure hold as in the other States, but there is little doubt that before many years have passed this State will put an eleven in the field capable of holding its own against the other teams.

Generally speaking, the cricket in the Federated Malay States is of a fairly high-class character. The full combined strength of the Straits and Federated Malay States would probably meet the smaller of the first-class English counties on level terms, while any of the Federated Malay States or colony sides would be equal to the best team of the minor counties.

TENNIS.

With that happiness of expression which is part of their national character, the French say of the Englishman that he never sees a hill but he must forthwith climb to its summit. As regards the Britisher in the East, it may with equal truth be said that he no sooner comes across a level patch of greensward than he desires to lay out a tennis-court or a cricket pitch upon it. In the Straits Settlements and the Federated Malay States every second residential bungalow boasts its own tennis-court, and the game has been played since the earliest days of the settlements. After the fierce afternoon heat has subsided it is possible to play for fully an hour and a quarter before the light fails, and, following as a natural sequence upon constant practice, the average standard of the play is considerably higher than in England. On the other hand, however, there are few players who would be able to compete with any hope of success in the open championships, for the game is not studied as a hobby, but played simply as a recreation. All the courts are of grass—not sand, gravel, or cement, as in India. The courts in Pinang are faster than those in Singapore, for the club courts in Singapore lie low. The game, however, has a larger number of exponents in Singapore, where there are two clubs, the Singapore Cricket Club and the Ladies' Lawn Tennis Club, both of which are well supported. Under their auspices, two tournaments are held annually on each club ground. The best player in these parts is Mr. W. P. Pinckney, of Sumatra, who comes from a well-known tennis family. His brother has held the championship of Hongkong for some years. During the last two years Mr. F. Salzmann and Mr. L. E. Gaunt have held the Singapore championship alternately, the former winning in the spring tournaments and the latter in the autumn tournaments.

Tennis is extremely popular in the Federated Malay States. It is played chiefly in centres like Kuala Lumpur, Taiping, Ipoh, Batu Gajah, and Seremban. Although many bungalows have a court, it is difficult to arrange meetings to bring together the players of the Federated Malay States, so the champion of the States has yet to be decided. The courts are mostly

grass, and none of them in the places named are very good. On some estates there are gravel courts, and these conduce to a better and faster game than grass.

FOOTBALL.

In spite of a mean shade temperature of over 80 degrees, both Association and Rugby football are freely played by the European residents of the Straits Settlements. Owing to the exhausting nature of the game and the short duration of the daylight after the heat of the day has subsided, it is the rule only to play twenty or twenty-five minutes each way. Association football is played all the year round, but Rugby can only be indulged in during the rainy season (October to January inclusive), as the ground is too hard at other times of the year. In Singapore, two competitions a year are conducted under the auspices of the local Football Association—one in May and June, for the Singapore Cup, and the other in November and December for a shield bequeathed by the Singapore Football League, which, formerly run in opposition to the Association, is now defunct. Entrance to the Association is limited to European and Eurasian clubs, and those at present affiliated to it are seven in number, namely, the Singapore Cricket Club (football section), the Singapore Recreation Club, the Prison Warders' Football Club, the Y.M.C.A., the West Kent Regiment "A" and "B" teams, and the R.G.A. teams. The West Kent "B" team are the present holders of the Cup, having defeated the West Kent "A" team in the final by one goal to nil. A great deal of interest is shown in the game by the public, and considerable crowds gather to witness the final stages of the Cup competition. Two or three times a year matches are contested between a picked team representing Singapore and the State teams of the Federated Malay States or a combined Federated Malay States team. Matches are also arranged periodically with teams from war-ships calling at the port. There is an Association League in Pinang, which holds an annual shield competition. The present holders of the trophy are the Pinang Y.M.C.A. A high average standard of play is maintained in the colony, and most of the teams would be able to hold their own against provincial town amateur teams at home.

To foster the love of the game among younger players in Perak, Colonel R. S. F. Walker, C.M.G., Commandant of the Malay States Guides, has presented a challenge cup. Originally it was competed for on the cup tie system, but now a league has been formed, and each club plays each other club home and home matches, the one securing most points holding the cup for the time being. Taiping, Kuala Kangsa, Ipoh, Batu Gajah, Tapah, Teluk Anson, the Taiping Recreation Club, King Edward VII. School, and Matang, have all at one time or other entered for the cup. In Selangor, also, there is a cup competition. When inter-State matches are played it is no unusual sight to see a crowd of two or three thousand natives watching and applauding. The usual duration of the matches is half an hour each way.

Although it does not arouse as much public interest as Association football, the Rugby game is followed with even greater enthusiasm by the players themselves, because of the limited period during which it can be played. There is only one Rugby club in Singapore—that run under the auspices of the Cricket Club—but it can boast 45 playing members. Matches are arranged every week between various sections of the club, or between the Cricket Club team and scratch teams from the military, from employees of one or two large companies, and from war-ships temporarily in

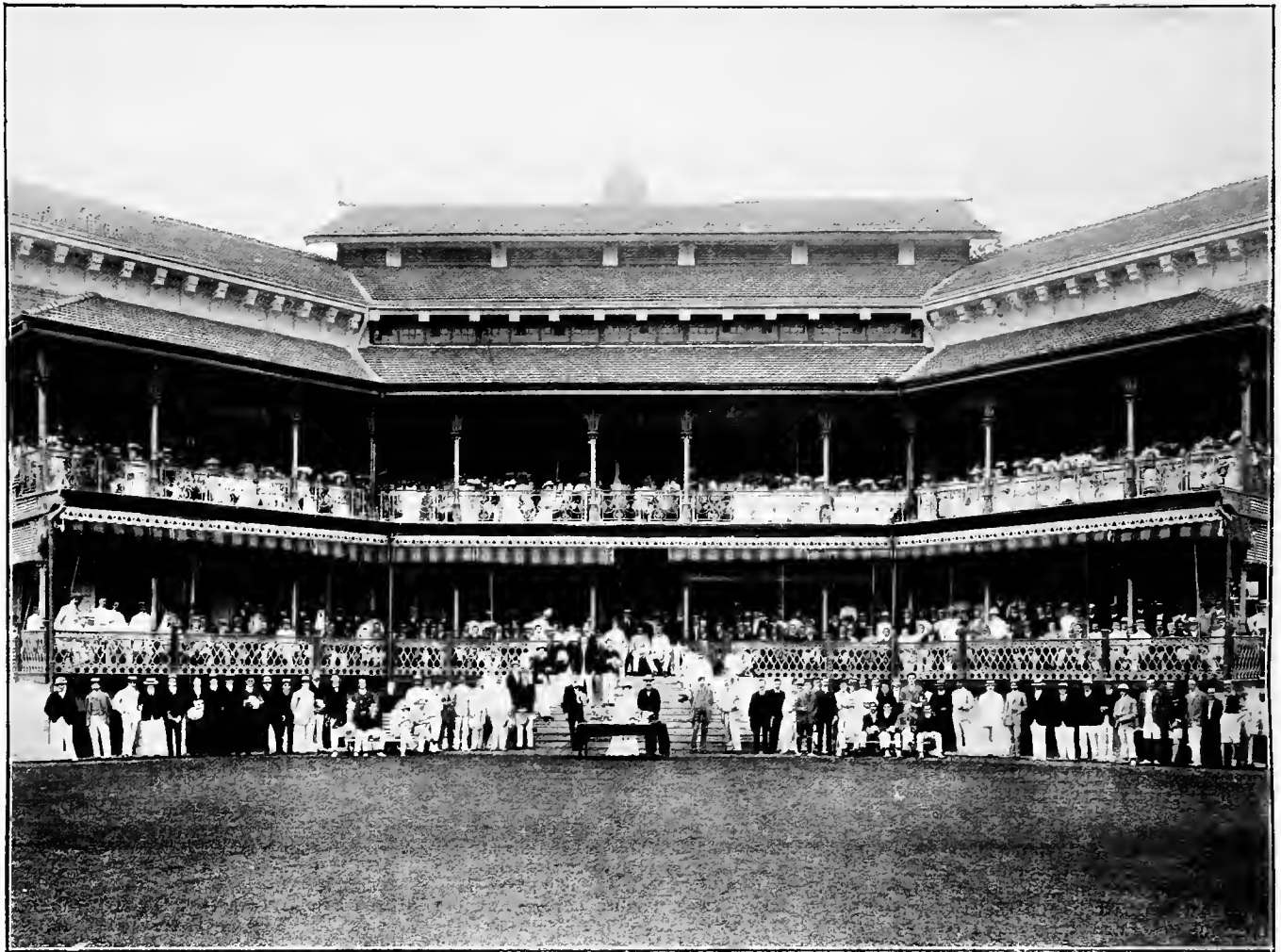
port. There is no Rugby league or competition, but the players are sufficiently enthusiastic to train for the Rugby season, and a fast game is played. Inter-State matches with Federated Malay States teams take place every year and attract considerable interest. The only Rugby football played in Pinang is the St. Andrew's Day scratch match, Scotland v. The Rest of the World.

It is worthy of note that the Malays play an excellent Association game. In Singapore alone there are twenty-four Malay teams, and an annual competition is held for a silver cup. In nine cases out of ten the elevens play barefooted. Even in competition matches, although the players appear on the field dressed in

and the standard of play is, generally speaking, up to that of the average provincial town team in the Old Country. There is no league or competition by the players, but one or two matches a week are usually played among the local teams, and once or twice a year meetings are arranged between teams representative of Singapore and of one or other of the native States. Periodically, too, scratch matches are arranged with naval teams, or with army and navy combinations. In Pinang hockey is played only to a small extent.

Hockey has been played for some years in the Federated Malay States, and inter-State matches take place regularly at Whitsuntide

colony. Under its auspices all kinds of games are carried on, including cricket, lawn tennis, football (Association and Rugby), hockey, and bowls. It was formed in 1861, and enjoys the use of half the padang on the Esplanade at a peppercorn rental. A handsome and commodious club-house has been recently constructed at a cost of 48,416 dollars, of which sum 16,000 dollars still remain to be paid. Two hundred and five members joined the club during the year 1906-7, and there is now a membership of 666 as compared with 608 in 1906. The entrance-fee is 10 dollars, and the monthly subscription 1½ dollars, but lately 50 cents more have been added to the subscription



SINGAPORE CRICKET CLUB PAVILION.

European style, with regulation football boots, it is a common sight to see them discard their footgear after five minutes' play.

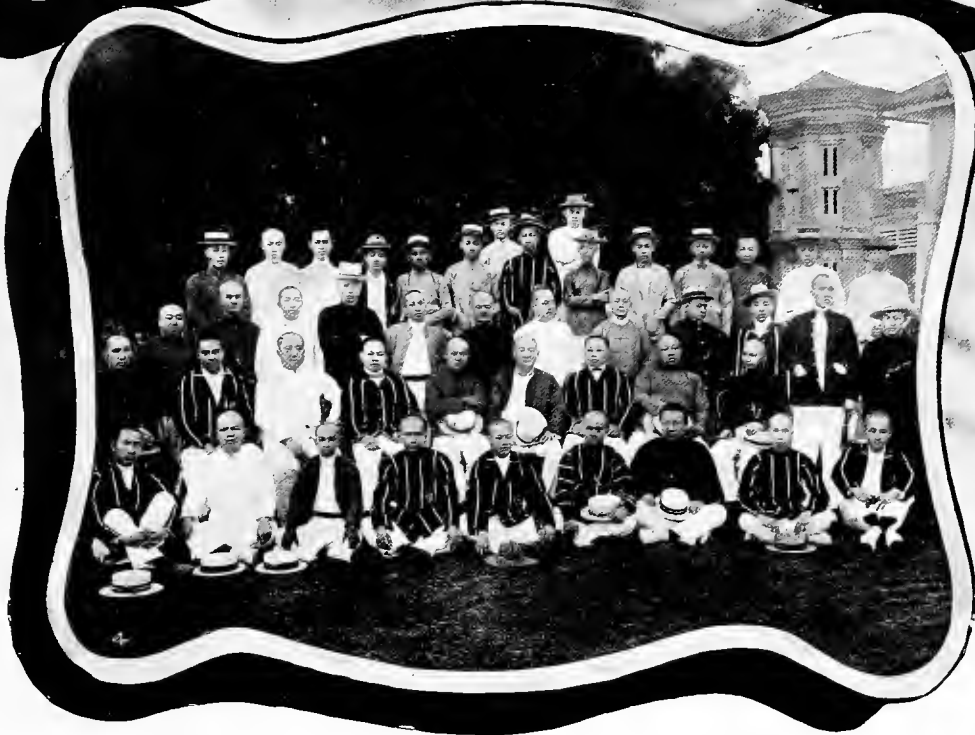
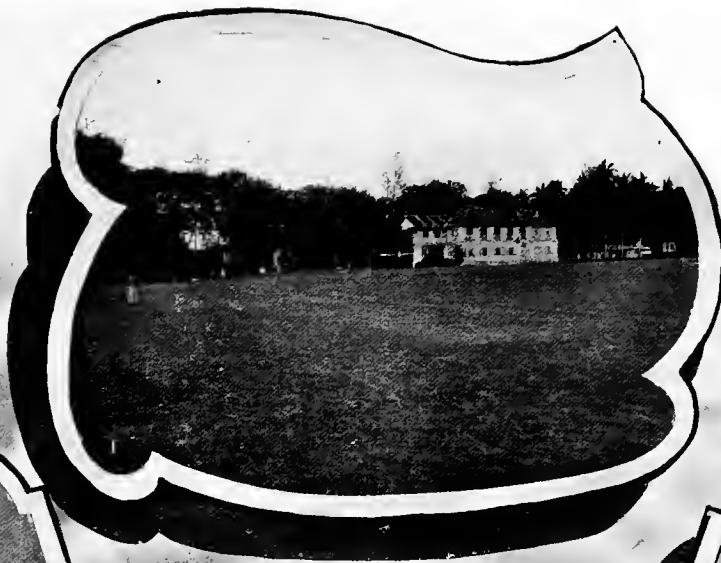
HOCKEY.

In Singapore there are half a dozen hockey teams, namely, the Cricket Club first and second teams, and the Russell's Infantry, West Kent Regiment, Y.M.C.A., and Recreation Club teams. The game is played in the evenings throughout the year, and all matches take place on the Cricket Club's ground, which is very fast and true. The usual duration of the game is forty minutes—twenty minutes each way—

between Perak and Selangor. In Perak there are inter-club matches, at Taiping and Ipoh, and Batu Gajah. In Selangor the only outstation enthusiastic about the game is Kajang, which plays two or three matches yearly with teams from Kuala Lumpur. In Negri Sembilan the game has languished, but now shows signs of reviving, and it is likely that an annual match will be arranged between Negri Sembilan and Selangor. Selangor has an annual fixture with Singapore. The grounds, as a rule, are fast and true, conditions which make the game exceptionally enjoyable.

The Singapore Cricket Club is one of the most popular and successful clubs in the

in order to help to defray the balance outstanding on the building fund. For the year ending June, 1907, the general account closed with a balance in hand of 4,407.06 dollars, and of this the committee transferred 4,000 dollars to the building fund. The management of the club is vested in a committee consisting of a president and eight active members. At the time of writing the committee consists of the hon. captain, A. H. Young, C.M.G. (president), Captain C. Druce, Messrs. J. Kerr Black, H. M. Cantrell, E. F. H. Edlin, W. J. Mayson, N. E. Kent, R. Scoular, and E. L. Talma. The cricket section is controlled by a sub-committee consisting of Captain C. Druce, Messrs. H. M. Cantrell, E. F. H. Edlin, and



THE CHINESE RECREATION CLUB, PINANG.

1. THE PAVILION.

2. GAN TEONG TAT (Cricket Captain).

3. GAN TEONG TEIK (Secretary).

4. THE MEMBERS.

(See p. 584.)

E. L. Talma. There is no regular captain of the cricket team, but before each match the sub-committee decides who shall direct the field. During the year 1906-7, 27 first XI. and 7 second XI. matches were played. R. T. Reid secured both the batting and bowling prizes for the first XI., and P. J. Sproule and A. W. Beven won the batting and bowling prizes respectively for the second XI. Tennis is, perhaps, even more popular than cricket with the members, and tournaments are held in the spring and autumn of each year. F. Salzmann won the championship in the spring, and L. E. Gaunt in the autumn. Football is played regularly during the year, but the club teams were less successful in 1907 than formerly. A match was played in Singapore against Selangor at Christmas, 1906, and resulted in a draw of one goal each. In the Cup ties the club was defeated in the first round by the "A" team of the West Kent Regiment, the score being 4 goals to nil. During the Rugby season much enthusiasm was shown by all playing members, and the club won all its matches. At Christmas a Selangor XV. was beaten by 17 points to nil. Interest in hockey is well maintained, and some 50 games, in which about 70 members participated, were played in 1906-7. An inter-port match took place at Christmas against Selangor, the club winning a well-contested game by 3 goals to nil.

The Recreation Club.—Directly opposite the Singapore Cricket Club pavilion, at the other end of "the plain," is situated the headquarters of the Singapore Recreation Club, which was founded in 1883. The members are mostly Eurasians. The present substantial pavilion was erected in 1905 at a cost of 12,000 dollars, and it speaks well for the vitality of the institution that nearly the whole of this sum has already been paid off. In front of the pavilion the club has a fine stretch of playing-field, on which are six tennis-courts and an area for football and hockey. The

outside aid was received towards the erection of the pavilion. The membership numbers 140, and the officers of the club are: President, Mr. D. M. Martia; vice-president, Mr. G. Pereira; hon. sec. and treasurer, Mr. A. V. Peralta; captain, Mr. E. J. Gomes. The club's affairs are managed by a committee, consisting of the officers and six other members.

The Ladies' Lawn Tennis Club, Singapore, was founded by the most influential residents of the settlement in 1884, and the original membership was between 90 and 100. The use of about four acres of land lying between Bras Basah Road and Stamford Road was granted by the Government to the club, and upon this ground there are now twelve excellent tennis-courts and two croquet greens. Three years ago a well-equipped pavilion was erected at a cost of 5,000 dollars. This has been paid for, and the club has a substantial credit balance. From the first both sexes have been admitted to the club, although a distinction has been made by describing ladies as members and gentlemen as subscribers. The latter are not eligible to serve upon the committee, except in *ex-officio* capacities. Two tournaments are held each year, and in these the standard of play is almost as high as that of the best players in the cricket club. The membership is limited to 250, and the full complement has now been reached. The entrance-fee is 10 dollars, and the annual subscription for both ladies and gentlemen is 12 dollars. Mrs. Salzmann, Mrs. Saunders, Mrs. Bowes, Mrs. Murray, and Mrs. Dare form the present committee. Mr. M. J. Upcott is the hon. sec., and Mr. H. M. Cantrell the hon. treasurer.

Perak Club is the premier social institution of Taiping and is the senior club in the native States. For its formation in 1881, and its subsequent progress, Colonel Walker is in large measure responsible. Among the early patrons were Sir Hugh Low, formerly British Resident in Perak, Mr. W. E. Maxwell, Assistant Resi-

admirable playing-field, which is used for cricket, football, hockey, and tennis. The athletic section of the club is known as the Cricket and Recreation Club, and is the leading sporting club of the Federated Malay States. It was the father of cricket and football in the peninsula, and the first inter-State matches in Malaya were arranged by it. Practically every European resident of Larut, Matang, Krian, and Upper Perak is a member of the club, and, as is usual with most Federated Malay States clubs, ladies are admitted to its privileges gratis. The Hon. Mr. E. W. Birch, C.M.G., British Resident of Perak, is the president, and Mr. W. Sayers is the hon. secretary and treasurer. The committee consists of Messrs. H. B. Collinge, B. W. E. Dunsford, N. Grenier, P. Moss, A. B. Stephens, A. B. Voules, and C. Goldham.

The Chinese Recreation Club, Pinang, was formed in the beginning of 1893 for the encouragement of all kinds of sports and recreations among the Chinese. It was reorganised in 1901, and, as the result of an appeal to the Chinese community, the sum of 50,000 dollars was raised, and a piece of ground in Pangkor Road, embracing $3\frac{1}{2}$ acres, was purchased. This ground, "Victoria Green," is lent to the club for cricket, football, and tennis. A very handsome bronze statue of the late Queen Victoria has been imported, and it is intended to erect this on the ground. A temporary club-house, containing dressing-rooms and a games-room, furnished with a full-size billiard-table, has been erected, and here the members enjoy indoor games and social intercourse in the evenings. It is intended to build a large and up-to-date pavilion in place of the present temporary structure. The membership now stands at 250, and is increasing rapidly, and it is satisfactory to note that the club is in a good financial position. The football team run in connection with the institution attained to the third position in the Pinang Association Football League in 1906 and 1907; the cricket team also has a good record; and tennis is exceedingly popular among the members. Mr. Lim Kek Chuan is president of the club; Mr. Lam Hor Choong, vice-president; Mr. Toh Lip Koo, honorary treasurer; Mr. Gan Teong Teik, honorary secretary; Mr. Gan Teong Tat, cricket captain; Mr. Cheah Thean Lye, football captain; and Mr. Yap Swee Lin, superintendent of grounds; while the committee comprises Messrs. Yeoh Boon Swee, Yeoh Boon Chit, Yeoh Guan Seok, Boay Siew Chan, Lim Seng Hooi, and Sim Swee Ee. The subscription to the club is only a dollar and a half a month.

A Chinese Lawn Tennis Club was founded at Malacca in 1893, largely owing to the efforts of Messrs. Tan Chay Yan, Chan Koon Chiang, Chi Kan Cheng, and Chan Cheng Siew. The object of the institution is to encourage the practice of both outdoor and indoor games—notably tennis, croquet, billiards, and chess—among the English-speaking Straits-born Chinese of Malacca. A tennis tournament is held once a year. In 1906 the championship was won by Tan Wi Yan; the singles handicap by Tan Soo Chi, and the doubles handicap by Tan Soo Chi and Kan Hock Chye. The officers of the club are: President, Tan Chay Yan; vice-president, Chan Cheng Siew; hon. secretary, Koh Keng Bock; hon. treasurer, Neo Swi Hock; committee, Chan Koon Chiang, Chi Kan Cheng, Tan Wee Yan, Tan Soo Hock, Low Cheng Chuan, and Tan Kwi Hee.



PINANG SWIMMING CLUB.

dent, and Major Swinburne. The capacious club-house was erected by the Government, and is still kept in repair by the Public Works Department. In front of the building is an

club's football and hockey teams have been very successful. Members' subscriptions, at the rate of 1.50 dollars a month each, are the chief source of revenue, but considerable

SWIMMING AND ROWING.

The Singapore Swimming Club has a membership of over 450, and is the chief Sunday morning resort of Singapore young men. It was started about twelve years ago

with an original membership of 38 and a small attap house at Tanjong Katong as its headquarters. The club's present handsome quarters were erected in 1905 on the site of the first headquarters at a total cost of 16,000 dollars. The institution is in a healthy financial condition, and is carried on mainly by members' entrance fees at the rate of 10 dollars a head, and subscriptions amounting to 1.25 dollars each a month. The land on which the pavilion now stands is the club's own property, and quite a large slice of it has been reclaimed from the sea by the club's employees. Members swim in the open sea, and never in the club's history has there been a member injured by sharks or crocodiles, which abound outside the enclosure, or seriously hurt by the sun. Every Sunday morning between 100 and 150 members put in an appearance. They are conveyed in a launch, specially chartered by the club, that makes four journeys each way from Johnston's Pier. The club pavilion is fully equipped to meet members' requirements. A good tiffin is served there whenever the launch is run, and there is a bar, and a good supply of comfortable long chairs in which members can lounge after their exertions. Every alternate year a carnival is held. On the last occasion it was witnessed by no fewer than 3,000 people. A minstrel troupe and band of music entertained the throng, swimming races were held, and altogether the scene was one of great gaiety. Monthly swimming races are arranged, and the event of the year is the competition for the Jackson Miller Cup, which is awarded to the highest aggregate scorer in three races, over 100 yards, 150 yards, and 300 yards respectively.

Water polo is also a popular feature. The club's polo team achieved a record in 1906, going through the year without a single defeat. The officers of the club for 1907 were: President, Mr. Justice Braddell; vice-president,

J. le Mesurier, J. W. Thomson, A. E. Baddeley, R. L. Cuscaden, and G. Wald. Members are elected by ballot by an election committee.

The Pinang Swimming Club's headquarters at Tanjong Bungah, six miles from



SINGAPORE SWIMMING CLUB.

Mr. F. M. Elliott; captain, Mr. C. E. D. Warry; vice-captain, Mr. J. Kerr Black; hon. treasurer, Mr. A. W. C. Hanbury; hon. secretary, Mr. M. B. Brockwell. The management committee consists of all the officers, together with Messrs.

the town, are approached by a road which skirts one of the loveliest stretches of sea beach in the island. The club bungalow looks out over a charming little bay, hemmed in by fantastic rocks, and half-hidden by varied



LADIES' DAY AT THE PINANG SWIMMING CLUB.

tropical foliage. Perhaps it is seen at its best at one of the periodical moonlight fêtes, when the shore is dotted with hundreds of coloured lights and the strains from a band of music float across the water. These gatherings are always largely attended. It was on June 5, 1903, that a representative meeting of the young Europeans of Pinang decided to form the Swimming Club, and among those who have done most to bring the club to its present flourishing condition should be mentioned Messrs. Wilson, Adams, Low, and Wallace Jones, together with Mr. V. Gibbons, who has been indefatigable as the hon. secretary of the club since the latter part of 1904. The clubhouse was erected in April, 1904, by the issue of 3,000 dollars' worth of debentures, which were taken up by the original members. Last year there was a net profit of 1,710 dollars after the payment of all expenses, including interest on the debentures. The club has an active membership of 200, and sports are held regularly. Thursdays are set apart as ladies' days; and the club often forms the rendezvous

of the members of the Hunt Club for Sunday morning breakfast.

The Singapore Rowing Club, which has its headquarters on the banks of the Singapore river, just above Cavenagh Bridge, was founded in 1883. The first secretary was Mr. F. G. Davidson, of the P. & O. Company, who, on leaving Singapore in 1890, presented the club with four challenge cups, which, after many contests, were eventually won by Messrs. R. Scoular, H. Wade, H. Tregarthen, A. R. Catto, and C. Charlwood (cox). In 1890 a crew was sent to compete against Hongkong, consisting of the following: H. Tregarthen, E. J. Nanson, R. F. Boileau, and Dr. H. Smith. Singapore lost the two four-oared races, but H. Tregarthen won a massive silver salver, which was given by the Hon. Mr. J. J. Keswick for the sculling match. In 1894 Lieut. Campbell Coffin, R.E., presented four silver goblets for competition. The only one now in the colony is in the possession of Mr. M. Rodesse, for many years secretary of the club. Since then, other valuable trophies—the "Chiengmai" and the

"Scott Russell" challenge cups—have been given to the club. In addition to these gifts, the club had another windfall when the surviving members of the defunct Singapore Yacht Club presented it with a sum of over 300 dollars in 1895, in consideration of which they were all made honorary members.

The first European contest held in the Federated Malay States in racing boats was rowed at Kuala Klang (now Port Swettenham) in 1898, and won by the Singapore Club, which provided both boats. The crews were as follows: Singapore—E. Maxwell, bow, 10 st. 7 lbs.; C. A. Palmer, 11 st. 10 lbs.; M. Rodesse, 11 st. 11 lbs.; R. Scoular, stroke, 11 st. 5 lbs.; and C. Wiggins, cox, 8 st. 12 lbs. Selangor—C. Severn, bow, 11 st. 7 lbs.; W. Moore, 13 st. 12 lbs.; H. Tregarthen, 12 st. 11 lbs.; F. B. Hicks, stroke, 11 st. 13 lbs.; and Captain Edyo, cox, 8 st. 7 lbs. The club has eighty members, and possesses two four-oar boats, two double sculling boats, two single sculling boats, and one tub pair. Three pair-oar boats have been ordered.





MILITARY

THE REGULAR FORCES.

SINGAPORE is the most important strategical position in the Middle East, and is strongly fortified and garrisoned. Every vessel travelling to the Far East has to pass through a strait only two and a half miles wide, south of the islands of Pulo Brani and Blakang Mati, on which are forts and batteries armed with heavy and quick-firing ordnance. The names of these islands are significant: Pulo Brani means "brave island," and "Blakang Mati," "death from the back."

The total garrison of the settlement numbers about 2,500 of all ranks, and consists at the time of writing of two companies of Royal Garrison Artillery (Nos. 78 and 80 Companies), one company of Royal Engineers (41st Company), one battalion of British Infantry (the 2nd Battalion of the Queen's Own Royal West Kent Regiment), one battalion of Native Infantry (the 95th Russell's Infantry), and a company of Native Artillery (No. 2 Company of the Singapore Battalion of the Hongkong Artillery (Sikhs), together with detachments of the Army Service Corps and Army Ordnance Corps, and the 32nd Company of the Royal Army Medical Corps.

The Artillery are stationed on Blakang Mati island, the Engineers on Pulo Brani, the Native Infantry at Alexandra Barracks, about four miles from the town of Singapore, and the British Infantry in Tanglin Barracks, overlooking the Botanical Gardens. The headquarters offices are at Fort Canning.

The only regular force in Pinang is a company of the Malay States Guides. Formerly two companies of British Infantry were stationed in Pinang on detachment duty from Singapore, but they were finally withdrawn in 1899. There are no troops in Malacca.

H.E. the Governor is Commander-in-Chief by virtue of his office. H.E. the General Officer commanding the troops is Major-General T. Perrott, C.B., and the principal officers of the command are: Lieut. H. M. Holland, R.A. (aide-de-camp to the G.O.C.), Captain F. C. Dundas, Argyll and Sutherland Highlanders (Deputy Assistant Adjutant and Quartermaster-General); Brevet-Colonel G. Wright, D.S.O., R.G.A. (O.C. Artillery); Lieut.-Colonel H. V. Kent, R.E. (O.C. Engineers),

Major R. Ford, D.S.O. (O.C. Army Service Corps); Lieut.-Colonel H. H. Johnston, C.B., M.D. (Senior Medical Officer); Major C. R. Hodgins, R.A. (Chief Ordnance Officer); Lieut.-Colonel J. E. Benbow (District Paymaster), and Lieut. H. D. Belgrave, R.W. Kent Regiment (Garrison Adjutant).

The colony's military contribution is fixed at 20 per cent. of the revenue, omitting receipts from the proceeds of land sales, premia on leases or statutory grants, and Christmas Island revenue. In the case of railways, tele-

Settlements, Major-General T. Perrott, C.B., will be found under the heading "Executive Council."

ST. JOHN AMBULANCE ASSOCIATION.

A branch of this association, with Singapore as its centre, was started in 1907, with H.E. Sir John Anderson, K.C.M.G., as president. The leading physicians of the city, with the officers of the Royal Army Medical Corps, are the lecturers and examiners. During the first nine months of the society's work in the Straits Settlements, courses of instruction were held in "First Aid," "Hygiene," and "Military Sanitation," at Singapore, Pinang, and Malacca. These lectures were attended by 180 students, and in the examinations 117 gained the certificate of competency. The value of the association, in view of the naval and commercial importance of Singapore, and the establishment of a Naval Sick Berth Corps, was first pointed out to H.E. the Governor by Colonel A. C. Yate, Hon. Organising Secretary for India; and on the arrival of the Rev. P. N. Hunter, Military Chaplain, who is hon. secretary of the association, work was begun in earnest with the assistance of Drs. D. J. Gallo-way, D. A. Young, More, Hewetson, and J. H. Duguid, R.A.M.C., and Colonel Johnston, R.A.M.C. It is expected that in a short time all the chief centres of population in the Straits and States will be associated with the Singapore headquarters.

MALAY STATES GUIDES.

The regiment designated the Malay States Guides was formed in 1896 from the armed police forces in Perak, Selangor, and Pahang. It consists of six companies of Infantry, a Depot Company with Field Battery of 15-pounder breech-loading guns, and a Mountain Battery. Each company consists of two native officers and a hundred non-commissioned officers and men, under the command of a European officer, appointed from the regular army at home or in India on a seconded period of three or five years.

The headquarters of the regiment is at Taiping, Perak. One company is on detachment duty in Pinang.

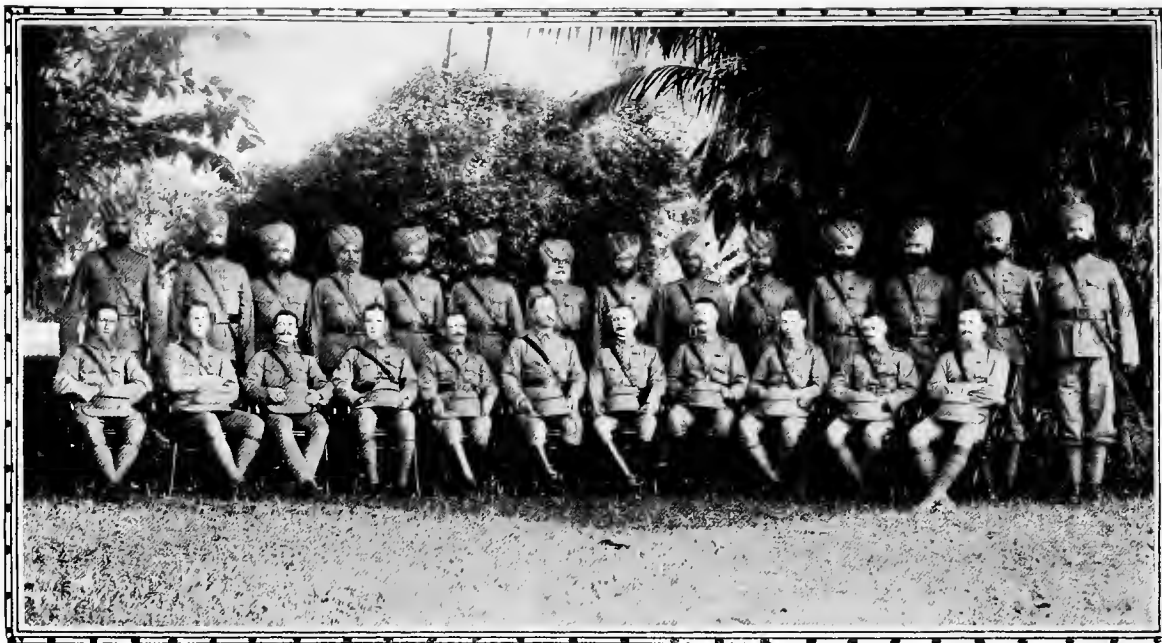
The regiment is liable to be called out to strengthen the garrison of the Straits Settlements in case of war. A portion of it attends



SUBADAR-MAJOR GURDIT SINGH.
(A.D.C. to H.E. the High Commissioner.)

phones, and other productive undertakings the contribution is calculated on the net revenue after making allowance for working expenses, charges for interest on borrowed capital, and sinking fund. The contribution of the colony in 1906 amounted to 1,763,488 dollars, as compared with 1,923,995 dollars in 1905 and 2,367,354 dollars in 1904.

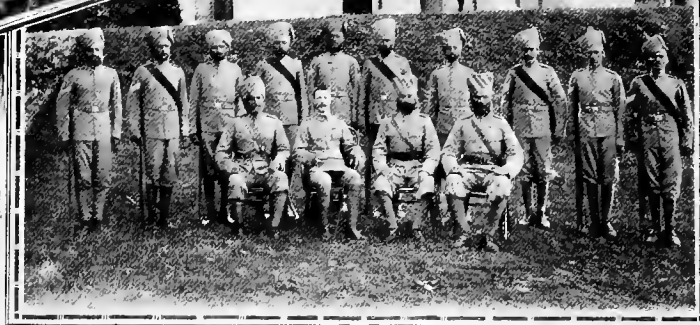
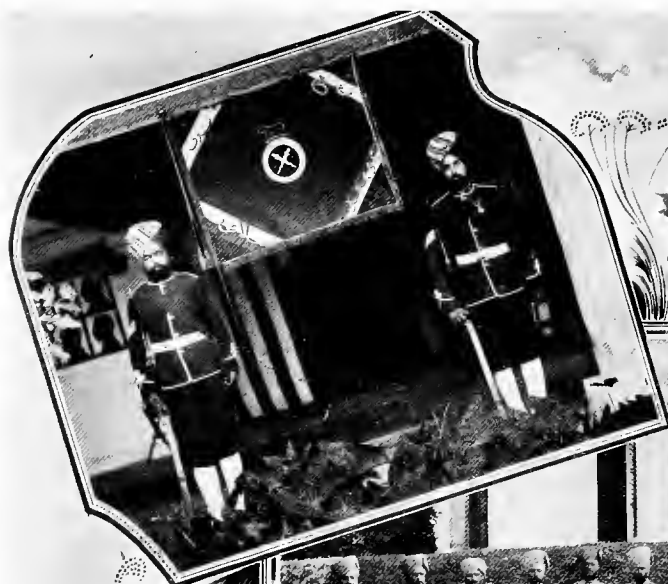
Major-General T. Perrott, C.B.—A biographical sketch of H.E. the General Officer commanding the troops of the Straits



THE OFFICERS.

Reading from left to right.

Standing.—JEMADAR JAG SINGH. SUBADAR KALA SINGH. JEMADAR PREM SINGH. SUBADAR BACHAN SINGH. JEMADAR RADA. SUBADAR JEWALA SINGH.
 SUBADAR-MAJOR GURDIT SINGH. SUBADAR MUSTAN KHAN. SUBADAR JEWAND SINGH. SUBADAR MEWA SINGH. JEMADAR JESWANT SINGH.
 SUBADAR GURDIT SINGH. JEMADAR GURDIT SINGH. JEMADAR VADHAWA SINGH.
Sitting.—LIEUTENANT C. H. M. MCCALLUM. LIEUTENANT J. H. G. MARRIOTT. CAPTAIN E. H. G. LEGGETT. CAPTAIN H. W. D. ADAM. MAJOR A. S. VANRENEN.
 LIEUTENANT-COLONEL R. S. F. WALKER, C.M.G. CAPTAIN W. E. LONG. CAPTAIN E. I. M. BARRETT. LIEUTENANT B. W. E. DUNSFORD.
 LIEUTENANT O. T. MACR. LECKIE. LIEUTENANT S. A. MACMILLAN.



COLOUR PRESENTED BY THE SULTANS OF PERAK,
 SELANGOR, NEGRI SAMBILAN, AND PAHANG.

INTER COMPANY SHOOTING SHIELDS, WARREN
 SHIELD IN CENTRE.

BISLEY TEAM, 1906.

the annual mobilisation manoeuvres at Singapore.

The regiment was organised and is still commanded by Lieut.-Colonel R. S. Frowd Walker, C.M.G., late of the 28th Gloucestershire Regiment, who had previously been in command of the armed police in Perak since 1879. The other officers, besides the company commanders, consist of two field officers, the senior of whom is the second-in-command, and an adjutant, quartermaster, and medical officer.

The armoury is under the charge of an experienced European with a strong staff of sergeants. Everything in connection with repairs to rifles is undertaken. A clothing store is attached to the regiment, under the charge of a European master-tailor and assistant, and uniforms for police, gaoles, &c., are made and issued from it, in addition to those for the regiment.

The barrack-rooms are excellently designed, each accommodating one company. The cantonment is laid out under most satisfactory sanitary conditions, and includes gymnasium, school, and gurdwara.

The men are enlisted from natives of the Punjab—Jat Sikhs—with the exception of one company, which consists of Punjabi Mahomedans and a small percentage of Pathans. They enlist for five years, but can remain in the corps longer at the discretion of the commanding officer. They are under a Military Discipline Act, and are entitled to a pension after they attain forty-five years of age. For discipline and training they are subject to the orders of the General Officer Commanding the Straits Settlements.

The regiment has acquired a high standard of efficiency in musketry. It won the Warren Shield in 1900, 1902, 1903, and 1904, and took the first eight places with its eight teams in 1905. A team of the regiment, which competed at Bisley for the "Kolapore" and "MacKinnon" Cups, was placed fourth in each event. Several members of the team carried off prizes in the open competitions. Corporal Bogh Singh was only one point behind the winner in the Secretary of State for War's prize.

Lieut.-Colonel R. S. Frowd Walker, C.M.G., the Commanding Officer of the Malay States Guides, has the distinction, not only of being the civil servant of longest standing in Malaya, but of being more intimately connected with the growth and rise of the State of Perak than any other official. He saw Perak and its capital, Taiping, grow into their present flourishing condition, and was largely responsible for the progress of the town. This fact was acknowledged in 1880 by the presentation to him of a sword of honour for settling the Chinese troubles in Perak. Colonel Walker was born at Chester castle on May 13, 1850, and having received his earlier education at Brentwood School, entered the Royal Military College, Sandhurst, where subsequently he was presented by the late Duke of Cambridge, who was then the Commander-in-Chief, with the sword of honour for efficiency. At the age of twenty he joined the 28th Foot—now the Gloucester Regiment—being the last ensign gazetted in the British army, and with them he served at Gibraltar and Malta. In 1874 he came out to the war in Perak, but was moved to Hongkong, whence he came to Singapore. Here, in 1878, he was aide-de-camp to Sir William Robinson, then Governor of the Straits Settlements. Early in 1879 he entered the service of the Federated Malay States as Acting Commissioner of the Perak Armed Police, and served subsequently in the substantive office, discharging also the duties of Acting Assistant Resident. By 1884 he was Commandant of the 1st Perak Sikhs with the local rank of Major. Five years later he was gazetted Hon. Lieut.-Colonel. He acted as Assistant Resident,

Perak (1882), Secretary to the Government of Perak (1889), British Resident, Selangor (1899), and British Resident, Perak (1909). In 1902 he was granted the local rank of Lieut.-Colonel while employed as Commandant of the Malay States Guides, a regiment which he raised in 1896 and has brought to a high state of efficiency. Lieut.-Colonel Walker is regarded

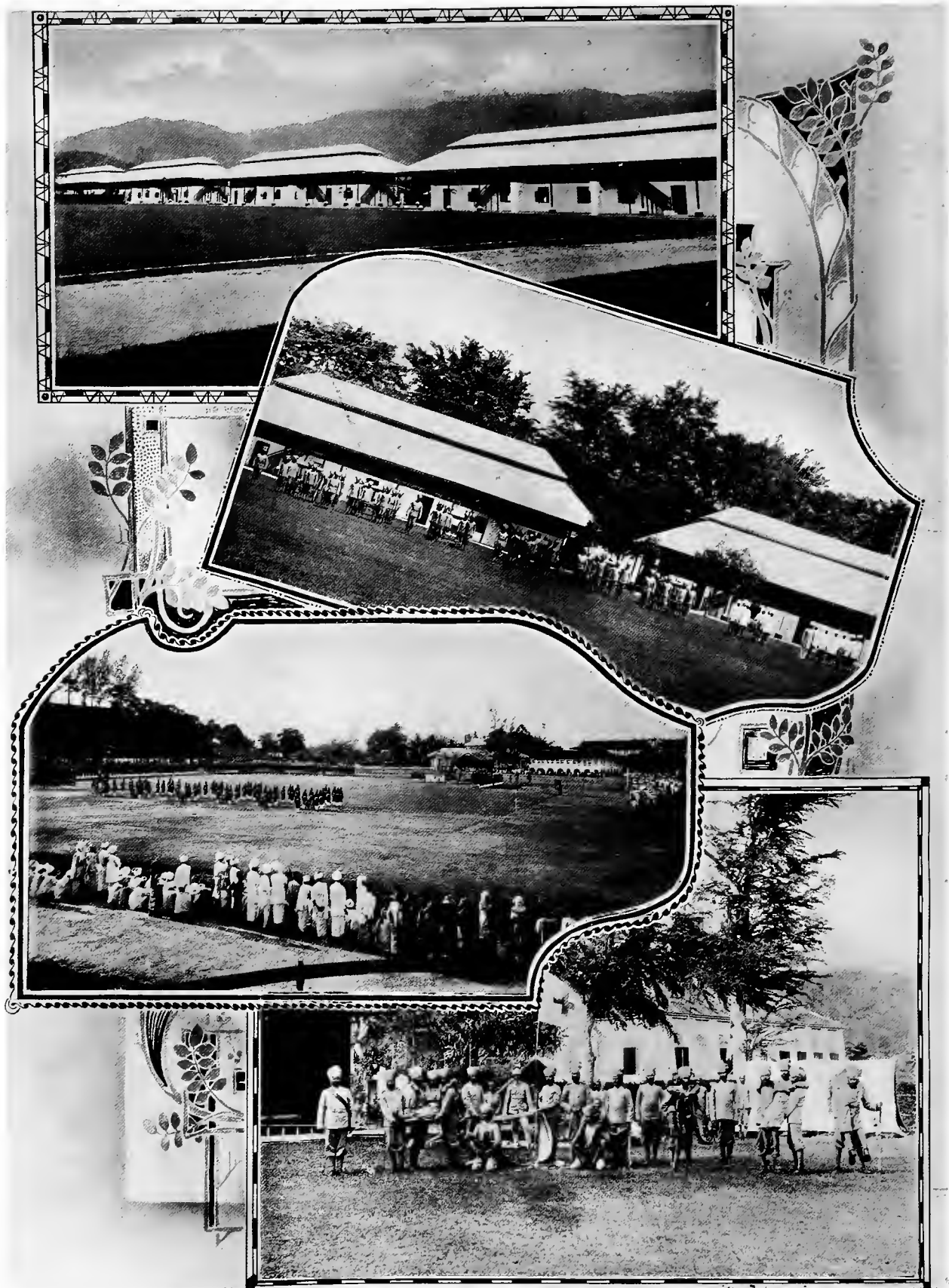
In the matches at the Surrey Oval *versus* Scotland, 1870 and 1872, he scored the only four goals obtained for England, and in later years, while at Hongkong, he played cricket regularly against the coast ports, besides stroking the regimental boats of four Scotch internationals who won the famous race against the officers of the United States ship *Kearsage*.



LIEUT.-COLONEL R. S. F. WALKER, C.M.G. (COMMANDANT).

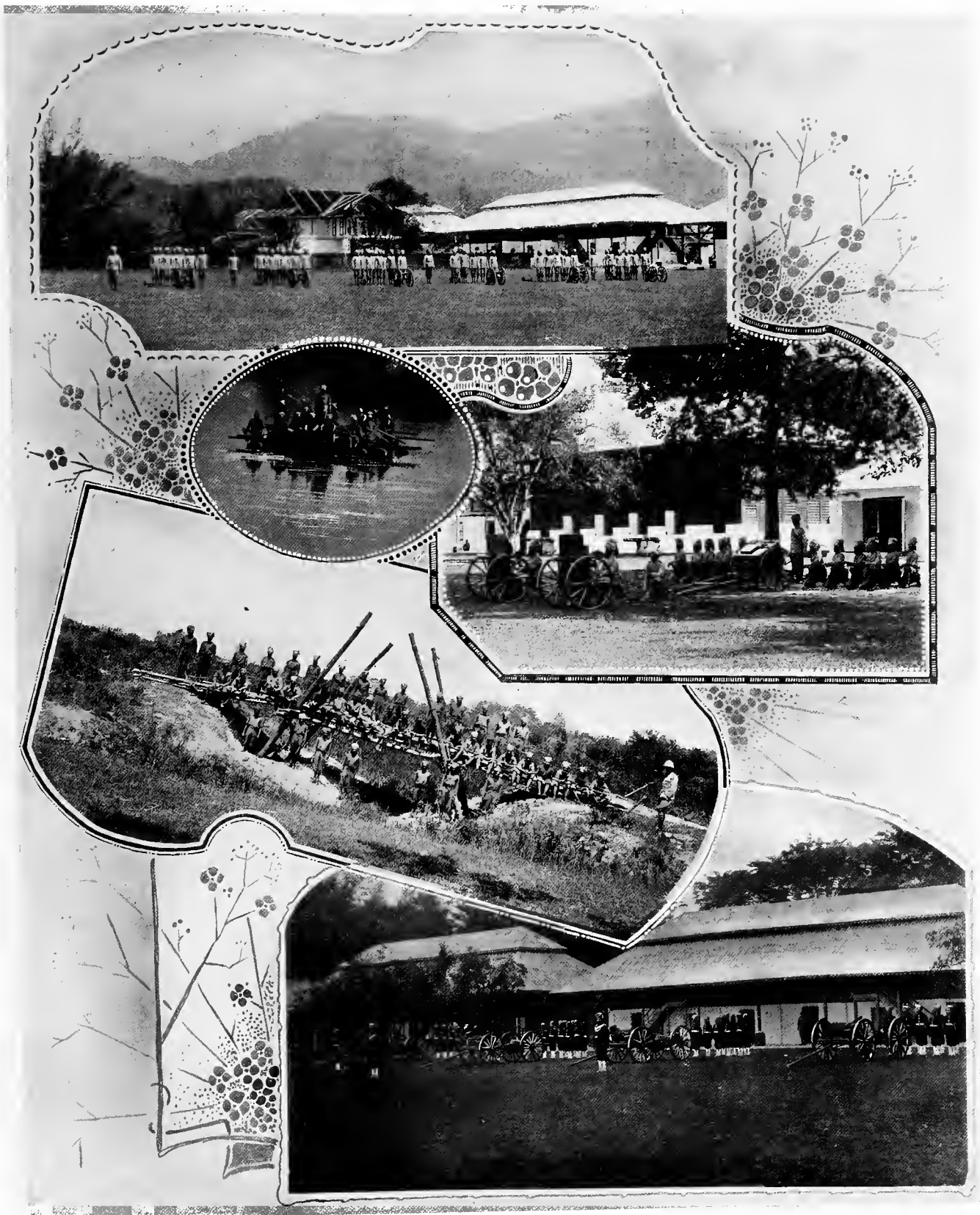
as a fine type of the British soldier and sportsman. He was instrumental in forming the Perak Turf Club, and to him also is due the initiation of the Perak Cricket Club, which for nine years never lost a match against Singapore, Pinang, or Selangor. Even now, at the age of fifty-seven, he may still be seen handling a bat or defending the goal in the football field with as great a zest as ever. While at Sandhurst he captained the cricket eleven, and proved himself an enthusiastic football player.

It is needless almost to add that Colonel Walker is a member of many sporting, service, and social clubs, including the New Club, Perak, of which he is president and secretary, the United Service Institute, Naval and Military, Wellington, Ranelagh, Sports, and all Malay States and Straits Settlements clubs. Colonel Walker, in spite of his duties, finds time to devote attention to the collection of Malay weapons, brasses, and silver, and has the finest collection of old china in the peninsula. In



THE BARRACKS.
PRESENTATION OF COLOUR, FEB. 12, 1906.

FIRE BRIGADE (6 REEL AND 1 LADDER DIVISIONS).
AMBULANCE CORPS.



THE MOUNTAIN BATTERY. BRIDGING—BARREL RAFT. MACHINE GUNS (VICKERS-MAXIM IN ACTION).
 DOUBLE LOCK BRIDGE. BATTERY 15-POUNDER B.L., REVIEW ORDER.

recognition of his knowledge of Malaya and the Malays he has been elected a Fellow of the Royal Geographical Society, the Royal Zoological Society, the Royal Colonial Society, and of the Royal Colonial Institute. In recognition of his public services he was created a C.M.G. in 1901. The thanks of the Home Government were also accorded to him in connection with the suppression of the Perak riots in 1879 and the expeditions of 1892 and 1894 to Pahang. On the occasion of the late Queen Victoria's Diamond Jubilee he commanded the dismounted colonial troops. In January, 1896, Lieut.-Colonel Walker married Mrs. Bolton, widow of Colonel Bolton, Royal Horse Guards, and eldest daughter of the late Mr. T. J. Ireland, M.P., of Ousden Hall, Suffolk. Colonel Walker's London residence is at Queen's Gate, Kensington.

Major Arthur Saunders Vanrenen, second-in-command of the Malay States Guides, is the eldest son of Lieut.-General Vanrenen, R.A., and was born at Lucknow in 1862. He was educated privately and at



MAJOR A. S. VANRENEEN.

(Second-in-Command.)

Cheltenham College, and received his commission as Lieutenant in the 2nd Batt. Lincolnshire Regiment in 1883. Ten years later he was promoted Captain in the same regiment, and in 1897 he joined the Malay States Guides as Wing Commander. In the following year he was promoted second-in-command of the Guides. In addition to filling that position he has acted as Superintendent of Prisons, Selangor, Perak, and Federated Malay States; Inspector of Prisons, Federated Malay States, and Commandant Malay States Guides for two and a half years. He is a member of the Incogniti Cricket Club, the Sports Club, London, and of all Perak and Federated Malay States clubs. The Taiping Rifle Association owes its origin to him. In 1879 Major Vanrenen married the eldest daughter of the late Mr. E. C. Iremonger, formerly Colonial Treasurer of the Straits Settlements. Mrs. Vanrenen is the crack shot of the Perak Ladies' Rifle Association, and won the challenge trophy in 1907.

VOLUNTEERS.

SINGAPORE.

Though, as a rule, the mixed population of Singapore is a peaceable community, yet the proportion of Europeans is small, and, should serious disturbances arise among the native races or clans, the regular troops might need the assistance of the civilians to quell them. Therefore, both to supplement the defence of the port against a foreign invader and to guard against possible internal troubles, the Colonial Government supports a volunteer corps.

It is greatly to the credit of the British subjects in Singapore that the volunteer force receives so much support. The enervating climate, the short hours of daylight available for drill after work is finished, and the constant coming and going of the population are difficulties not encountered by the volunteer regiments at home. The Government has always offered the utmost encouragement to the corps, and members have overcome the difficulties in their way and given up their spare time in order to learn to be of use in the defence of the Empire.

The first proposal to form a volunteer corps was made as early as 1846, as a direct consequence of the Chinese riots which occurred in that year. The proposal, however, was dropped, and it was not revived until the time of the Crimean War, when a rifle corps of 61 members was enrolled. The corps was presented with a set of colours in 1857, and on that memorable occasion in 1858, when the Queen's proclamation taking over the direct government of the Indian dominions was read, the members paraded with the rest of the garrison. In 1868 a half battery of mountain artillery was added to the corps, but the guns were sent to the Malay States Guides when the volunteer artillery was formed. This artillery unit sprang from the rifles, in obedience to a general consensus of opinion, and the rifle corps ceased to exist. It was the first volunteer corps raised in the East, and bore as its motto the words "Primus in Indis." The members were armed at first with a smooth-bore musket, which was replaced later by the Snider carbine. Their uniform was a rifle-green frock, with black belts and pouches embossed with the rifleman's horn, while the headdress was the shako, with a sun cover to protect the neck.

In 1887 a committee of energetic and patriotic citizens was formed, and two members were selected to approach the Governor on the subject of forming a volunteer artillery battery. The function of this battery was to be the attainment of a certain proficiency in garrison gun drill at one selected type of gun mounted in the defences of Singapore. At the interview the Governor and the General, who was also present, expressed their entire agreement with the scheme, and the Singapore Volunteer Artillery sprang into being. The first enrolled members numbered about ninety, and they were trained by sergeants of the regular artillery. Major McCallum, then Colonial Engineer, was appointed Commandant. The Singapore Volunteer Artillery had no drill hall, and their stores, which had to be ordered from England, were put in the municipal buildings. But a 7-inch R.M.L. gun was mounted on the site of the present drill hall, and gradually stores, arms, range finders, signalling gear, and other equipment were acquired. Meanwhile, camps were constantly held at the various forts, and in 1892 the present drill hall was built. In this year also four Maxim guns were presented to the corps by subscriptions from local firms, both European and Chinese.

In 1895 a cyclist section was raised in connection with the signalling section, and a gymnasium and canteen were opened. In

the year previous the volunteers were allotted to a definite position in the scheme of defence of the colony; but during the latter part of 1896 the fort to which they had been allotted was dismantled, and a battery of six 2.5-inch mountain guns was taken over by the corps. They were drawn by Deli ponies, and many a hill in Singapore has felt the impress of their wheels. These guns were in their turn replaced by the more modern 10-pounder B.L., but these latter were withdrawn from the defences in 1906, and the Singapore Volunteer Artillery once more reverted to their original rôle of coast defence artillery. The motto of the first rifle corps from which this unit sprang has been adopted by the artillery in a slightly altered form: "In Oriente primus" are the words that now appear on the scroll beneath the gun which is the crest of all artillery units. In 1898 Major McCallum, now Governor of Ceylon, left the colony, and in consequence resigned the commandantship. His departure was a great loss to the corps, whose efficiency he had materially assisted to maintain by his energy and popularity. His place was taken by Major Murray, who came from Ceylon to fill the post of Colonial Engineer. During the above period two members of the corps had seen active service—Lieut. St. Clair (now Major on the retired list), who was sent up to Pahang on special service during the rebellion in 1891; and Sergeant Cloke, who went out to South Africa during the Boer War as a private in Thorneycroft's Horse, and died of enteric in that country.

After the outbreak of the South African War in 1899 the regular garrison of the settlement was reduced, and in 1900 the British community in Singapore formed a volunteer rifle corps. The corps at first consisted of about one hundred members, but soon increased to two strong companies of nearly one hundred each. In its ranks were to be seen the Attorney-General, a member of the Legislative Council, and more than one head of the large mercantile firms. A great deal of steady hard work was performed by the corps, and the idea of sending a contingent to South Africa was even mooted, but it was found impossible to carry it into effect on account of the smallness of the community. The rifles were disbanded in 1904, when the settlement had a regular British battalion in garrison once more, and the members passed to one of the other units or to the reserve.

In 1901 an engineer unit of Europeans was formed, which, after the Coronation of H.M. King Edward VII., received the title of "Singapore Royal Engineers (Volunteers)."

In 1901 also the Singapore Volunteer Infantry was raised, No. 1 Company being formed of Eurasians and No. 2 Company of Chinese. The formation of the latter company was due principally to the energy and substantial support of the Hon. Mr. Tan Jiak Kim, M.L.C., who personally visited the War Office and obtained permission to enrol Straits-born Chinese as volunteers. The cadets were formed from a nucleus of boys who had been given elementary drill at Raffles School; in fact, the drilling of these boys preceded the formation of the infantry. Their numbers were added to in 1906 by the formation of two additional companies at St. Joseph's Institution and the Anglo-Chinese School. This corps serves as a feeder to the Singapore Volunteer Infantry, the boys being mostly Eurasians and Chinese.

In 1904 Lieut.-Colonel Murray resigned the corps, and his place is now filled by Lieut.-Colonel E. G. Broadrick, President of the Municipal Council. The corps contributed to the Coronation in 1902 a contingent consisting of Major Murray, in command, 13 non-commissioned officers and men of the S.V.A., 11 non-commissioned officers and men of the

S.V.R., and 15 non-commissioned officers and men of the S.V.I. They encamped in Alexandra Park, and took part in the review of colonial troops and in the Coronation ceremony.

The present establishment of the corps is as under :—

Staff (including an adjutant and sergeant-major from the regular forces appointed for three years), 11 officers and non-commissioned officers.

S.V.A., 6 officers and 101 men.

S.R.E., 3 officers and 61 men.

Maxim Company, 3 officers and 57 men.

S.V.I., 6 officers and 202 men.

There is also a bearer section of 1 officer and 34 men.

The actual strength of men at present serving in the colony is approximately 70 S.V.A., 60 S.R.E., 40 Maxims, and 180 Infantry, the Chinese company of the latter unit have lately gained so many recruits as to be at present over strength. Each of the three school cadet corps contains 50 boys. The officers are Europeans, with the exception of one Chinese officer in No. 2 Company S.V.I. The non-commissioned officers are selected from the ranks, each section being under a sergeant, with a corporal and two bombardiers, or lance-corporals, to assist him. A reserve is formed of men who no longer wish to take a too active part in the corps, having already borne the heat and burden of the day. These reserve members are required to do a few drills and a shortened musketry course every year. Honorary members are admitted on payment of a subscription of 25 dollars per annum to the corps funds.

A corps of Guides is now in process of formation, whose duty it will be to know every foot of the island, so that in time of war an intelligence staff may be at the disposal of the General Commanding.

The rules and regulations which govern the volunteers in Singapore are very similar to those which are in force at home. These are made law by an Ordinance passed in the year 1888, authorising the raising of a volunteer force in the colony. The Ordinance provides that volunteers serving with regular troops shall be under the command of the officers of his Majesty's regular forces, but under the immediate leadership of their own officers. Within the limits of the settlement the Governor may call out the volunteers in time of national danger. In such a contingency the force would receive service rates of pay; and, under the Ordinance, allowances might also be made to the families of such as needed support. The management of corps business and funds is entrusted to committees elected by the various units. Members are required to undertake to serve for two years, after which time they may, if they wish, resign or pass to the reserve. Active members are required to attend a certain number of drills in the year, varying from at least 24 in the infantry to 12 in the artillery. Each member must be present at the annual inspection, which is carried out by a senior officer of the regulars, of the same branch of the service as that to which the unit under inspection belongs. With the exception of the S.V.A., every unit undergoes a course of musketry. The capitation grant earned by members who qualify as "efficient" is 25 dollars. From this money all uniform and clothing for the corps are purchased and incidental expenses are met. Camp expenses, ammunition, transport, upkeep of arms, &c., amounting to some 35,000 dollars per annum, are paid for by the Government.

The corps' uniform is khaki. The Europeans wear the Wolseley pattern helmet, the S.V.I. the slouch hat. Those of the Chinese who have not become sufficiently westernised to cut off their towchangs, curl them around



SINGAPORE VOLUNTEER OFFICERS.

- | | |
|--|--|
| 1. LIEUT. H. R. LLEWELLYN, S.V.I. | 2. CAPT. F. HILTON, S.V.A., EXTRA A.D.C. |
| 3. LIEUT.-COLONEL E. C. BROADRICK, COMMANDANT S.V.C. | 4. MAJOR G. A. DERRICK, S.V.A. |
| 5. MAJOR E. C. ELLIS, S.V.I. | 6. CAPT. F. J. BENJAMIN (Maxim Det.) |
| | 7. CAPT. J. A. R. GLENNIE, S.V.I. |

their heads and tuck them under their hats. The units all wear the khaki puttee except the S.V.A., which adheres to the old blue puttee. All units have distinctive badges and buttons, and the accoutrements consist of a plain brown leather belt and bandolier. The arms are the M.L.E. rifle and bayonet. The scheme of work varies with the different corps, but is generally similar throughout, in that two drills are held in the drill-hall each week and one week-end camp is arranged for each unit per month. These week-end camps are spent by the artillery in the forts at work on the garrison guns; and by the engineers in search-light or field engineering practices. The Maxims and the S.V.I. sleep the night under canvas, and spend the days in manoeuvres. The Maxim guns are drawn by Deli ponies, but can, if necessary, be taken off their wheels and fired from a tripod. The cadets take part



LIEUT. D. ROBERTSON.

in these field-days and prove themselves fit to march with their older comrades. Swamps have no terror for the boys, but sugar-cane plantations prove a demoralising attraction.

The headquarters of the corps is the drill-hall at the mouth of the Singapore river, but this is in course of demolition and a new site will be provided.

Dancing, smoking concerts, and other entertainments are arranged under the auspices of the canteen committee, to popularise the volunteers. The Eurasian company has a canteen, and the Chinese, with the aid of subscriptions raised among their community and the help of Government, have recently built themselves a club-house.

Cups and trophies are competed for annually and arouse keen rivalry among the competitors. Briefly enumerated, these are: Sir C. Smith's cup and shield for the most efficient subdivision of the S. V. A.; Sir H. E. McCallum's trophy for the best Maxim detachment; Major St. Clair's cup for the best section S.V.A.; the Finlayson and the Murray trophies for teams of five men from subdivisions, the latter being an attack competition; the Bromhead-Matthews shield for team shooting;

and three cups—the Manchester, the Cambridge, and the Macbean—are given for individual shooting. A handsome salver is offered for the best swimmer in the S.V.A.

The birthplace of the Singapore Rifle Association was the present racecourse. In 1868 all rifle shooting was carried out there at ranges from 100 to 300 yards; matches were arranged between the civilians and the military, and these matches led in 1873 to the formation of a rifle association, of which the volunteers, as such, were not at first members. In 1878 practice on the racecourse was found to be too dangerous, and the old artillery range at Balestier was re-opened as a rifle range. Shortly after this, the S.V.A. took over the management of the range, and the present association was formed. The commandant S.V.C. is now *ex-officio* president, volunteers are *ex-officio* members, and officers of the army, navy, and police and customs are elected as members on payment of a small annual subscription. Non-commissioned officers of the regulars are admitted as associates. The range extends to 1,200 yards, is on flat ground, and is very slightly subject to wind. There are six reciprocating targets, and markers are always in attendance. The cost of upkeep is borne by the Government. Every year a prize meeting is held, and every month a handicap takes place. Many friendly matches are held during the year, the most important being the Inter-port Trophy match, a competition between the rival ports of Singapore, Hongkong, Shanghai, and Pinang. For this match a trophy is now being provided by the subscriptions of the inhabitants of the various ports.

On the range is carried out the class-firing of the various units, similar to the volunteer musketry course at home. Each member, in addition to the ammunition for these practices, is allowed 100 rounds free. It is, however, found that the standard attained by the ordinary shot is not so high as to give results in proportion to this allowance of ammunition. This is accounted for by the expense of travelling to and from the range and the purchase of additional ammunition. To remedy this state of affairs the Government has provided a Wilkinson "sub-target machine," and a miniature range for the use of adaptors in the rifle is being erected near the drill hall. The standard of shooting in the colony is high. In 1905 Captain F. M. Elliot, S.V.I., one of the best shots in the Straits, was tenth in the King's Prize at Bisley.

Such is the Singapore Volunteer Corps, composed of three greatly different elements—Europeans, Eurasians, and Chinese—each of which is, however, animated by the same spirit of determination to preserve the Empire and to keep the King's peace in one of his most distant dominions.

Lieut.-Colonel Edward George Broadrick has been associated with the Singapore Volunteer Artillery since its formation. In civil life he is President of the Singapore Municipal Commissioners. Born in Plymouth on July 29, 1864, he was educated at Sherborne School. In 1884 he entered the Home Civil Service, and was for three years in the Office of Works. At the end of this period he came to the Straits Settlements as a cadet, and after studying Tamil in Madras he was appointed Acting District Officer, Province Wellesley, South. Between 1890 and 1896 he held the positions of District Officer, Acting Second Magistrate, and Acting Second Assistant Protector of Indian Immigrants in Pinang. During the next two years he filled various official positions in Pinang and Malacca. Since 1898 he has served in Singapore successively as Inspector of Prisons, Acting First Magistrate, Acting Assistant Colonial Secretary, and Acting Colonial Treasurer, while his present appointment dates from June,

1904. When the Singapore Volunteer Artillery was started he joined as a gunner in the ranks. His absence in the northern settlement for eleven years prevented any practical expression of his enthusiasm for volunteering, but on his return to Singapore he received rapid promotion, and in 1900 was appointed Captain in the Singapore Volunteer Rifles. While at home on leave about this time he passed the School of Instruction. Upon his return to Singapore he was promoted to field rank; in 1902 he acted for a time as Commandant, and succeeded Colonel R. Murray, V.D., in that rank on March 1, 1905. In 1906 he was promoted Lieut.-Colonel. Colonel Broadrick is president of the Singapore Rifle Association, and is a member of the Sports Club, London, and of all local clubs. He was formerly on the committee of the Singapore Cricket Club, and has held office as president of that institution.

Major George Alexander Derrick, who commands the Artillery Volunteers, was born in Southampton in 1860, and was educated privately. He came to Singapore at the age of eighteen in the employment of the Eastern Extension, Australasia and China Telegraph Company, but after being with this company for a year he entered the firm of Martin, Dyce & Co., general merchants, who had important branches in Singapore, Java, and the Philippines, and on that firm's failure in 1884 he wound up their Singapore affairs. He then commenced practice as an accountant, and Messrs. Derrick & Co. are now one of the leading firms of accountants in Singapore. The firm has liquidated several large local companies, was engaged by the Government in connection with the investigation of the accounts of the Tanjong Pagar Dock Company, Ltd., prior to expropriation by Government, and is now one of the auditors on behalf of the Government for the Tanjong Pagar Dock Board. Mr. Derrick is on the committee of the Singapore Club and other clubs, is on the board of directors of Howarth Erskine, Ltd., the Straits Ice Company, the Belat Tin Mining Company, and other companies. As a Freemason he has passed the chairs of all the Masonic degrees that are or have been worked in the colony, and is a Past Deputy District Grand Master of the District of the Eastern Archipelago. He was one of the original members of the Singapore Artillery Volunteers, joining the corps as a gunner.

Major Evelyn Campbell Ellis joined the Maxim detachment of the Volunteer Artillery in Hongkong in 1894, and in 1899 was gazetted Second Lieutenant. On coming to Singapore he was transferred to the Singapore Volunteer Rifles as Lieutenant, and in 1902 was appointed Captain of the Eurasian and Chinese Company. Early in 1907 he received his field rank as Major commanding the infantry units of the volunteers in Singapore. Mr. Ellis is head of the firm of Drew & Napier, advocates and solicitors. He has practised in Singapore since 1896. Born in London in 1865, and educated in a private school in Devonshire, he was subsequently articled to a firm of solicitors. In 1889 he became qualified as a solicitor in England, and journeying East to Hongkong in 1891, practised there for five years. He came to Singapore in 1896 as a partner in the firm of Drew & Napier. He is a member of the Isthmian and Sports Clubs, London, and of practically all the local clubs. His recreations are cricket, shooting, and motoring. He is a keen sportsman, and was part owner of the well-known Australian griffin Laurie, and formerly owner of Bargee, another notable performer. He is also a prominent Freemason.

Captain Frank Hilton was born at Whitefield, near Bury, Lancashire, in 1869. He was educated privately, and in 1890 came to Singapore to join the staff of the Borneo Company,

Ltd., in which firm he is now one of the senior assistants. In 1891 he joined the Singapore Volunteer Artillery as a gunner, and, like all the other officers of that unit, rose through the ranks. In 1896, on the recommendation of Major (now Sir Henry) McCallum, he received her late Majesty Queen Victoria's commission as Second Lieutenant, and was promoted Lieutenant in 1901 and Captain in 1904. In 1906 Captain Hilton passed an Army Board examination in gunnery, and in the same year was appointed extra A.D.C. to H.E. the Governor (Sir John Anderson). Captain Hilton has acted as Officer Commanding the S.V.A. for several terms, and is a member of the committee of the Rifle Association. He is on the committee of the Singapore Club, and is a member of the principal local clubs and of the Johore Club. In 1906 he founded the Singapore Lancastrian Association, for which body he acts as hon. secretary and treasurer. His residence is "Woodville," Serangoon Road, Singapore.

Captain J. A. R. Glennie, of the Chinese Company of the Singapore Volunteers, is the Assistant Medical Officer of the Singapore Municipality, and Deputy Coroner. He was born at Kinneff, Kincardineshire, on May 21, 1868, and was educated at Aberdeen Grammar School and Marechal College, Aberdeen University, where he graduated M.B., C.M. in 1889. He was subsequently appointed Medical Officer of Aberdeen, and in 1897 obtained the Diploma of Public Health. In the same year he came to Singapore as Assistant Health Officer to the Municipality. Dr. Glennie, who had held the rank of First-Class Staff Captain in the volunteer medical staff of Aberdeen, joined the volunteer force in Singapore, and was eventu-

ally gazetted Captain of the Chinese Company. Dr. Glennie is a member of the Rifle Association and of all local clubs.

Lieutenant Herbert Roland Llewellyn was born at Worcester in 1873, and was educated at Bromsgrove School. After his scholastic career he was articled to Messrs. Bayfield & Bayfield, chartered accountants, of London and Birmingham, and qualified in 1895. He came to Singapore in 1904, and is now a partner in the well-known firm of accountants, Messrs. Derrick & Co. In the Tanjong Pagar Dock arbitration case, Mr. Llewellyn acted as accountant for the Government. He is on the committee of the Tanglin Club, and is a member of the Singapore Club, and sporting, cricket, and garrison golf clubs. As a member of the Queen's Own Worcestershire Hussars (5th I.Y.), he went through the South African campaign (1899-1901), and was awarded the Queen's medal with four clasps. On arriving in the East he received his commission as Second Lieutenant in the Singapore Volunteer Infantry, and is now Senior Lieutenant. He is also on the committee of the Rifle Association.

Captain Colbeck, Adjutant of the Singapore Volunteers, is a son of Dr. T. W. Colbeck, of St. Leonard's-on-Sea, and was born at Dover in June, 1879. He received his education at Dover College and Woolwich. On the outbreak of the South African War, he went to the front as Second Lieutenant, and served with the troops there for five years, being present at the Colesberg action. At the end of the war he was transferred to Egypt, where he was attached to No. 4 Mounted Battery. After twelve months' stay there he went home on furlough, and in February, 1904,

he was promoted Captain on his appointment as Adjutant of the 2nd Heavy Brigade (Volunteers). He has held his present appointment since June, 1906.

PINANG.

It was in 1899, some time before the outbreak of the South African War, that a movement was started for the formation of a corps of Rifle Volunteers in Pinang. This was in consequence of the final withdrawal, early in the year, of the two companies of British Infantry stationed previously in the settlement on detachment duty from the battalion at Singapore. The leading spirits in the movement were Dr. Brown, M.L.C., and Mr. P. Kennedy, then President of the Municipal Commissioners. The corps was well started before the outbreak of the Boer War, and by the end of the year its strength (1906) was greater than it has ever been since. In the following year reaction set in, and there was a continual depletion of the ranks, until, in 1906, the membership fell to 89. But, thanks largely to the enthusiasm of Captain Adams, the Commandant, the numbers rose to 117 by October, 1907, including 9 officers (3 honorary) and 15 reservists. Ninety-six members are Europeans and 25 are Eurasians.

Captain G. L. Hibbert, of the 4th (King's Own) Regiment, was deputed to organise the corps in the early stages, and after him is named the inter-company challenge cup, shot for annually. Mr. P. Kennedy was first gazetted as Commandant, but was ordered home on account of ill-health, and, being unable to return, the Hon. Mr. A. R. Adams,

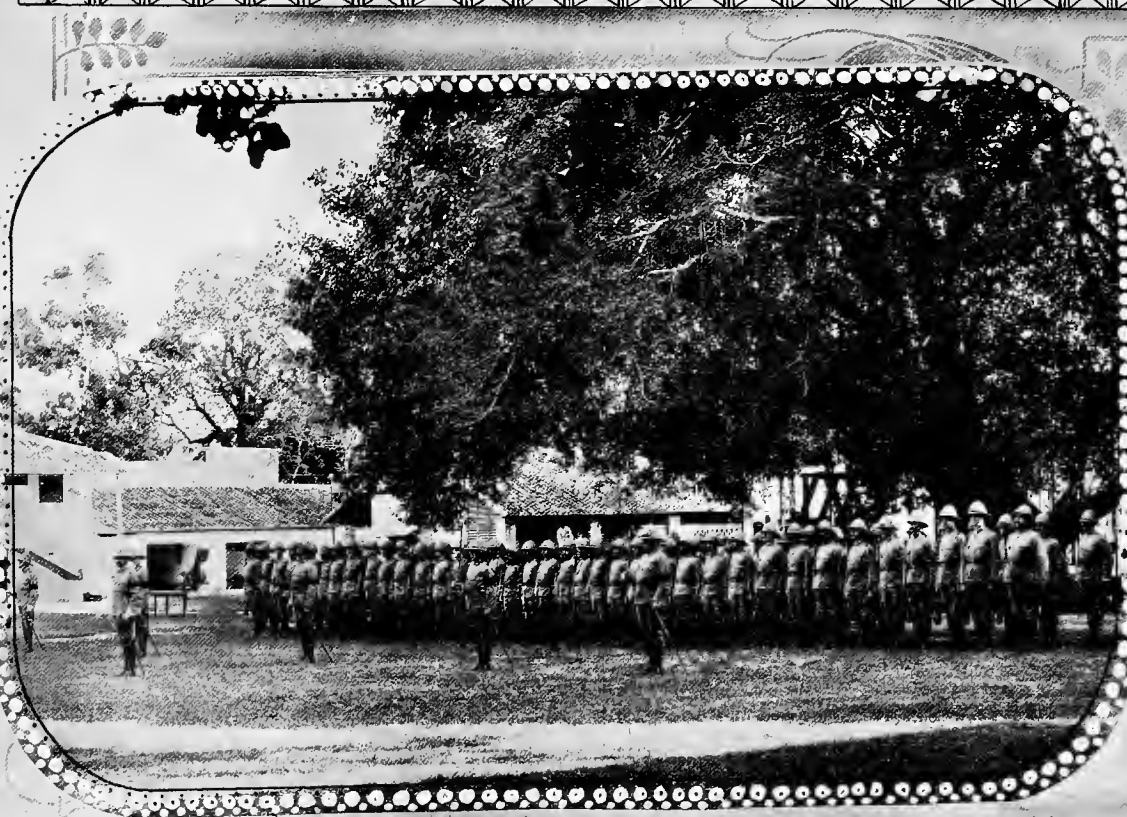
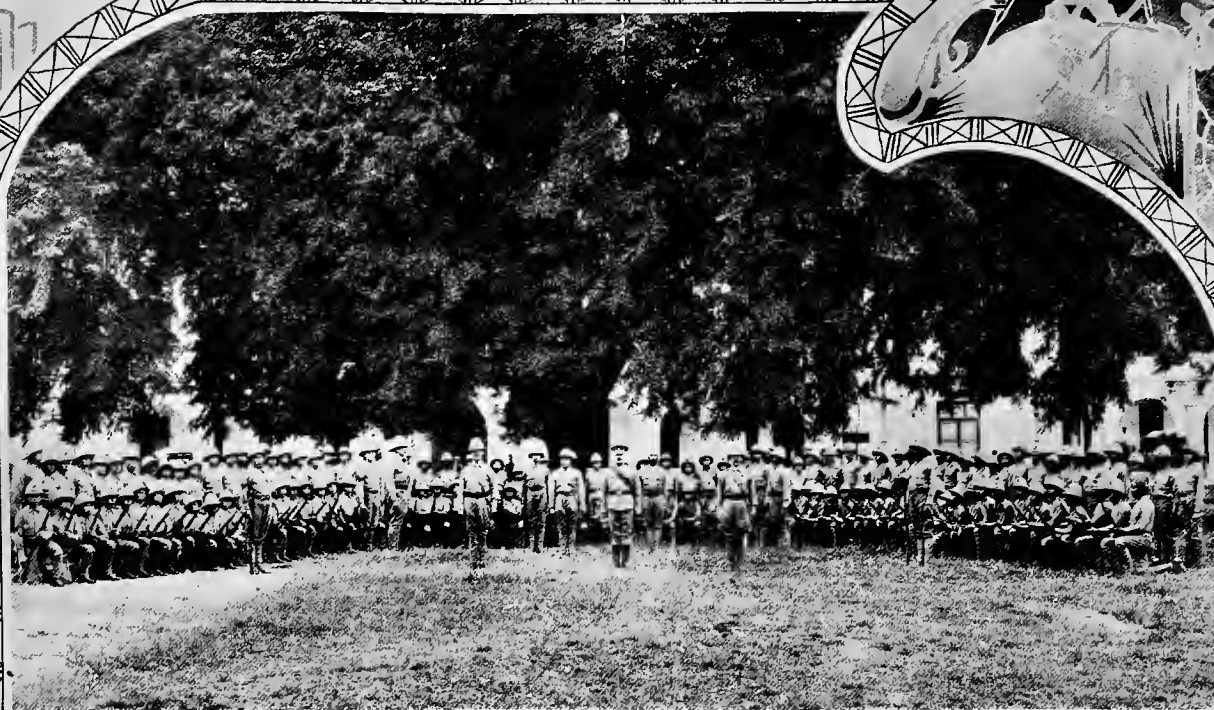


PINANG VOLUNTEERS.

CAPTAIN S. G. ALLEN.
LIEUT. J. O. HALLIFAX.

CAPTAIN A. R. ADAMS (Commandant).
SURGEON-LIEUT. J. KIRK.

CHAPLAIN THE REV. F. W. HAINES.
LIEUT. A. BOWERS-SMITH.



PINANG VOLUNTEERS.
THE CADET CORPS AND THE VOLUNTEERS ON PARADE.



PINANG VOLUNTEERS.

THE CORONATION CONTINGENT AND THE OFFICERS AT THE FIRST CAMP.

M.L.C., who had acted as Commandant in his absence, was confirmed in the appointment.

In 1902 fourteen men and one officer from the corps formed part of the Straits Settlements and Federated Malay States Coronation contingent. They left Pinang in April and returned in October. During their stay in England they camped at Alexandra Palace with the other colonial representatives.

The corps is armed with the Martini-Lee-Enfield rifle, and the rifle range, extending to 1,000 yards, is situated at Kampong Bharu, Ayer Itam, five miles from the town. In 1906 the Murray trophy, open to competition by Straits Settlements volunteer teams of six, was won by the following team from the Pinang volunteers:—Lieutenant A. Wilson (leader), Sergeants Rutherford and Hunt, and Privates V. Lumberg, D. Robinson, and J. Pennyquick.

The old Dutch fort is used as the headquarters, and when the question of the demolition of this building was brought before the Government in November, it was decided to remove to a drill hall in Northam Road. To earn the Government grant, privates who have been passed as efficient in previous years are required to attend 10 company drills, the second-class musketry course, and the annual inspection. During 1906 110 parades were held. Recruits are expected to attend 24 squad and company drills and the annual inspection, and to fire the prescribed musketry course. Reservists' drills are voluntary. The total cost of maintenance in 1906 was 11,255 dollars, and the capitation grant was 1,775 dollars.

The corps is detailed under the Defence Scheme for the island of Pinang, and its efficiency is tested once every year, when, without previous warning, alarm rockets are fired for the mobilisation of the corps. An

annual camp is held at Kampong Bharu, usually at the Chinese New Year, and the annual inspection takes place then. Week-end camps are also held on the same ground once a month, and permanent buildings have been erected for the purpose. The officers are: Captain A. R. Adams, Commandant; Captain S. G. Allen; Lieutenants J. O. Hallifax and A. Wilson; Second Lieutenant A. Smith; Hon. Captain J. Kirk, Surgeon; Hon. Captain the Rev. F. W. Haines, Chaplain; and Captain H. W. D. Adam (Malay States Guides), Adjutant. The inspecting officer is detailed from the Singapore garrison, and the General Officer commanding troops in the Straits Settlements also inspects the corps once a year.

Captain A. R. Adams, Commandant.—A biographical sketch of this gentleman appears under the heading "Legislative Council."

FEDERATED MALAY STATES.

BY MAJOR A. B. HUBBACK, COMMANDANT M.S.V.R.

The volunteer movement in the Federated Malay States began towards the end of 1900. A large number of men in Perak and Selangor had expressed themselves willing to form a volunteer corps, and, as the Governments in both these States were ready to consider the idea, local committees were formed to discuss the draft enactment and rules prepared by Lieut.-Colonel Frowd Walker, C.M.G., Commandant, Malay States Guides. The result of their deliberations was sent to the Government for

final approval, and in the meantime preliminary drills were commenced in Perak and continued for some considerable time. In Selangor, however, no action was taken pending the receipt of the Government's formal approval.

By an oversight, the draft enactment was pigeonholed for a year, but the men in Perak manfully struggled on with their recruit drills, and appointed officers provisionally. In 1902 the enactment was passed by the State Councils of Perak and Selangor, but the Perak men declined then to go any further in volunteering, and approached the Government with a view to forming a subsidised Rifle Association. Permission for this was granted, and thus the volunteer movement in Perak died a violent death, strangled in its infancy by those who should have made every effort to keep it alive.

When the enactment became law in Selangor, a final meeting was called, forms of enrolment were sent to all District Officers, and under the presidency of Mr. E. M. Merewether (now Sir E. M. Merewether, K.C.V.O., C.M.G.), then British Resident of Selangor, the Selangor division of the Malay States Volunteer Rifles was enrolled on May 1, 1902, the period of each man's enrolment being for two years. Drills were commenced at once under the supervision of Captain A. McD. Graham, the officer commanding the detachment of the Malay States Guides stationed in Kuala Lumpur. The strength of the corps within one month of enrolment was 57. Out-station members showed great enthusiasm, coming into Kuala Lumpur by train and then cycling back to their districts, some 20 miles away, after parade was over.

The enactment provided for officers to be commissioned by the Resident-General, and Mr. F. St. G. Caulfeild, Director of Public Works, was appointed Commandant with the rank of

Major. The next matter to engage attention was the question of arms and equipment. A short time before the enrolment of the volunteers the Malay States Guides had been re-armed with magazine Lee-Enfield rifles in place of Martini-Enfield rifles, and the opportunity was taken to pass these old pattern rifles on to the volunteers. These weapons had been in constant use for more than five years, and those who know what the life of a rifle is will easily understand the feeling of the volunteers, whose principal accomplishment should be accurate marksmanship. When these weapons, useful for drill purposes only, were served out, Major Caulfeild very strongly represented the matter to the then Resident-General, Sir W. H. Treacher, K.C.M.G., with the result that magazine Lee-Enfield rifles were eventually obtained at the end of 1903.

not well attended, owing to their uninteresting nature. By the end of 1904 the numbers had dwindled down to 24, and the question of disbandment or reorganisation had to be considered. In the early part of 1905 a special meeting of officers and sergeants was held to discuss the situation, with the result that in April a scheme of reorganisation was laid before the Government. Briefly this provided for the erection of a semi-permanent camp in the vicinity of Kuala Lumpur, the holding of monthly camps of instruction in field manoeuvres, a reduction in the number of "barrack-square" drills, and a special allowance of ball ammunition for musketry practice. This scheme, which the General Officer Commanding the Troops, Straits Settlements, said he considered suitable in every way, was sent on to H.E. the High Commissioner, Sir John Anderson,

some special scheme of field manoeuvres is carried out. Sunday morning is spent in squad and company drill, and in musketry instruction. These camps are well attended. Special arrangements are made for transport, and all out-station members are allowed free railway passes to and from Kuala Lumpur. By reducing the uninteresting "barrack-square" drills and instructing men specially in attack practice, outpost duty, skirmishing, and scouting, it has been possible to enable each individual to understand how to take advantage of cover, to use his own initiative, and to realise the practical part of the instructions laid down in the infantry training. A squad of signallers has proved itself most efficient and exceedingly useful in all manoeuvres.

In 1906 the corps was placed under the orders of the General Officer Commanding the Troops, Straits Settlements, for the purposes of military training and discipline. By this change the M.S.V.R. has become a part of the forces of the Federated Malay States, and is recognised as such by the War Office, to whom the reports of the annual inspection are sent.

The musketry of the corps has reached a very high standard. Since the enrolment in 1902 the Bromhead-Matthews Shield (open to all volunteer units in the Straits Settlements and Federated Malay States) has been won in 1903, 1904, 1905, and 1907; while the Warren Shield (open to all troops, regular and auxiliary, in the Straits Settlements and Federated Malay States) was won in 1906 with the record score of 555, an average of 92.3 per man for a team of six.

The Rifle Club in connection with the corps is affiliated with the National Rifle Association. Practice shoots are held every Sunday morning, and a handicap competition for a spoon takes place on the first Sunday in each month. Competitors are divided into two classes, each class having its own prize. The spoon competitions and the practice shoots are very well attended. A prize meeting is held annually, and the entries for the open events are very good.

In July, 1907, Major F. St. G. Caulfeild retired. As the first Commandant he had done a great deal in promoting the welfare of the corps, and, although he took no active part in drill or manoeuvres, his constant attendance during camp testified to the interest which he felt in the corps. Captain A. B. Hubback, Divisional Commander, Selangor, was promoted Commandant with the rank of Major on Major Caulfeild's retirement. The other officers of the corps are Lieutenant H. R. Shaw and Lieutenant P. W. Parkinson. Captain A. J. Fox, 3rd Batt. Royal Irish Regiment, is attached, and in command of the mounted infantry section, and Lieutenant G. C. Forbes is attached from the South Indian Railway Volunteer Corps, and is in command of the Maxim section. Sergeant H. C. Kattud, of the 2nd West Kent Regiment, is instructor and sergeant-major.

Major Arthur Benison Hubback, A.R.I.B.A., Commandant of the Federated Malay States Volunteers, is Architectural Assistant to the Federal Government Public Works Department. He was born in 1871, and entered the service of the Selangor Government in 1895 as Chief Draughtsman. After acting as District Engineer in Ulu Langat, and as Factory Engineer at Kuala Lumpur, he resigned the service at the end of 1897, but rejoined in 1901 as Architectural Assistant to the Public Works Department, under the Federal Government. Major Hubback has contributed much by his zeal to the efficiency of the volunteer corps which he commands. He is an enthusiastic cricketer, and also has a place in the local football and hockey teams. He is brother to Mr. T. R. Hubback, of Pertang, Jelebu, the well-known authority on big-game shooting in the Malay Peninsula.



MALAY STATES VOLUNTEER RIFLES.

(Winners of the Bromhead-Matthews Shield, 1903-4-5 and 7, and Winners of the Warren Shield, 1906.)

Drills had been carried on in Selangor, and after an examination held by Captain A. McD. Graham and Lieutenant A. R. J. Dewar, of the Malay States Guides, A. B. Hubback was appointed Divisional Commander, with the rank of Captain, and H. R. Shaw and E. M. Baker were gazetted Lieutenants.

The first annual inspection of the corps was held in March, 1903, by Lieut.-Colonel Frowd Walker, C.M.G., Commandant, Malay States Guides, who reported very favourably on the drill and manoeuvres. The musketry was curtailed considerably, owing to the unsatisfactory condition of the arms.

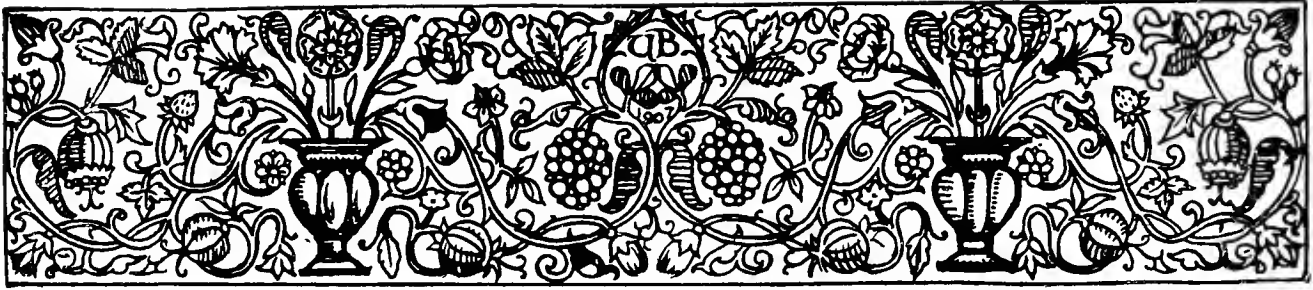
In July, 1903, an instructor from the 2nd Batt. Manchester Regiment, then stationed in Singapore, was appointed. Colonel Walker inspected the corps in March, 1904, and the report was again very favourable. Towards the end of that year it was decided that the officers of the corps should be commissioned by the High Commissioner instead of by the Resident-General, so as to place them on the same footing as those holding commissions in the colonial forces.

The enactment had provided in the annual efficiency qualification for attendance at a very large number of drills, and it was found that the stereotyped barrack-square parades were

K.C.M.G., for his criticism. In July, 1904, the High Commissioner interviewed the officers and sergeants of the corps, and informed them that he considered a volunteer force in this country was necessary, and that the Government would assist it in every possible way. He promised to sanction the scheme for reorganisation and to grant the necessary funds for pitching the camp.

As soon as it was known that the new scheme had received official sanction, a large number of men joined the corps, and by October, 1905, the strength was 65, comprising three infantry sections, one mounted infantry section, and one Maxim gun section. In November, 1906, the corps was inspected by Major-General Inigo Jones, General Officer Commanding the Troops in the Straits Settlements, who reported most favourably on the general efficiency of the corps. In 1907 the strength of the mounted infantry section was increased from 12 to 20, and four sections of infantry were formed. The total strength of the corps at the time of writing is 105.

The monthly camps of exercise are held at the Volunteer Camp on the hills in the direction of Ampang, some three miles out of Kuala Lumpur, and adjoining the rifle range. The camp opens on Saturday afternoon, when



THE STRAITS SETTLEMENTS

SINGAPORE



CLAD in a rich mantle of green that never loses its freshness, the island of Singapore may justly be termed the Emerald of the British Empire in the East. Lying at the foot of the Malay Peninsula, from which it is

separated by the Straits of Johore—a narrow channel varying from three-quarters of a mile to two miles in width—it is the chief of the Straits Settlements and the seat of government. It has an area of 206 square miles, and is oblong in shape, its extreme measurement from east to west being 28 miles and from north to south 14 miles.

The name Singapore is said to be derived from the words "singha," a lion, and "pura," a city. In Malay history it is recorded that Sang Nila Utama, supposed by Mahomedan historians to have been a descendant of Alexander the Great, settled on the island with a colony of Malays from Palembang, in Sumatra, and founded the city of Singhapura in A.D. 1160, changing the original name Tamasak to the present-day title because he saw a singha, or animal resembling a lion, near the mouth of the river.

The settlement passed into the hands of the British under a treaty with the Maharaja of Johore in 1819. It remained under the control of the East India Company, by whom it was administered as an integral part of India until 1867, when in conjunction with Pinang and Malacca it was raised to the dignity of a Crown colony.

The island cannot boast of many hills. Generally speaking its formation is level, and the few geographical eminences that are to be seen are not distinguished by their altitude. Bukit Timah, the highest, is only some 500 feet above sea-level. The general constituent of the island is sandstone, heavily impregnated with ironstone, locally known as laterite, which is extensively quarried for road-making purposes. In the valleys a peaty substratum is found, varying from 6 inches to 2 feet in depth, generally lying on a bed of clay. The plain upon which the town of Singapore stands is composed chiefly of deep beds of white, bluish, or reddish sand, averaging from 90 to 95 per cent. of silica. The rest is aluminous. Shells and seaweed found in this soil show that at one time it was covered by the sea.

On the sea-line of the island there are extensive plantations of coconut-trees, and on the uplands of the interior large areas are

covered with pineapples. The cutting down of the jungle to make way for the pineapple plantations has tended to reduce the rainfall—to such an extent, indeed, that representations have been made to the Government on the subject.

For all this, however, Singapore has a very humid and equable climate. The rainfall is evenly distributed throughout the year and averages 92·697 inches. To this the island

monsoon. The north-east monsoon blows from November till March, after which the wind veers round to the south-west, and remains in that quarter until September.

Commanding the narrow channel which unites the Straits of Malacca and the China Sea, Singapore, with its belt of countless little islands, possesses a magnificent natural harbour, said to be capable of accommodating the combined navies of the world. Until



SECTIONAL VIEW OF THE CITY.

owes its bright and luxuriant verdure and its moderate temperature—so remarkable for a place situated within 80 miles of the equator. The thermometer seldom registers more than 82·31 degrees of heat or less than 79·55. Thus it would appear that the mean temperature is lower by 9·90 degrees than that of many localities in the same latitude. Furious gales are of rare occurrence. If exceptional heat has led to the accumulation of moisture and electricity, a squall sets in, accompanied by a heavy shower. The direction from which these squalls come is determined by the prevailing

recent years, the harbour was hardly ever without the presence of some of his Britannic Majesty's warships, but in this respect there has been a great change since the recall of the British battleships from Far Eastern waters at the close of the Russo-Japanese war. Nowadays it is only occasionally that Singapore is visited by a warship of the squadron; doubtless in future years, when the port has attained to the full dignity of a naval base, under Admiral Fisher's scheme of Imperial defence, there will be a reappearance of British leviathans in these waters. In the meantime, the

only naval congregation is on the occasion of the annual meeting of the Admirals who command the British squadrons in the Australian, Pacific, and China seas. It is not very long ago, by the way, that the absence of British war vessels in Far Eastern ports and rivers, where hitherto the white ensign was wont to be an accustomed spectacle, was adversely criticised in Imperial Parliament, and these criticisms were cordially echoed in Singapore, where Britishers recognise fully the importance of maintaining national prestige, even at the expense of a little ostentatious display.

The approaches to the harbour are laid with

volunteer corps, the oldest established section being the artillery, to which is attached a Maxim Company. Of more recent formation is the volunteer infantry, one portion of which consists of local Chinese and the other of Eurasians. There are also a volunteer company of engineers (Europeans) and a cadet corps drawn from the schools.

It may be added that the first section of the great harbour improvement scheme has been commenced by the Government, who have also had under consideration a plan for deepening and improving Singapore river. When the present works are completed the wharves will

harbour by the narrow channel from the west. There are altogether four docks, with extensive coal-sheds, stores, workshops, and a lengthy wharf protected by a breakwater. About these swarm men of different colours—white and yellow, brown and black—like ants upon an ant-hill. On the opposite side of the waterway stand the Pulo Brani tin-smelting works, the largest of their kind in the world.

With its busy life and shipping the harbour presents an animated picture that fascinates the beholder. There is a constant traffic amongst the numerous small craft—sampan (rowing-boats), tonkangs (lighters), launches, fishing-



WESTERN ENTRANCE TO THE HARBOUR.

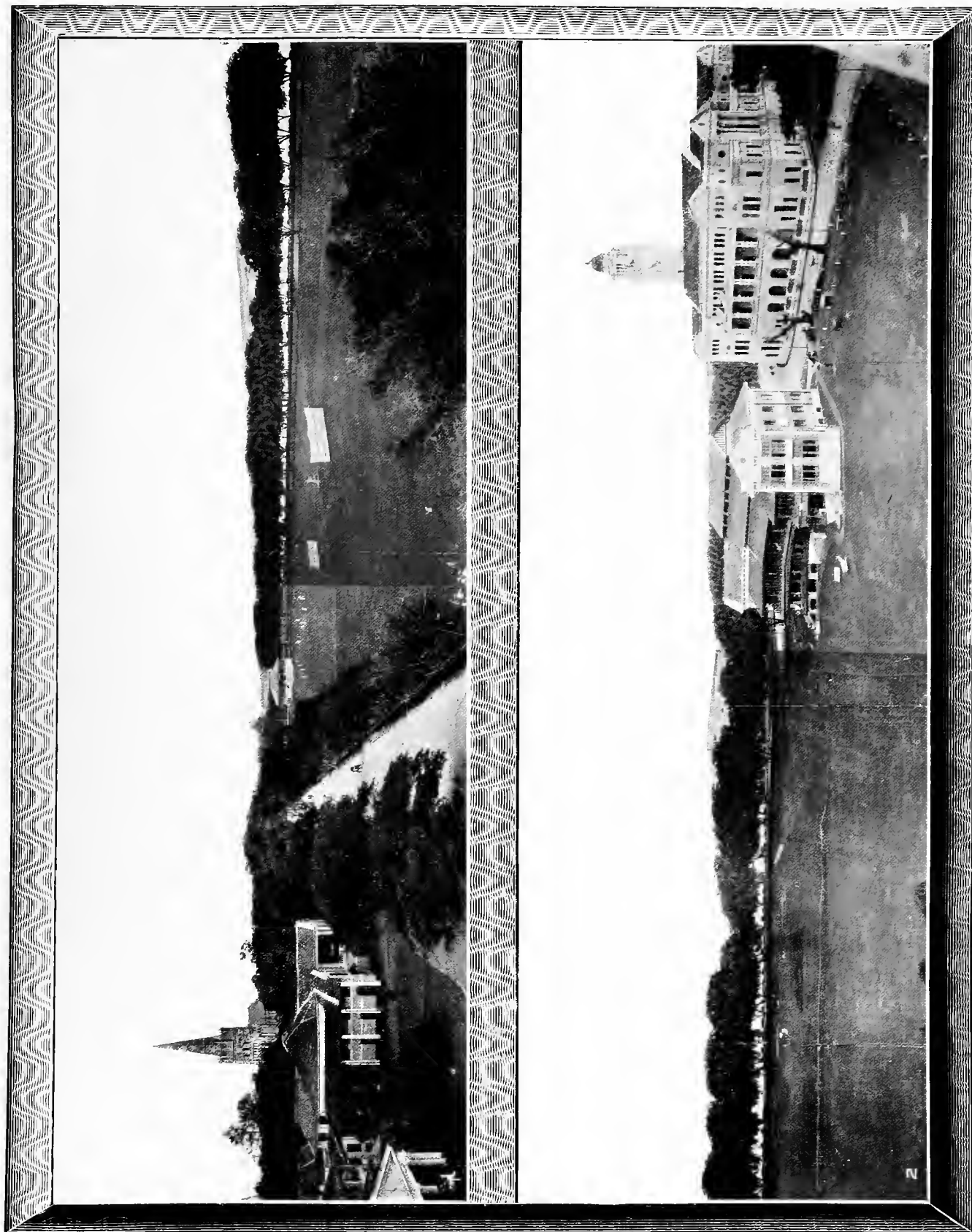
mines and are commanded by heavily-armed forts on the outlying islands of Blakang Mati and Pulo Brani, manned by British Garrison Artillery corps, the Hongkong-Singapore Battalion Royal Artillery, fortress engineers, and submarine miners. There is always a British infantry regiment, too, stationed at Singapore—just now it is the Queen's Own (Royal West Kent)—besides an Indian regiment (95th Russell's Infantry), and sections of other military corps, including the Royal Artillery, Royal Engineers, Army Service Corps, Royal Army Medical Corps, Army Ordnance Corps, and Army Pay Department. In addition to the regular troops, there is a

extend from Johnston's Pier, beside the Post Office, in a southerly direction for a mile, and an inner breakwater will be constructed, by which about 80 acres will be added to the available anchorage of the port. At present, many of the local steamers using the harbour work their cargoes as they lie out in the roads, but the big liners nearly all go alongside the wharves of Tanjong Pagar Docks. These docks constitute the largest industrial enterprise in the colony, and were recently purchased by the Government at a cost approaching three and a half millions sterling.

An excellent view of the docks and their shipping may be obtained when entering the

boats, junks, and dug-outs—which flit to and fro between the shore and the fleet of sea-going vessels lying in the roads. The most congested part of the harbour is at the mouth of the river, which is often so crowded with cargo-boats carrying goods to the godowns that collisions seem unavoidable. The boatmen, however, are experts in the use of the yulo and scull, which, with punting poles, are the form of propulsion generally employed.

The town of Singapore stretches in crescent shape for four miles or so along the south-eastern shore of the island, and extends inland for more than a mile. Even beyond this are to be found the residential quarters of the well-



VUE FROM THE ROOF GARDEN OF THE GRAND HOTEL DE L'EUROPE, SHOWING THE RECREATION GROUNDS, HARBOUR, MEMORIAL HALL, AND ST. ANDREW'S CATHEDRAL.



TANJONG PAGAR ROAD

to-do European and Chinese. From the harbour the town presents a very picturesque appearance, with its long sweep of imposing waterfront buildings, dominated by the lighthouse on Fort Canning's wooded slopes, the clock-tower of the Victoria Memorial Hall, and the spire of St. Andrew's Cathedral rising out of a mass of foliage.

Disembarking at the Borneo Wharf, and approaching the town by way of Keppel Road and Anson Road, along which route the electric tramway runs, the visitor passes through open

country for about a mile, and then through native bazaars until he reaches Cecil Street, where the important European houses of business begin to make their appearance. Proceeding thence along Collyer Quay, which is flanked by the spacious godowns of shipping firms, he comes to Johnston's Pier, and, turning sharply to the left, enters Battery Road, which, with Raffles Place, constitutes the chief commercial centre of the town. Clustered within this small compass are the banks and principal European offices and shops. Retracing his



COLLYER QUAY.

steps to the waterside, the visitor notices the substantial block of buildings occupied by the Singapore Club and Chamber of Commerce, the Post Office, and the Harbour Department. Opposite these are the handsome premises of the Hongkong and Shanghai Bank, while in the centre of the roadway is the fountain erected by the Municipal Commissioners to commemorate the late Mr. Tan Kim Seng's munificent donation towards the cost of the Singapore waterworks. Across the Cavenagh Suspension Bridge, which spans the Singapore river, are the Departmental offices of the Straits Settlements Government, the Town Hall, the Victoria Memorial Hall, in front of which stand the bronze statue of an elephant, presented by the King of Siam on the occasion of his visit to the town about ten years ago, and a granite obelisk perpetuating the memory of the Earl of Dalhousie, who, as Governor-General of India, at one time directed the destinies of Singapore. At the rear of these are the Supreme Court, a massive building of the Doric order, and the Government Printing Offices. Just beyond lies the Esplanade, a green plain of about 15 acres in extent, around which runs a broad and well-kept carriage drive shaded by a noble avenue of leafy trees. This is the favourite place of resort for all classes in the early evening, when the heat from the rays of the fast declining sun is tempered by soft zephyrs from the sea. At such a time the Esplanade—for which the town is indebted to Colonel Farquhar—is crowded with smart equipages. The enclosure is used by the Singapore Cricket Club and the Singapore Recreation Club, both of which can boast large and well-appointed pavilions of recent construction. In the centre of the plain, facing the sea, there is a large bronze figure of Sir Stamford Raffles, "the father of Singapore." On the landward side are seen Adis Buildings, with the Hotel de l'Europe—a noble pile harmonising with the adjacent public buildings—the Municipal Offices and St. Andrew's Cathedral, a venerable-looking Gothic edifice crowned with a graceful spire. Within the Cathedral compound, which is tastefully laid out, is a monument to the architect, Colonel Ronald Macpherson, R.A. Further along are Raffles Girls' School and Raffles Hotel—one of the most noted hostleries in the East. Thence onward the road—at this point known as Beach Road—is flanked by native shops until it reaches the Rochore river, where it turns inland.

Parallel to this road which skirts the sea runs the busiest thoroughfare of the city. This is known on one bank of the river as South Bridge Road and on the other as North Bridge Road. Its whole length is traversed by a tramway line. From it radiate streets where native life may be seen in all its varied forms. In this neighbourhood are situated the police headquarters and the police courts, two of the principal Mahomedan mosques, and the Chinese and Malay theatres, which are an unfailing source of amusement to the visitor.

At the rear of South Bridge Road and North Bridge Road runs another main artery of traffic, called at different points of its course New Bridge Road, Hill Street, and Victoria Street. From New Bridge Street entrance is obtained to the grounds of the General Hospital, a Government institution, near which are also located the Lunatic Asylum and the Isolation Hospital.

At right angles to all these thoroughfares four main roads strike inland. The first skirts the south bank of the Singapore river for a mile and thence curves round in the direction of Bukit Chermin and Passir Panjang. The second, River Valley Road, runs along the north side of the river to Mount Echo and Tanglin, and recalls the quiet beauty of a Devonshire lane. The third is named Stamford Road from the Esplanade to Fort Canning,

and thence onwards Orchard Road. In Stamford Road stands Raffles Library and Museum, containing thirty thousand volumes and an interesting collection of birds, beasts, fishes, and reptiles, specimens of native handicrafts, weapons, &c. Just beyond this point Orchard Road is joined by another road from the water-front. This is Bras-Basah Road, in which are to be found the Convent of the Holy Infant Jesus, the Roman Catholic Cathedral of the Good Shepherd, a cruciform building surmounted by a spire 161 feet in height, and St. Joseph's Institution. Close at hand are the Roman Catholic Churches of St. Joseph and of St. Peter and St. Paul. The fourth main road inland is Bukit Timah Road, which is 14 miles long and crosses the island to Kranji, whence the passage to the State of Johore on the mainland is made by boat or steam ferry.

Three other roads traverse the island—Thompson Road, branching off the Bukit Timah Road about two miles from town and reaching the Johore Strait at Selilar; Gaylang Road, which crosses the eastern part of the island to Changi and is the main road to Tanjong Katong; and Serangoon Road, which ends some seven miles out on the bank of the Serangoon river. Coast roads to the west and east, in continuation of some of those already indicated, are in course of construction.

In the town proper the principal streets are broad, well maintained, and well lighted, but there is a system of open drains that does not make for sweetness. The suburbs are very pretty with their well-kept, tree-lined roads, along which are dotted fine bungalows surrounded by verdant lawns and almost hidden from view by luxuriant foliage. Amongst the many handsome mansions gracing the Tanglin neighbourhood is Government House, situated in extensive park-like grounds and occupying a commanding site. It is built in the Renaissance style of architecture, with a square tower rising from the centre.

Probably at no other place in the world are so many different nationalities represented as at Singapore, where one hears a babel of tongues, although Malay is the *lingua franca*, and rubs shoulders with "all sorts and conditions of men"—with opulent Chinese Towkays in grey felt hat, nankeen jacket, and capacious trousers; Straits-born Babas as proud as Lucifer; easy-going Malays in picturesque sarong and baju; stately Sikhs from the garrison; lanky Bengalis; ubiquitous Jews in old-time gabardine; exorbitant Chetties with closely-shaven heads and muslin-swathed limbs; Arabs in long coat and fez; Tamil street labourers in turban and loin-cloth of lurid hue; Kling hawkers scantily clad; Chinese coolies and itinerant vendors of food; Javanese, Achinese, Sinhalese, and a host of others—in fact, the kaleidoscopic procession is one of almost endless variety. The Chinese, however, constitute about two-thirds of the population of a quarter of a million. Though not confined to any one district, the more lowly sons of the Celestial Empire are to be found most thickly congregated in the district known as China Town. This is situated on the inland side of South Bridge Road in the Smith Street district. Here are to be seen all phases of Chinese life and activity. The streets are lined with shops, in which are exposed for sale a heterogeneous array of commodities, and so great is the throng of loungers, pedestrians, street-hawkers, and rickshas that it is with difficulty one makes one's way along. At night-time the traffic is even more dense than in the day, and the resultant din is intensified by weird instrumental music and by the shrill voices of singing-girls that issue from the numerous brilliantly-lighted hostelrys.

A curious combination of Orientalism and Occidentalism is to be observed on every side. From the midst of tawdry-looking native shops

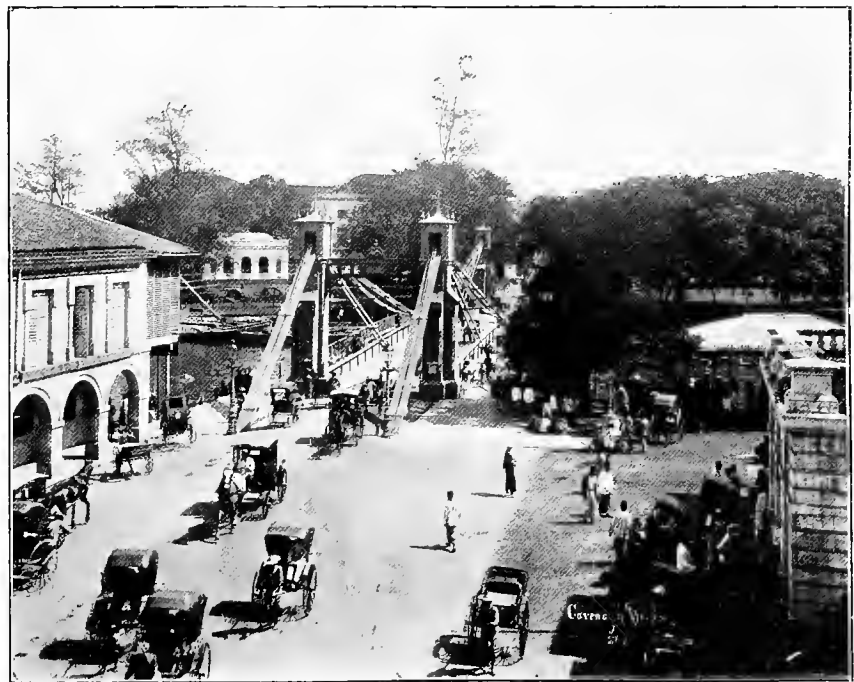


RAFFLES SQUARE.

rise modern European establishments of commanding appearance; hand-drawn rickshas and lumbering ox-waggon move side by side with electric tramcars, swift automobiles, and smart equipages; and the free and unfettered native goes on his way regardless of the conventionalities which are so strictly observed by the European. East and West meet, and the old is fast giving way to the new, but there is, nevertheless, a broad line of demarcation between them.

The social side of life in Singapore is

ministered to by the Singapore Club, membership of which is limited to the principals of business houses; the Teutonia Club, which, as its name implies, is a German institution, and possesses very fine premises; the Tanglin Club, a suburban club for professional men; the Catholic Club; and the Young Men's Christian Association. In addition to these there are numerous athletic clubs, such as the Cricket Club, the Recreation Club, the Swimming Club, the Ladies' Lawn Tennis Club, and the Turf Club. The Turf Club counts amongst



CAVENAGH BRIDGE.



RAFFLES MONUMENT AND ESPLANADE.

its members all the best known men of the settlements. Races are held twice a year—in the spring and in the autumn—and on these occasions the whole of Singapore turns out to witness the sport. There are three days' racing, spread over a week, and the race-time is observed as a general holiday. The race-horses are all imported from Australia, from

which country also come most of the trainers and jockeys. The club possess an excellent and well-kept course, leased from the Government.

In the matter of "show-places" Singapore is somewhat deficient. Among the few that can be mentioned the Botanical Gardens are the best known. Tastefully laid out and possessing many fine specimens of the flora of this and

other countries, they well repay a visit. When the moon is full, a band sometimes plays in the Gardens, which on such occasions are thronged with Europeans and Eurasians enjoying a stroll in the cool of the evening while listening to the music. But the Reservoir Grounds, lying off Thompson Road some four or five miles out of town, appeal more irresistibly to the Western eye, for their soft and reposeful beauty resembles that of some of the English lakes. Velvety lawns, studded with well-kept beds of foliage plants and shrubs, slope sharply upwards to the dam which has been constructed at one end of the reservoir. From this point of vantage, which forms part of a spacious promenade, a splendid view is obtained of a broad sheet of water that glistens in the sunshine like a polished glass, and stretches away into the hazy distance until a bend in its course hides it from sight. Its irregular banks are clothed to the water's edge with dense masses of beautiful foliage, through which run shady paths. One of the most delightful drives in the island is that to the Gap, which, as its name implies, is formed by a cleft in the hills. It is situated on the southwest coast of Singapore, about six miles from the town. Proceeding some distance beyond the Botanical Gardens, one comes to Buona Vista Road, which winds gradually upwards, through acres of undulating pineapple planta-



BOAT QUAY.

tions, until it reaches a break in a ridge of hills, where a sharp turn to the left suddenly brings the sea into full view. Countless little islands lie scattered about the offing, and picturesque Malay kolehs and Chinese junks glide over the shimmering surface of the intervening strait. At sunset, when the outlying islands are silhouetted against a glowing background of gold, and the shadows begin to steal over the silent waters of the deep, the scene is one of exquisite and impressive beauty. From the Gap the narrow road traverses the brows of the hills for some distance, and then gradually descends to Passir Pajang, where, for a mile or two, occasional glimpses of the sea are obtained between the groves of coconut palms that fringe the shore. Another popular place of resort is Tanjong Katong, which, with its two hotels standing in the midst of a coconut-grove and facing the sea, is an ideal spot for a week-end rest.

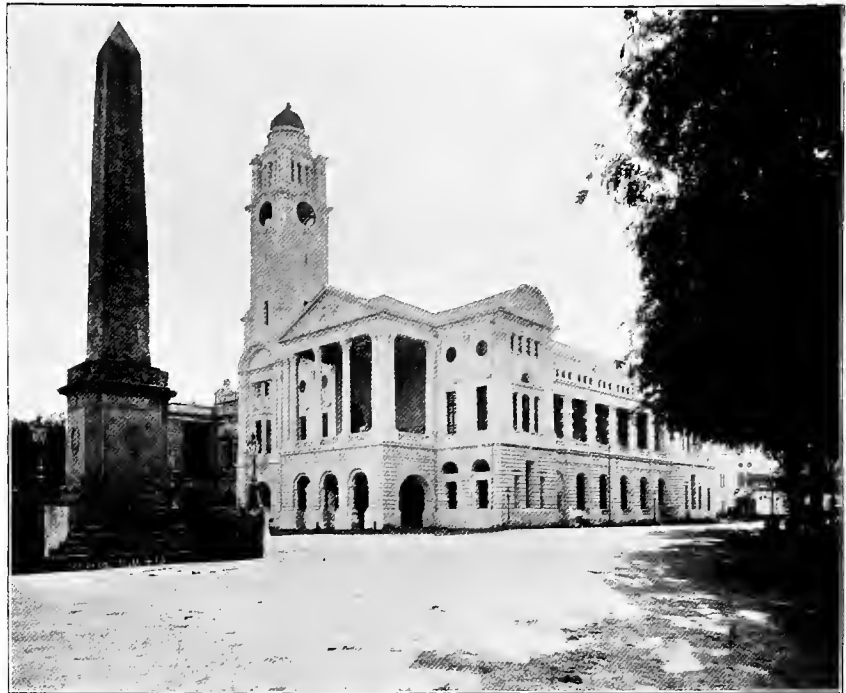
Any description of Singapore such as has been here essayed would be incomplete without a reference to Johore, the capital of the independent State of the same name. Although situated in a foreign territory, Johore is only one hour's journey away from Singapore by rail and ferry, and is so much frequented by Europeans from that settlement that it might almost be likened to a suburb. The chief attractions of Johore are its natural beauties, the opportunities it offers for big-game shooting, and its gambling shops, the last-mentioned of which are a fruitful source of revenue to the State.

THE MUNICIPALITY.

From a few years after the establishment of Singapore as a British settlement in 1819, municipal matters were administered by the magistrates, whose decisions were subject to the approval of the Governor. Later on a Municipal Committee was constituted. In 1854 a strong protest was made to the Govern-

wards the principle of popular representation was given effect to by the passing of an Act to establish a municipality; and this concession

The town, which has an estimated population of 235,000 inhabitants, is divided into the following five wards: Tanjong Pagar (No. 1),



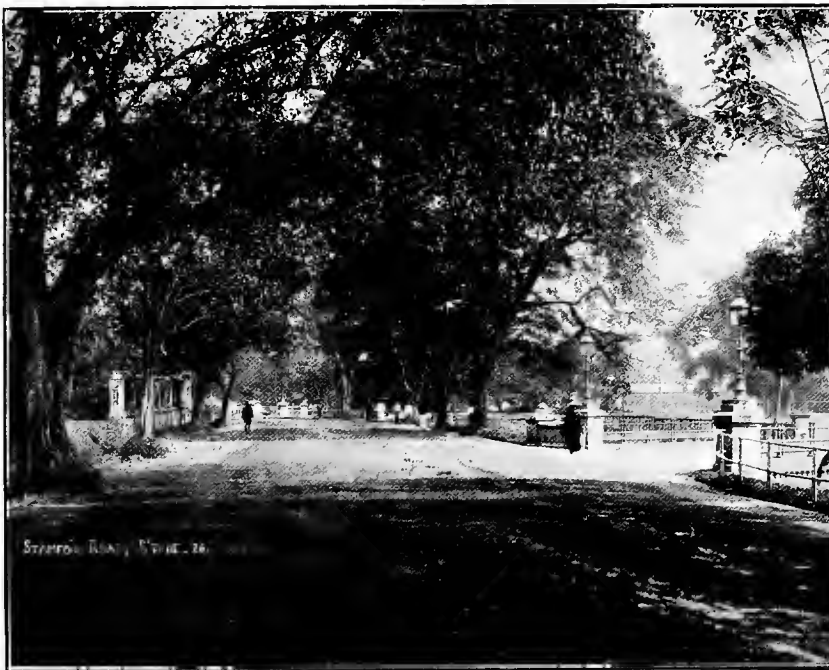
VICTORIA MEMORIAL HALL AND OBELISK.

was extended under the first Municipal Ordinance in 1887. From that time onwards there has been no change in the constitution of the municipal body—five of whose members, in-

Central (No. 2), Tanglin (No. 3), Rochore (No. 4), and Kallang (No. 5), each of which returns one member. Every candidate must be a British subject, over twenty-five years of age, able to speak and write English, and resident within the municipality, and he must either have paid rates for the half-year in which the election takes place to the amount of 20 dollars or upwards as the owner of property within the municipality or be the occupier of a house within the same area of the annual rateable value of not less than 480 dollars. In order to vote a resident must be over twenty-one years of age, and must either have paid rates for the half-year in which the election takes place to the amount of 6 dollars or upwards in respect of property of which he is the owner, situated in the ward for which he votes, or be the occupier of a house of the annual rateable value of not less than 150 dollars, or be the occupier of part of such a house and pay a monthly rental of not less than 20 dollars.

One-third (or as near as may be) of the Commission retire by rotation annually, and the elections take place in December. On the voters' list there are nearly five thousand persons, but so little interest is taken in the elections that a contest is a thing unknown. In cases where an election fails because the requisite number of people cannot be induced to go to the poll, the vacancy is filled by the Governor, who generally appoints the gentleman who has been nominated, if there has been a nomination. The reason for the apathy of the voters seems to be that any Budget proposals made by the Commissioners are subject to the Governor's veto—an arrangement which has the effect of converting the Commission into merely an advisory and subsidiary administrative body.

Ordinary meetings are held fortnightly. There are also meetings from time to time of the Finance and General Purposes Committee, Health and Disposal of Sewage Committee,



STAMFORD ROAD.

ment against the non-representative character of this body, the members of which were all nominated by the Governor. Two years after-

cluding the President, are nominated by the Governor, while five are elected by the ratepayers.



TANJONG KATONG.

Burial Grounds Committee, and Assessment Appeals Committee.

The Commissioners levy rates and taxes for general municipal purposes. The consolidated rate for 1907 was 12 per cent. on the annual value of all property within the municipality, with an additional rate of 3 per cent. in respect of water supply.

In 1906 the assessments on houses and land amounted to 1,071,784 dollars; taxes on carriages, carts, horses, mules, dogs, motors, &c., to 172,647 dollars; licences for offensive

trades to 27,560 dollars; miscellaneous fees (including 50,809 dollars received for use of the slaughter-houses) to 74,591 dollars; rents for markets to 233,230 dollars; and water charges to 435,060 dollars. The revenue from the sale of gas was 232,366 dollars (showing a profit for the year of 81,040 dollars), and from the sale of electric current 8,307 dollars.

The chief items of expenditure were:—Personal emoluments, 358,303.13; other charges, 113,583.71; annually recurrent expenditure, 563,602.04; disbursements recover-

able, 164,866.88; special services, 641,405.57; loan charges 210,609.86; miscellaneous services, 202,004.76—total, 2,254,375.95 dollars.

On loan works the expenditure was as follows:—New reservoir, 217,495.28; Kallang tunnel works, 59,627.56; new water mains, 55,497.05; salt water supply for street-watering, 942.03; bridge over Singapore river 1,820.66; fire stations, 0.24; quarantine camp, 296.39; new markets and extensions, 1,798.17; Pearl's Hill reservoir, 26,748.07; Bidadari cemetery, 35,468.45; reforming town drains, 8,643.60; Stamford canal, 14,792.20; electric power installation, 87,844.03; raising dam, 3,561.57; new cinerators, 25,564.08; Mahomedan cemetery, 45,922.35; Tanjong Katong roads, 25,884.23; and Cantonment Road, 15,809.16—in all, 627,715.12 dollars.

The work of the municipality is spread over seven departments, viz., the Engineer's, Health Officer's, Gas, Fire Brigade, Hackney Carriage and Ricksha, Prevention of Cruelty to Animals, and Suppression of Rabies Departments. The most important of these is the Engineer's Department, which regularly employs some three thousand workmen and has charge of roads and streets; piers, canals, and bridges; stores and workshops; buildings, public grounds, conservancy, water supply, and electricity. The estimate of expenditure in 1906 for the Engineer's Department out of revenue was 1,990,122 dollars, including loan works, of which those now in hand represent nearly 10,000,000 dollars.

The more important works now in progress or about to be begun include a new reservoir, to hold 1,000,000,000 gallons; new filter beds, five acres in extent, to filter the present supply; new filter beds, six acres in extent, to deal with future requirements; a clear water tank, to hold 3,000,000 gallons; seven miles of pipes, 30 inches diameter; a new cemetery, of 45 acres; an infectious diseases hospital, with a site 100 acres; a new bridge over the mouth of Singapore river, 200 feet span, 75 feet wide; a new fire-station, to cost 70,000 dollars; a new market, on screw piles over the sea, 100,000 dollars; market extension in Orchard Road, 25,000 dollars; alteration to store and workshops, 20,000 dollars; new incinerators for burning town refuse, 100,000 dollars; ferro-concrete bridge, 90 feet long, 35,000 dollars; salt-water installation for street watering and drain flushing, 150,000 dollars; and a new Mahomedan cemetery.

The staff of the Health Department consists of three medical officers and thirteen sanitary inspectors, with their complement of subordinates. The inspection of dairies and milkshops, abattoirs, and preserved fruit factories comes within the purview of this department, which is also responsible for the sanitation of the place.

Some idea of the growth and extent of the Health Office's activities may be gathered from the fact that during 1906 16,239 notices relating to the making of drains, closing of wells, cleaning of houses, repairing of floors, &c., were dealt with, as compared with 5,422 in 1897.

The vital statistics prepared by the Health Department show that the average birth-rate for the last ten years in Singapore was 18.53 per 1,000 of the inhabitants, the lowest being 15.70 in 1896 and the highest 22.36 in 1904. In 1906 the birth-rate was 20.38 per 1,000. The European birth-rate in the same year was 28.26. The average death-rate for the last ten years was 43.86 per 1,000, the lowest being 36.14 in 1898, and the highest 48.66 in 1896. In 1906 the general death-rate was 37.93, the European rate being 14.97. The chief causes of death were phthisis, beri-beri, and malarial fever. There was also a very large number of deaths from intestinal diseases. Small-pox, cholera, and enteric fever were the chief infectious diseases, the two first-named at times almost reaching epidemic proportions, while the case incidence of enteric fever, though constant, has



BUKIT TIMAH ROAD.

never attained a high figure. Bubonic plague made its appearance in 1900, and since then 73 cases have occurred, the largest number in any one year being 20 in 1904.

A well-equipped bacteriological laboratory is attached to the Municipal Health Office, and a lot of good work has been done by it, especially in the diagnosis of malarial and typhoid fevers.

There are two slaughter-houses where all animals are examined before being killed, and all the meat is stamped before it leaves the abattoir. The only other supply of meat allowed to be sold is that of the Cold Storage Company. The meat supply is plentiful and free from disease, and, although possibly not so palatable as that procured in cold countries, is as nutritious. The milk compares well with that obtained in cold climates, but the filthy habits of the dairymen and milk-sellers do not make it a safe food. In 1906 there were 77 convictions for adulteration, the total number of samples analysed being 400.

There are 193 registered public and private burial grounds within the municipal limits. Of this number only one is used for the interment of Christians. It is situated in Bukit Timah Road, and is 19 acres in extent. Another site of 45 acres on the Bidadari estate in Serangoon Road was purchased in 1904 as a Christian cemetery, but this is not yet open.

The waterworks were originally established



GOVERNMENT HOUSE.

of a new reservoir, pipe line, filter beds, and incidental work. The whole of the catchment area (about 5,000 acres) contributing to the proposed new reservoir at Kallang was pur-

During 1896 the consumption of water was about 3½ million gallons per day, whereas at the present time it amounts to 6½ million gallons a day; that is to say, it has nearly doubled in eleven years. The water supply is regarded as safe, but owing to the presence of a quantity of suspended matter, the colour of the water is not good. Numerous analyses are made to insure that the purity is maintained. The charges made for water by meter per 1,000 gallons are as under:

	Dollars.
To shipping over wharves ...	1.50*
For prime movers ...	1.00*
To water boats ...	1.00*
For manufacturing purposes ...	0.80*
For trades—	
To Dispensaries	
„ Dhobies	0.50†
„ Barbers	
„ Cattle sheds and stables	
„ Livery stables	
„ Recreation grounds, &c.	
„ Premises without gardens	0.30†
„ „ with	0.40†
„ „ and/or stables	
„ Private stables not attached to dwelling-houses	

* Plus meter rent.
† No meter rent.



GENERAL HOSPITAL.

by Government with a small impounding reservoir near the fourth mile-stone on Thompson Road, whence water was conveyed to the pumping-station by a brick conduit and then raised by pumps of 3,000,000 gallons capacity a day (in duplicate) to the reservoir at Mount Emily. These pumps are now out of date, and are never used. In 1876 the waterworks were handed over to the municipality, and soon afterwards steps were taken to introduce iron pipes from the reservoir to the pumping-station, to construct filter-beds and a clear-water tank, build a new reservoir dam, increase the storage capacity, and install new pumps and boilers (in duplicate) capable of pumping 4,000,000 gallons in twenty-four hours. All these works were completed by Mr. MacRitchie by the year 1894. Between 1896 and 1901 additional filters were constructed by Mr. Tomlinson, and the capacity of the pumps was increased to about 4,500,000 gallons in twenty-four hours. A new service reservoir on Pearl's Hill was commenced in 1900 and finished in 1904, with a capacity of 6,000,000 gallons. In 1902 a scheme was proposed by Mr. R. Pearce, the present engineer, for the extension of the water supply to provide more than double the existing requirements at an expenditure of over 8,000,000 dollars. This scheme is now in progress, contracts to the amount of 1,500,000 dollars having been entered into for the construction

chased at a cost of about 600,000 dollars. In 1904 new pumps and boilers with a capacity of 5,000,000 gallons a day were erected



MOTOR MEET AT "TYERSALL," THE SINGAPORE RESIDENCE OF H.H. THE SULTAN OF JOHORE.

The gasworks were purchased by the municipality from a private company in November, 1901, the price paid being 435,761.10 dollars, which was remitted to London at the bank rate of 1s. 10½d. per dollar. The money was raised by means of a 5 per cent. loan. The price of gas since 1906 has been 3.50 dollars per 1,000 cubic feet to consumers of less than 50,000 cubic feet; 3 dollars per 1,000 cubic feet to consumers of 50,000 feet and less than 100,000 feet; and 2.50 dollars per 1,000 cubic feet to consumers of 100,000 feet and upwards. In the first two cases 5 per cent. discount is allowed when the payments are made within a month. The works are situated in Kallang Road. They

15 per cent. for prospective profits. In the meantime the company has to pay to the municipality 5 per cent. of the net profits annually—a contribution which will be trebled if the Commissioners should extend the term of the lease for a further seven years. The Commissioners have the right of access to the company's books and records and the power to inspect all cars, machinery, wires, &c.

The supply of electricity for light and power was undertaken by the municipality early in 1906, the energy being obtained from the Tramway Company's generating station in McKenzie Road, about a mile and a half from the municipal electric sub-station, which is

and the number of arc lamps for street lighting purposes nine, the latter being 10 amperes open type. Since then the number of lamp connections has been increasing very rapidly.

There are five markets belonging to the municipality, and they are a fruitful source of revenue, the largest being farmed out at a rental of 8,500 dollars a month, and the others at proportionate rentals. They are situated at Teluk Ayer, Rochore, Clyde Terrace, Orchard Road, and Ellenborough. A sixth market is in course of construction at Passir Panjang.

The Fire Brigade is undergoing reorganisation at the hands of its Superintendent, Mr. Montague W. Pett, who came out from England to take charge about the beginning of 1905, and



THE FIRE BRIGADE.

were originally erected in 1864, but since then they have been almost entirely remodelled. There are now three gas-holders—two with a capacity of 60,000 cubic feet and one with a capacity of 38,000 feet—and in a very short time there will be a fourth with a capacity of 250,000 cubic feet. The consumption of gas has increased very considerably since the municipality took over the concern, the number of private consumers having doubled, and being now 800. There are 2,000 lamps with incandescent burners for public lighting and 80 miles of mains.

The tramways are worked by a private company under the "leasing system." The Commissioners have the option of purchasing the undertaking at the expiration of thirty-five years at a valuation, to which will be added

situated in the centre of the town. The current is transmitted on the two-wire system at about 460 volts pressure. From the sub-station the supply becomes a three-wire one, with the centre wire earthed, the pressure between each of the two outer wires and the centre being 230 volts. The type of distributing cables in use is Callender's three core and three single jute vulcanised bitumen-covered cables, laid solid in earthenware gutters. The cost of energy to the Commissioners is 12½ cents per unit for lighting, with a discount of 25 per cent. for motive power. The charge to consumers is 25 cents per unit for lighting purposes, fans, &c., with a discount of 25 per cent. for current for power. In December, 1906, the equivalent number of eight candle-power lamps connected with the mains was about 4,000,

under his management it promises very soon to be brought up to a high standard of efficiency, both as regards equipment and personnel. There are three fire-stations at which firemen are quartered, these being in Cross Street, Hill Street, and Beach Road. A new central fire-station is in course of construction in Hill Street, and it is proposed to build another new station in the Kampong Glam district and do away with the Beach Road station. On Mr. Pett's arrival in Singapore he found that the brigade had undergone little improvement or extension for a period of about twenty years, and was unfit to cope with a serious fire if one should occur. There were four steam fire-engines, two of which were accounted too heavy and unwieldy for rapid handling under the horse-haulage system, while the others were of small

pumping capacity and old-fashioned. Among the recommendations for improving the brigade made by Mr. Pett to the municipality was the purchase of a "Merryweather" 400-gallon motor steam fire-engine, which has now been working for some time with excellent results. A second engine of the same type was due at the time of writing; and for equipping the new fire-stations up-to-date time-saving appliances are to be procured, including a petrol-driven motor combination tender and fire-escape. The establishment of a street fire-alarm system and the provision of a fire-float for the harbour are two other important items in the reorganisation scheme, as is also the increase of the brigade staff — European, Chinese, and Malay.

In 1906 there were only nine calls on the brigade, a decrease of twenty on the previous year. The total loss by fire within municipal limits amounted to 52,855 dollars, a reduction of 209,919 dollars as compared with 1905. There were five cases of incendiarism in the year, but this crime received a sharp check by a Chinese spirit-shop keeper being sentenced to seven years' penal servitude at the assizes for this offence. In the first half of 1907 the number of fires, and the damage done by them, has been abnormally small. So marked, indeed, has been the improvement caused by the brigade's increased efficiency that the Municipal Commissioners have discontinued the insurance of their buildings and property with the insurance companies, and have inaugurated a Municipal Fire Insurance Fund on their own account.

From the beginning of 1906 the regulation and licensing of dangerous trades was transferred from the Health Department to the Fire Brigade Department. During the twelvemonth 1,369 licences were issued, an increase of 26, the fees received amounting to 17,529 dollars. There were 76 prosecutions for offences against the regulations, and in 68 cases the offenders were convicted and mulcted in fines amounting in the aggregate to 1,505 dollars.

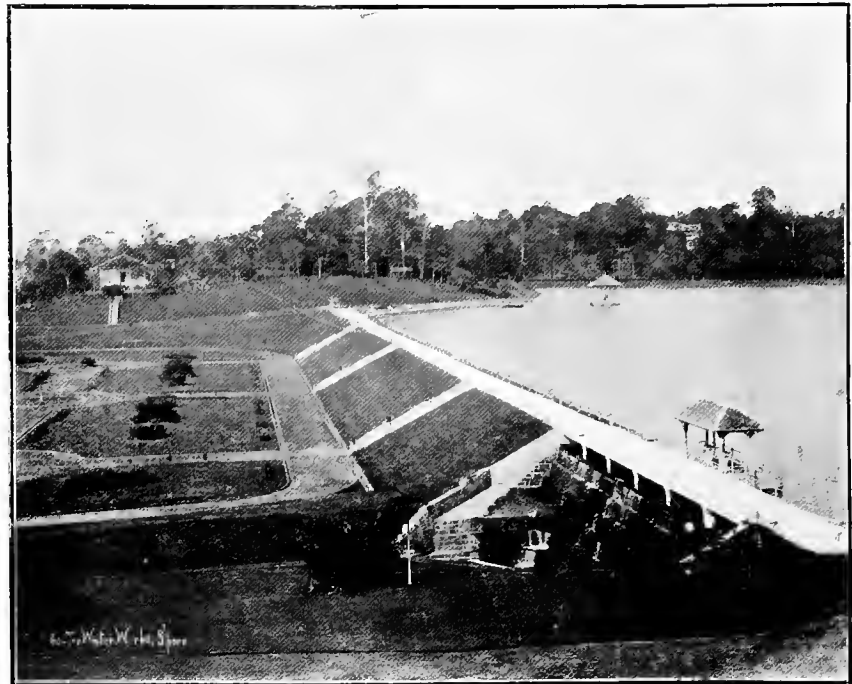
The Hackney Carriage and Jinricksha Department deals with the issuing of licences, the inspection of vehicles, &c. During 1906 20,870 ricksha licences were issued, an increase of 1,329 upon the total for the preceding year. A licence runs for four months. The number of rickshas plying on the streets on June 17, 1907, was 7,469, of which 998 were first class (rubber tyres) and the remainder second class (iron tyres). The prices at which rickshas are let out by the owners to the coolies vary in different localities, but the usual rates per diem are: First class, 50 to 60 cents; and second class, 15 to 32 cents. The day coolies must return their vehicles by 2 p.m. and the night men before 6 a.m., otherwise they have to pay double hire to the owners. There are 865 names appearing on the register as owners of rickshas, but of that number the majority are merely brokers, the rickshas being registered in their names for the convenience of the real owners, who pay for this service.

Under the present Registrar, Mr. W. E. Hooper, the system of registration of rickshas and ricksha-owners has been put on a very satisfactory working basis. The name, address, and photograph of each owner is entered in the register, and he is held responsible for the good behaviour of the coolies to whom he hires out his rickshas. Of these coolies there are over 20,000 employed in the trade. If any offence is reported against a ricksha-puller, the number of the vehicle is looked up and the owner discovered, and the latter is forthwith obliged to produce the offending coolie or suffer the detention or seizure of his rickshas. The same thing applies to owners of dilapidated rickshas, or owners who allow their rickshas to ply for hire after the licences have lapsed, a fine of 1 dollar being inflicted for

every day that a ricksha continues to run after the licence has expired.

Until a few years ago all ricksha offences

than 5,000 cases were disposed of last year in his court. At the police court the magistrates dealt with 164 cases. The fines inflicted



THE WATERWORKS.

were dealt with by the magistrates, but the cases occurred in such numbers that the work of the police courts became congested, and in

amounted to 4,480 dollars as against 7,893 dollars in 1905. The gross revenue from licences during the year was 142,956 dollars.



VIEW AT THE BACK OF THE POLICE COURT.

1903 the Registrar was invested with magisterial powers. Some idea of the extent of his work may be gathered from the fact that more

Twenty-four cases were tried by the Acting Registrar against hackney-carriage owners and drivers, and they resulted in 16 convictions.

"Bilking" is reported as continuing to give much trouble. No fewer than 6,367 complaints of this were made, and in 2,635 cases fares were recovered, but in the remaining instances

animals could be destroyed without expense to them and unnecessary suffering avoided.

All dogs have to be registered in the Suppression of Rabies Department, which maintains a

Messrs. Caldbeck, McGregor & Co., in the Commercial Section.

Mr. A. J. Watkins is a partner in the firm of Messrs. Swann & Maclaren, architects, and a sketch of his career appears in the Social and Professional Section.

Mr. A. W. Bailey is the Protector of Chinese in Singapore, and particulars of his career are given elsewhere.

Mr. Graham Paterson, one of the Singapore managing partners of Messrs. Paterson, Simons & Co., sits on the Municipal Commission, in the absence of Mr. J. W. B. Maclaren, as one of the nominees of the Governor. He was born in London, and after receiving a commercial training with Messrs. Paterson, Simons & Co., in London, he came to Singapore on behalf of the firm in 1891, and was admitted a partner in 1899. He is the Vice-Chairman of the Singapore Chamber of Commerce, a Justice of the Peace, and a Visiting Justice. He is also the local chairman of the Union Insurance Company of Canton. In the sporting and social life of Singapore he takes a prominent part. He is a member of the committee of the Singapore Sporting Club and has gained several successes with his horses in the Straits. He resides at "Broadfields," which has been occupied by successive senior partners in his firm for over seventy years. Mr. Paterson married, in August, 1901, at St. Anselm's, Berkeley Square, Lady Rowena Grace Marion Selina, fourth daughter of Francis, fourteenth Earl of Huntingdon, and they have one daughter Kathleen Susan, who is five years of age.

ELECTED.

Dr. Thomas Murray-Robertson was born in Singapore in 1860, and graduated, with honours, M.B. and C.M. at Edinburgh University in 1883 and M.D. in 1887. He was afterwards house-surgeon at Darlington and at Durham County hospitals. In 1889 he returned to Singapore and commenced private practice. He was nominated by the Governor as a Municipal Commissioner in 1903, and was elected to the same body as representative of the Tanjong Pagar Ward in 1905. He is a Justice of the Peace, a Commissioner of Lunacy, a member of the British Medical



"BROADFIELDS."

(Messrs. Paterson, Simons & Co.'s old residential property at Tanglin.)

the passengers could not be traced and the drivers or pullers lost their fares. A force of about 60 peons is employed to prevent breaches of the regulations. The ricksha peons assist the police in dealing with street offences, but have their own special duties, such as impounding rickshas when they are found broken or dilapidated on the streets, or carrying forbidden articles; when the puller misbehaves himself, is diseased, or unfit to act as puller; and when licences have expired.

Since January of 1902 the work which up to that time was performed by the Society for the Prevention of Cruelty to Animals has been taken over by the municipal authority. In the first year after the change was made the number of prosecutions rose from 613 to 1,028, and the fines increased from 4,077 dollars to 8,190 dollars. In 1906 there was a credit surplus of 6,472 dollars left over after paying all expenses. The total number of animals admitted to the infirmary was 1,272. Fees were charged to the amount of 2,939 dollars, while the expenses for maintenance amounted to 2,370 dollars. The department instituted 1,132 prosecutions, and fines were inflicted amounting to 5,696 dollars. One person was committed to prison, 1,070 offenders were fined, and 61 were cautioned and discharged. Besides the above cases, 406 animals were examined and their owners cautioned. Twenty-seven worn-out, diseased, or injured animals were destroyed after being certified as incurable. The ambulances were used 154 times and the knacker's cart 29 times. The bulk of the offences were committed on bullocks. The Superintendent points out that the abandoning of diseased or injured animals to a lingering death continues to be very common, and he suggests that if the authorities cannot see their way to make such inhuman conduct an offence, it should be compulsory for owners to give information to the department, so that the

regular staff to patrol the town and suburbs in the early morning and shoot unlicensed dogs.

NOMINATED.

The President.—The biography of Mr. E. G. Broadrick, President of the Commission,



MUNICIPAL WATER CART.

appears in the section devoted to the Military and Volunteers.

Mr. K. A. Stevens's career is referred to in the letterpress dealing with the firm of

Association (home and local), at present Lecturer on Materia Medica in the Straits Settlements and Federated Malay States School of Medicine, Examiner in Midwifery, &c. Dr.

Murray-Robertson is a member of the Singapore Club, the Straits Automobile Club, &c. His address is "Balado," Singapore.

Mr. Rowland Allen is a leading legal practitioner in Singapore. He was born in Leek, Staffs, in 1868, and graduated B.A. and LL.B. at London University in 1889. Entering the Inner Temple (Inner Temple Equity Scholar, 1892), he was called to the Bar, and practised at 7, New Square, Lincoln's Inn, for several years. He came to Singapore in 1895 to join Messrs. Joaquim Bros., and after the death of Mr. J. P. Joaquim he took over their practice as advocates and solicitors at Singapore and Malacca, and has since continued it

made in the letterpress dealing with the firm of Messrs. Coghlan & Co., auctioneers.

Mr. Ching Keng Lee is a son of Mr. Ching Chai Hoon, well known in Malacca as a rice merchant, owner of vessels trading between Malacca, Assahan, and Singapore, and head of the Society of Hock Kian Huay Kuan. Mr. Ching Keng Lee was born in Malacca in 1859, and was educated at the Free School there and at Raffles Institution, Singapore. At the age of seventeen years he went to Saigon to make his way in the world. His first appointment was one as comrade in the rice mills. Later he went to the Banque de l'Indo-Chine, and at the age of twenty-one years he returned

ing on a produce business under the style of Kew Ho & Son, Chop Quantong. When he attained to years of discretion he began to take a keen interest in public affairs. This culminated in 1906 in his being elected a Municipal Commissioner for the Central Ward of the city of Singapore for the term 1907-9. He is an honorary member of the Singapore Volunteer Corps, a member of the Straits Chinese British Association, the Chinese Volunteer Club, and the Straits Chinese Recreation Club. Of the tennis section of the last-named club he has been captain for the past two years, and he has held the tennis championship for the last three years. Mr.



SINGAPORE MUNICIPAL COMMISSIONERS.

A. J. WATKINS.

DR. T. MURRAY-ROBERTSON.

CHING KENG LEE.

ROWLAND ALLEN.

E. G. BROADRICK (President).

GRAHAM PATERSON.

A. W. BAILEY.

K. A. STEVENS.

H. L. COGHLAN.

ONG TEK LIM.

under the name of Allen and Gledhill. Mr. Allen is a notary public and a member of the Singapore Municipal Commission, having been elected for the Tanglin Ward. He is joint editor of the "Straits Settlements Law Reports," and hon. secretary and treasurer of the Straits Settlements Association. He is also a member of the Sports Club, London, and of the leading Singapore clubs; is a P.M. of the Masonic Lodge St. George, Singapore, and a Lieutenant of the Singapore Volunteer Infantry. Mr. Allen married in 1900 Maud, daughter of the late Rev. Hugh Bacon, Rector of Baxterley and Mirevale, Warwickshire, and granddaughter of the late Right Hon. Sir James Bacon, Vice-Chancellor.

Mr. H. L. Coghlan.—Mention of Mr. H. L. Coghlan, who represents the Kallang Ward, is

to Singapore and was engaged first by the Peninsular and Oriental Steam Navigation Company, and then by Reuter's Telegram Company. In 1887 he received an interest in the firm of Hoon Keat & Co., of which concern he is to-day the senior partner. Since September, 1904, he has represented Rochore, Ward No. 4, on the Municipal Council.

Mr. Ong Tek Lim is the only surviving son of the late Mr. Ong Kew Ho, who was born in Malacca of Chinese parentage, and who was a well-known figure in both European and Chinese commercial circles. Mr. Ong Tek Lim himself was born in Singapore and educated at the Anglo-Chinese School. After the death of his father in 1889 he joined an elder brother in business, and subsequently became sole partner. He is at present carry-

Tek Lim is a keen all-round sportsman. At one time he used to go out regularly after big game, and was also an enthusiastic cyclist. His present recreations are boating, swimming, tennis, chess, and billiards. His private address is 20, High Street, Singapore.

OFFICIALS.

The Secretary.—Mr. John Polglase, Secretary to the Municipal Commissioners and Assessor, was born on January 3, 1854, and educated privately. He was appointed Assistant Municipal Secretary in 1882, and three years later was also entrusted with the duties of paymaster. In 1901 he acted as Municipal Secretary, and was confirmed in that appointment in the following year. In 1906 he acted temporarily as Deputy President of the Muni-

cipal Commissioners. He is a member of the Singapore Club. His residence is "Tolcarne," Tanglin Hill, Singapore.

Mr. J. F. Benjafield, Financial Assistant and Secretary to the municipality of Singapore, is a son of Mr. John Benjafield, farmer, of Hants, and was born in November, 1861. He came out to Singapore to a commercial house, which he left in 1890 to take up his present position. In 1888 he joined the Singapore Volunteer Artillery, and is now Captain of the Maxim Company. From 1901 till 1903 he was paymaster of the local volunteers. He is president of the athletic section of the Young Men's Christian Association, and takes a deep interest in the affairs of the American Methodist Church, of which he is a trustee, as well as being superintendent of the Sunday School.

Mr. H. P. Kinghorn, Municipal Assessment Officer, went out to China to join the Chinese revenue service in 1898, but left in 1900 to take part in the war in South Africa. He fought with Methuen's Mounted Infantry, and was present at the engagements on the

1901. From 1880 to 1891 he was engaged in the construction of drainage and water works, bridges, and tramways in Lancashire, Worcestershire, Warwickshire, and Herefordshire—notably the Nelson Waterworks, Lancashire, the Birmingham Cable and Electric Tramways, the Barrow-in-Furness Railways, the Kidderminster Waterworks and Sewerage Works, and the Hereford Sewerage Works. Mr. Pierce also prepared the schemes for the water supply of Pretoria and for the sewerage of Capetown, Woodstock, Wynberg, Rondebosch, and Kimberley. In 1891 he received from General Sir Andrew Clarke the appointment of Municipal Engineer of Pinang, and held that position until 1901, when he came to Singapore in a similar capacity. During his residence in the Straits Settlements Mr. Pierce has designed and constructed roads, bridges, sea-walls, reservoirs, drains, abattoirs, sewerage systems, jetties, &c. He is a member of the Institute of Civil Engineers and of the Incorporated Association of Municipal and County Engineers, of the British Association of Waterworks Engineers,

the Municipal Engineer's Department at Singapore in 1904. His present appointment dates from 1907.

Mr. D. M. Martia, Assistant Engineer and Surveyor, was born and educated at Singapore, and is one of the oldest servants of the municipality.

Mr. J. H. Mackail, the Municipal Electrical Engineer, was educated at the Royal High School and the Heriot Watt College, Edinburgh, and at the City and Guilds of London Technical Institute, Finsbury. He served a five years' apprenticeship with the late Messrs. King, Brown & Co., electrical and mechanical engineers, of Edinburgh, spending three years in the shops and two in the drawing-office. He was next for various periods with Messrs. Laing, Wharton & Down,



J. H. MACKAIL.

Messrs. Johnson & Phillips, and the Electrical Installation Company (Westminster). He became the managing partner of Messrs. J. H. Mackail & Co., electrical engineers, and afterwards, for over four years, was with the Dundee Corporation as chief assistant at their Electric Lighting and Tramway Power Station. His next appointment was with the Charing Cross and Strand Electric Supply Corporation, Ltd., and from there he took up his present position in September, 1904. He is an associate member of the Institution of Electrical Engineers and an associate member of the Institution of Mechanical Engineers.

Mr. E. W. P. Fulcher, Assistant Municipal Electrical Engineer, received his training with Messrs. Bellis & Morcam, of Liverpool, and subsequently served with the Charing Cross and Strand Electric Lighting Company, Ltd., and with Messrs. Geipel & Lange, electrical engineers, of London. After being assistant to the Glasgow Municipal Electrical Engineer, he came to Singapore to take up his present work. He is twenty-three years of age.

Mr. J. P. Hallaway, the Engineer in charge of the Gasworks, is a native of Carlisle, where, on completing his education, he received his professional training. He obtained his present appointment five years ago, when he was assistant engineer at the gasworks in Colombo. He is at present on leave in England.

Mr. A. M. Thompson, the Assistant Engineer, is in charge of the Gasworks during the absence of the engineer. Mr. Thompson was trained in the Municipal Gas Department of Leeds, in which city he was born and educated. He has occupied the position of Assistant Gas Engineer at Singapore for over five years.

Mr. W. H. Ferguson.—Born on August 10, 1868, at Calcutta, Mr. W. H. Ferguson, Chief Architectural Assistant in the municipality, was educated at La Martinière College,



AFTERNOON IN THE SINGAPORE GARDENS.

Tugela heights and Laing's Nek and at the relief of Ladysmith, receiving the medal with five clasps at the close of the campaign. Returning to China after a holiday in England, he came to Singapore in 1903 as Chief Clerk to the municipality, and was appointed to his present position in the following year. He is a member of the Maxim Company of the local volunteers, Master of the Zetland Lodge of Freemasons in the East, and a member of the Y.M.C.A.

Mr. Robert Pierce, M.Inst.C.E., has been the Municipal Engineer of Singapore since

and of the Society of Engineers. He is forty-four years of age.

Mr. H. Gostwyck, Assistant Municipal Engineer, is an associate member of the Institute of Civil Engineers, and a member of the Broad Society of London and of the Cricket Club, Singapore.

Mr. S. G. Williams, the Resident Engineer at the new Waterworks, was born in London, and, after attending Finsbury Technical Institute, served as an assistant to Mr. Joseph Francis, engineer of the New River Company. He was appointed an assistant in

India, and at King's and University Colleges, London. Afterwards he was articled with Messrs. Shiner & Ward, architects, London and Hastings, with whom he stayed three years, gaining during that time several diplomas. Subsequently he served with several well-known architects both in London and the provinces. In 1906 he was appointed Chief Building Inspector, Singapore, and his present position dates from 1907.

Dr. H. R. C. Middleton.—The Senior Medical Officer of the Singapore municipality is Dr. H. R. C. Middleton, who, in addition to being a Master of Arts, Doctor of Medicine, and Master of Surgery, holds the Diploma of Public Health. He came to Singapore in 1890, and acted for some time as chairman of the Municipal Commission. He was formerly vice-president of the Malaya Branch of the British Medical Association. He has always taken a keen interest in the local volunteers, of which he is now a surgeon-major.

Dr. J. A. R. Glennie, who acts as Health Officer in the absence of Dr. Middleton, is also the Deputy Coroner. His biography will be found elsewhere.

Mr. T. A. Mayhew, the Chief Sanitary Inspector, was born in 1869 in Southwark, and received his education at Harrow School. He first came to Singapore as a sergeant-major in the Royal Artillery in 1890, and upon the completion of his service in the army in 1897 he was appointed to his present position.

Mr. W. E. Hooper, Magistrate, and Registrar of the Hackney Carriage and Jinricksha Department under the municipality of Singapore, was born in 1858, and educated at the Abbey School, Beckenham, Kent. He arrived in Singapore in 1881, was appointed Acting-Consul for Norway and Sweden in 1884, and in the following year was made a Justice of the Peace and Visiting Justice. In 1890 Sir Cecil Clementi Smith, the then Governor, appointed Mr. Hooper a member of the Labour Commis-

sion, and others interested in the trade of Singapore. Mr. A. L. Johnson presided over the gathering, which was held in the Reading Room, and it was unanimously resolved to form an association for the purpose of watching over the commercial interests of Singapore, and that all merchants, agents, shipowners, and others interested in the trade of the place should be eligible as members. A provisional committee, consisting of Messrs. Edward Boustead, Thomas McMicking, Alexander Guthrie,

his other duties, those of Deputy Acting-Coroner were added in 1905. Mr. Hooper is a prominent Mason, and was Master of Lodge St. George, 1152, in 1887-88.

Mr. S. P. Joaquim, Deputy Registrar of the Hackney Carriage and Jinricksha Department, was born in Singapore in 1867, and educated at Saffron Walden Grammar School in Essex. Returning to Singapore, he joined the service of the municipality in 1895 and was appointed to the post he now holds.

agents, and others interested in the trade of Singapore. Mr. A. L. Johnson presided over the gathering, which was held in the Reading Room, and it was unanimously resolved to form an association for the purpose of watching over the commercial interests of Singapore, and that all merchants, agents, shipowners, and others interested in the trade of the place should be eligible as members. A provisional committee, consisting of Messrs. Edward Boustead, Thomas McMicking, Alexander Guthrie,



W. E. HOOPER.

sion, for his services on which he received a letter of thanks. In this year also he was elected to represent Tanglin Ward on the Municipal Commission. In 1892 he joined the service of the municipality as Registrar of the Hackney Carriage and Jinricksha Department, and in 1901 acted as Census Officer for the town district of Singapore. A year later he was appointed, by the Governor, a member of the committee to inquire into and report upon the detective branch of the Singapore police force, and received a letter of thanks for his services. Full police-court powers were conferred upon him in 1903. Mr. Hooper is also Superintendent of the Prevention of Cruelty to Animals Department of the municipality. To



NEW TAN TOCK SENG HOSPITAL.

SINGAPORE CHAMBER OF COMMERCE.

In a Crown colony where there is no system of representative government a Chamber of Commerce is of great importance, for it is the only body which can, with any semblance of authority, voice the feelings of the commercial community on questions that from time to time come before the Government for consideration. This fact has always been recognised by the Legislative Council of the Straits Settlements, which has generally sought the advice of the Chambers of Commerce within the area of its jurisdiction before arriving at any decision on important issues affecting the commerce of the colony. At the present time the Chambers of Commerce, both at Singapore and at Pinang, are granted representation on the Council.

It was on February 8, 1838, that the Chamber had its genesis at a meeting of merchants,

Ellis James Gilman, and William Renshaw George, drew up the set of regulations by which the new association was to be governed, and these were approved on February 20th. Mr. Johnson was elected the first president, and the committee was composed of Messrs. T. McMicking, R. C. Healey, E. J. Gilman, Syed Abubakar, Kim Guan, I. Zechariah, E. Boustead, J. Balestier, Gwan Chuan, and A. Guthrie. One of the first acts of the committee was to send to England a petition protesting against the infringement by the Dutch of the treaty of 1824 by prohibiting the introduction of British manufactured goods into Java.

Unfortunately, some of the early records of the Chamber are not available. Passing on to the year 1859, we find that the Chamber presented a petition to Parliament "praying that the Straits Settlements be disjoined from the Government of Continental India and placed directly under the Secretary of

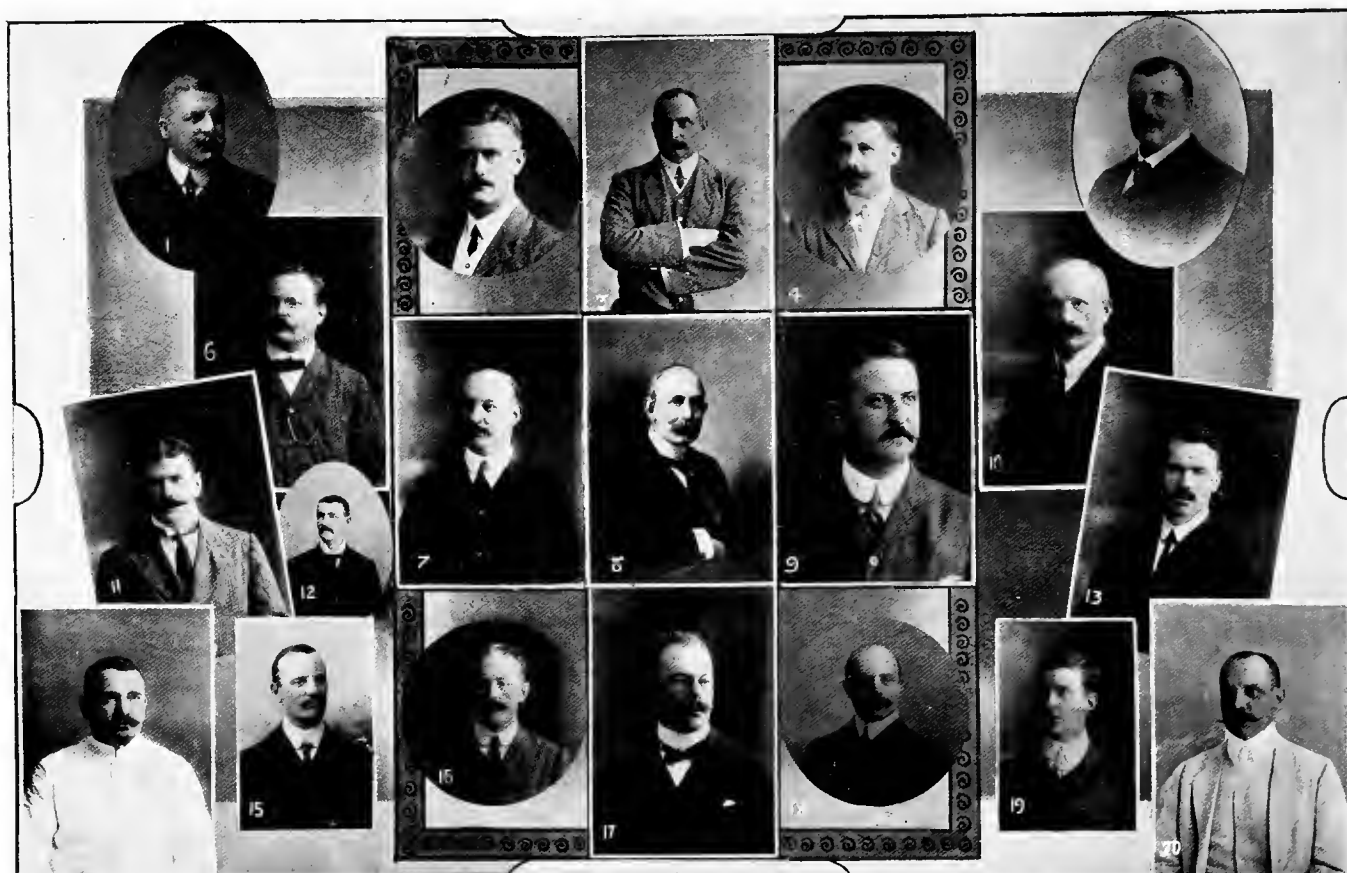
State for India, with a Legislative Council." When, a few years later, the question of the transference of the settlement from the India to the Colonial Office was being considered, the Chamber, in 1865, passed the following resolution: "That, considering that the delay and uncertainty attendant upon the settlement of the transfer question is acting injuriously upon the interests of Singapore, the Chamber prays that the Government be moved to decide the question at once, and, should there exist any difficulty with respect to the transfer, the Chamber submits that the Straits Settlements be formed into a separate Indian Presidency under a Governor, who

to labour on estates in Malaya. They stated that Moh Choon, head of the Shee Hok Society, used to send out sampans to the emigrant vessels, ostensibly to protect the coolies, but in reality to "sell" them for Deli, Lingi, and other such places. By "selling" them was meant that brokers offered to engage supplies of coolies, and did so through the society. The engagements were on three or six years' agreements, at wages ranging from 4 dollars to 6 dollars a month. Six months' wages in advance were paid to the intermediaries, who gave perhaps a quarter of the money to the coolie and pocketed the balance. The coolies were invariably engaged

and Attorney-General of the colony, it was resolved to send a petition against the measure to the Governor after it had been circularised among the mercantile community for signature.

In 1876 a number of Chinese traders sent to the Chamber a copy of a petition which had been submitted to the Governor complaining of various piratical attacks upon Chinese junks, and requesting that a British man-of-war should cruise off the coast of the Malay Peninsula, Siam, and Cochin China to prevent recurrences of these attacks.

It was probably largely due to the initiative of the Chamber in the same year that the



PROMINENT BUSINESS MEN OF SINGAPORE.

- | | | | | | | |
|--------------------------|-----------------|-------------------|----------------------|-----------------------|-------------------------|------------------|
| 1. J. D. SAUNDERS. | 2. F. POLLOCK. | 3. G. A. DERRICK. | 4. M. E. PLUMPTON. | 5. F. HILTON. | 6. J. W. VAN DER STADT. | 7. F. W. BARKER. |
| 8. HON. MR. T. S. BAKER. | 9. C. MCARTHUR. | 10. E. SCHULZE. | 11. H. R. LLEWELLYN. | 12. J. G. MACTAGGART. | 13. W. E. FINNIE. | 14. E. SCHUDEL. |
| 15. A. EMSLIE BENZIE. | 16. E. BRAMALL. | 17. W. EWALD. | 18. P. CUNLIFFE. | 19. H. DYSON HOLLAND. | 20. L. HEMENT. | |

shall be H.M.'s Commissioner and Superintendent of Trade in these waters, with a local Legislative Council, and the privilege of corresponding direct with the Secretary of State for India."

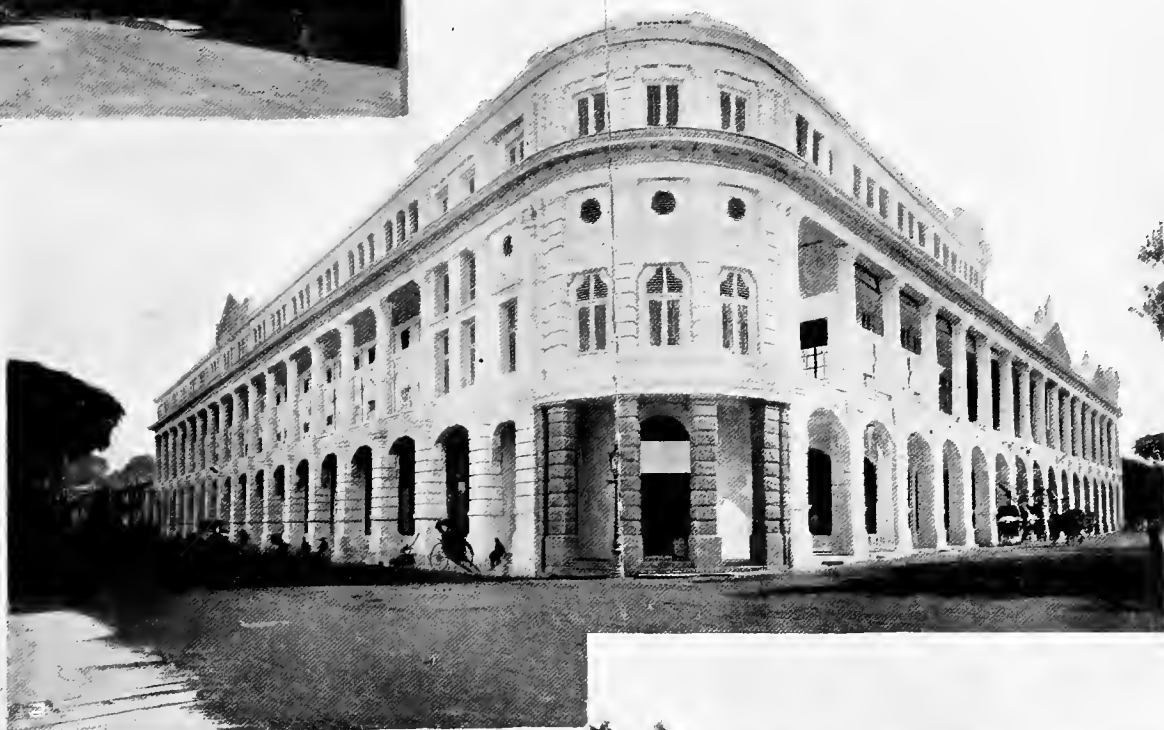
Ever since the actual transfer of the Straits Settlements to the Colonial Office in 1867, the Singapore Chamber of Commerce has been allowed to nominate one unofficial member of the Legislative Council.

In 1874 a discussion arose on the Chinese Immigration Bill, then under consideration by the Government, and the Hon. H. O. Whampoa, Tan King Ching, and Tan Seng Poh, the leading Chinese residents at that day, attended a special meeting of the Chamber and gave evidence as to the practice of kidnapping Chinese coolies in China and bringing them

under the delusion that they were going to Johore, Riau, or some other place close by, and some of them had been known to commit suicide on discovering the deception that had been practised upon them. Each of the witnesses was distinctly of opinion that the Chinese immigrants should be allowed to come in as they pleased without restriction, but that the coolie ships should be visited by a superior police-officer, an immigration agent, to prevent any imposition. The deputation urged that the only legislation required was to protect the immigrants who were to be shipped to Deli and such foreign parts from any misrepresentation. The Bill before the Legislative Council was held to be useless, and at a subsequent meeting of the Chamber, which was attended by the Colonial Secretary

Import and Export Registration Office was separated from the Marine Department and placed under the Colonial Secretary.

By this time the Chamber of Commerce represented nineteen of the largest European firms in Singapore. In 1874 the annual report showed a revenue of 355 dollars and a credit balance of 37 dollars. The subject of providing a new office for the Chamber was raised in 1876, and in the following year the committee were successful in obtaining from Government a site for a new building on the west side of the Post Office at a quit-rent of 150 dollars a year, and some 10,000 dollars were subscribed to the building fund. The commodious premises in which the Singapore Club, the Exchange, and the Chamber of Commerce are now housed were the out-



WALTER PALLISER.

- 1 AND 2. NOTABLE SINGAPORE BUILDINGS WHICH WERE ERECTED BY MR. PALLISER. 3. SCENE AT KALLANG TUNNEL WORKS.
4. SOME MACHINERY AT KALLANG TUNNEL WORKS.

新嘉坡中華總商會壬午年小照

商局已觀成精同必立之脚跟經風湧潮翻現出文明氣象



會場力託始願大眾留些面目此後增高繼長幸無忘締後艱難

SINGAPORE CHINESE CHAMBER OF COMMERCE.

The names of the gentlemen forming the first Committee of the Chinese Chamber of Commerce, Singapore, reading from left to right from the top row, are:—

CHENG SHOW THING, CHUAN ZIN SUER, TAN TECK JOON, TEO SOON SIANG, LIM PENG SIANG, TAN HOONG CHUEH (Vice President), GOH SEW TIN (First President), HOV. DR. LIM BOON KENG, GOH YONG SIN, TSAY YONG, NG SOON, TENG LIM JOOT, HUAN TAN TZE INN, CHIEW JOON HAN, LOW BOON LAM, GAN HUAN LEAM, TAN HONG MOH, TEO SIANG KENG, ONG HWEI GNEE, GWEE CHIA TONG, CHIA CHU CHONG, LOW CHOO PHENG, TAN SWEE PIOW, NAH KIN SENG, SEE LYE CHOON, CHIA THIAN SOH, YAP PHOO PAI, TAY CHAN YONG, YEO CHENG THYE, LIM TECK CHAY, LOW KIN PONG, CHOW LEE KHONG, CHIA WEE CHUANG, LIOW CHIA HENG, LAU LEE SENG, YAP QUEE JOON, LOO SENG OUY, TAN KHEH JOO, NG KANG YONG, LEE CHAI GAM, HENG PANG KIAT, MEO CHAN BOON, TAN KENG THENG, CHOO TSEE SAN, KHANG KIAM CHUI (Assistant Clerk), ONG KHIOH KHYE, ONG SIOW KENG, NIO CHAI THYE, CHIN YONG KWONG (Vice President, 1907), NIO HONG SIOW, YONG TSEE WAN, NG KHO HUI, CHAN TEOW LAM (Secretary), ENG CHE SENG.

come of this scheme. In 1879 the rentals to be paid by the occupants of the new building were fixed as follows: Singapore Club, 175 dollars a month; Exchange, 100 dollars a month; and Chamber of Commerce 25 dollars a month.

The vexed question of the currency has repeatedly engaged the attention of the Singapore Chamber of Commerce. As far back as 1863 the Chamber addressed a petition to Parliament praying that a British dollar and its subordinate parts, of the same weight and intrinsic value as the Mexican dollar, might be coined, and that a mint be established in Singapore. In 1874 a resolution was passed concurring with the Hongkong Chamber as to the advisability of introducing a British coined dollar for general circulation in the Straits Settlements and in British China, and in 1880 the opinion was expressed that the issue of one dollar notes, duly safeguarded, would be a convenience to the colony. Nineteen years elapsed, however, before this suggestion was adopted. In 1893 the Secretary of State requested the Governor to report what remedial measures he advised for securing greater fixity of exchange, and his Excellency sought the views of the Chamber of Commerce on the question. After due deliberation the Chamber recommended the appointment of a committee, comprising the financial officers of the Government and representatives of the Chamber and of the mercantile community, to examine the question in all its bearings. This suggestion was adopted by the Legislative Council, and it was as a result of the findings of this committee that the dollar was eventually fixed in value.

The Chamber has consistently opposed the proposed harbour improvement scheme, estimated to cost twelve million dollars, on the ground that the advantages expected to be gained were not commensurate with the enormous outlay entailed, which, it was feared, would eventually lead to the creation of Government harbour dues; and it is in no small measure due to the vigorous opposition of the Chamber that previous attempts to impose harbour dues have been frustrated, and that Singapore has remained a free port, save for opium and spirituous liquors.

The membership of the Chamber, which was at first open to both European and native members of the mercantile community, has for many years been confined to representatives of European firms. In 1895 thirty-five houses were represented on the Chamber, and at the present time the number is fifty-five. On January 1, 1907, the Chamber and the Exchange (founded in 1859) were amalgamated, and their principal activities at the present time are the publication of a daily return of the imports and exports of the port and of the arrivals and clearances of shipping, and a weekly report on the state of the Singapore market, with the prices ruling for the commodities dealt in. The present chairman is Mr. E. M. Janion, and the vice-chairman is Mr. Graham Paterson. The committee is composed of the Hon. T. S. Baker and Messrs. E. Anderson, Hans Becker, M. E. Plumptre, L. S. Lewis, P. Cunliffe, W. Ewald, W. Patchett, and W. P. Waddell. Of past presidents mention should especially be made of Mr. W. H. Read, C.M.G., and Mr. W. H. Shelford, who have played such important parts in the commercial history of Singapore. Mr. Alex. A. Gunn has been the secretary of the Chamber since 1891.

THE CHINESE CHAMBER OF COMMERCE.

Although only formed in the early months of 1906, the Chinese Chamber of Commerce can boast a membership of two thousand, and funds amounting to upwards of 20,000 dollars.

In addition to protecting and promoting the general interests of the members, who are exclusively Chinese, the Chamber is prepared to arbitrate in any disputes that may arise between rival traders and between the different clans of Chinese. It was of considerable assistance in settling a quarrel between Teau Chien and Hokien coolies.

A committee of fifty members is selected annually to conduct the business of the Chamber. Ordinary meetings are held every three months, and special meetings are called by the secretary when necessary. A quorum consists of fifteen members.

The photograph of the committee which we reproduce is probably the first photograph of such a representative body of Chinese gentlemen that has appeared in a book.

The first president was Mr. Goh Siew Tin, the first vice-president being Mr. Tan Hoong Chiew. These two gentlemen were succeeded in 1907 by Mr. Chao Choo Yung and Mr. Goh Siew Tin respectively. The secretary resides at the commodious premises of the Chamber in Hill Street.



GENERAL POST OFFICE.

Mr. Chan Teow Lam, who has been the secretary of the Chinese Chamber of Commerce since its formation in 1906, is a native of the Swatow district of China. During his thirty years' residence in Singapore he has built up a large business in gambier and pepper. He possesses a number of gardens in Johore, and sells the products locally. His premises are at 5, Fisher Street. His father was engaged in the tea trade in China, and Mr. Chan Teow Lam has also interests in that business. He has eight children—four daughters and four sons (Chan Siow Kee, Chan Siow Kew, Chan Siow Chee, and Chan Siow Choe)—all of whom are being educated in English.

SINGAPORE ELECTRIC TRAMWAYS.

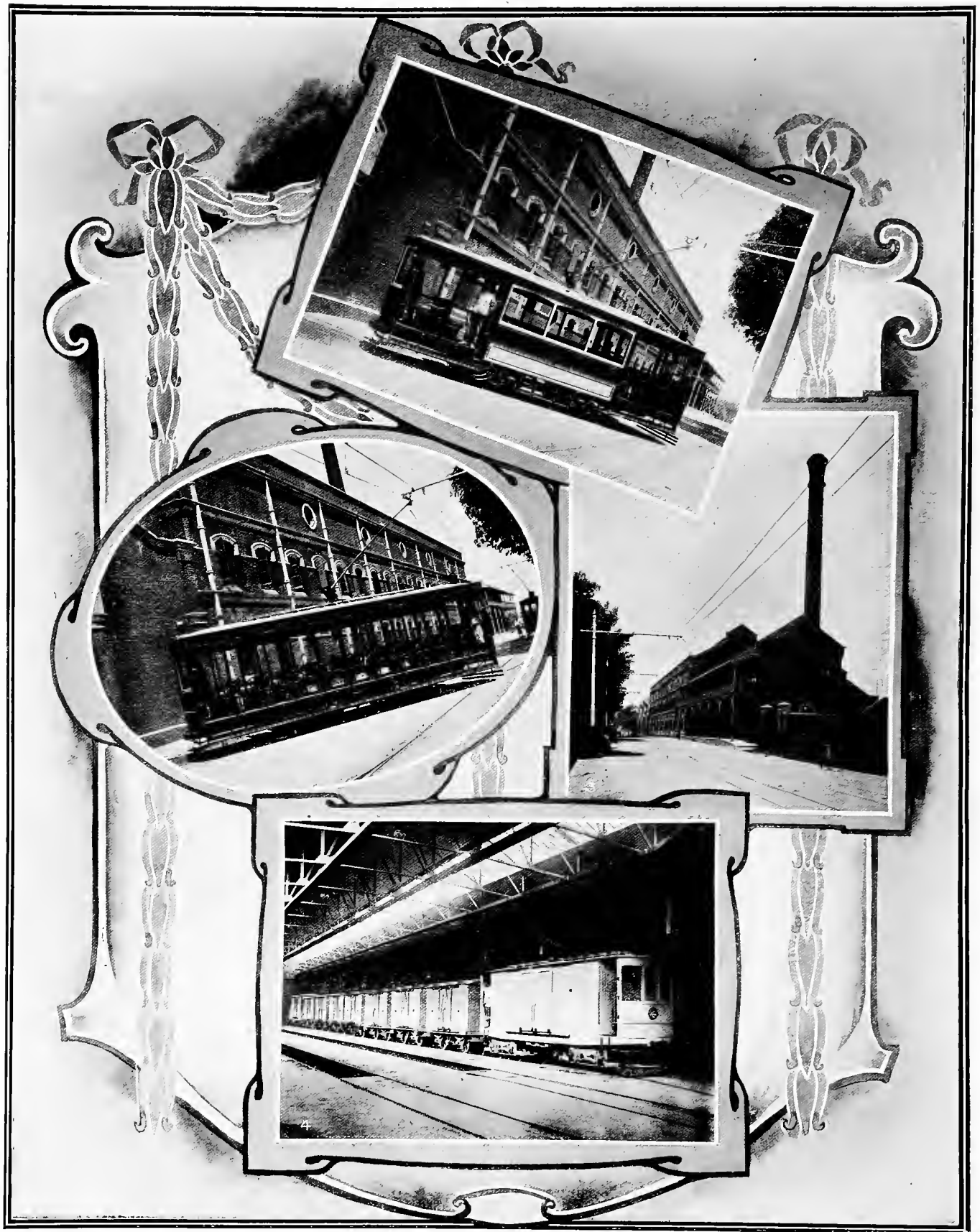
Although there has been a service of tramcars in Singapore for the past twenty years, it was not until 1905 that electricity was employed as the motive power. Steam cars were introduced on May 3, 1886, by a private company, which for three years had a precarious existence. In 1889 the company's liabilities to creditors exceeded the available assets by 130,500 dollars, and on December 5th of the same year the undertaking was offered for sale by public auction at Messrs. Crane Brothers' sale-room.

It was purchased for 186,000 dollars by the Tanjong Pagar Dock Company, Ltd., who acquired it for the purpose of conveying goods from their wharves to the town. Eventually the service was stopped.

The present company, a London concern, was registered in 1902 as the "Singapore Electric Tramway, Ltd." Three years later, in the month of July, a service of electric cars was running, the current being supplied by the overhead trolley system. The consulting engineers were Messrs. Alfred Dickinson & Co., of Birmingham, and the contractors for the power-station, track, and rolling-stock were Messrs. Dick Kerr & Co., Ltd., of London and Preston. A novel feature of the undertaking is the welding of the rails by the Thermit alumino-thermic system. The Singapore tramways were the first in the East to adopt this method of joining the rails, and the result has proved highly satisfactory, giving a very durable, smooth-running track. The total route mileage over which the cars run is about 16 miles, and the total track mileage 25½ miles. It will thus be evident that there is a certain

amount of single line, with loops, totalling approximately some five and a quarter miles. This is met with in the outskirts of the town, where the traffic is not considered heavy enough to warrant a double track. The generating station, as will be seen from the sketch plan, is situated in McKenzie Road, adjacent to the Rochore Canal, from which an ample supply of water is obtained for condensing purposes. The building comprises the actual power-station and boiler-house, car-shed, and workshop, together with the usual offices, including those of the general manager and staff. The plant at present installed in the station consists of two 500-k.w. traction generators, with a large overload capacity, of Messrs. Dick Kerr & Co.'s manufacture, driven by cross compound Corliss engines (by Messrs. Yates and Thom, of Blackburn), the combined sets running at 90 revolutions a minute. In addition there is a 150-k.w. set, consisting of a Dick Kerr generator coupled to a Willans engine, and a 50-k.w. motor-generator, both of which are used for giving a bulk supply of current under contract to the Municipal Commissioners of Singapore, who supply electricity for lighting purposes to private consumers.

The main switchboard comprises the usual



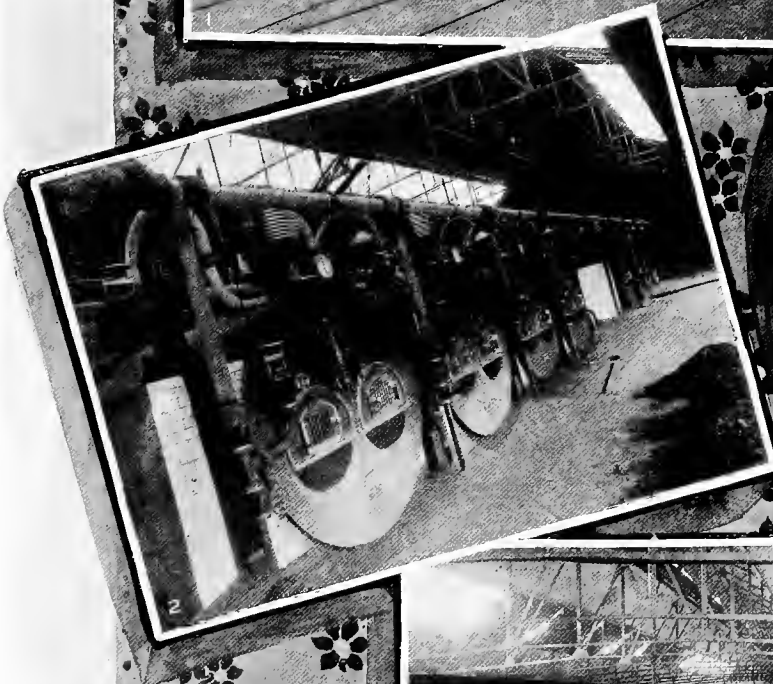
SINGAPORE ELECTRIC TRAMWAYS.

1. TRAMCAR (Modern Design).

2. TRAMCAR (Open Design).

3. POWER STATION

4. A. GOODS TRAM.



SINGAPORE ELECTRIC TRAMWAYS.

1. CAR SHEDS.

2. BOILER HOUSE.

3. J. H. GARRATT (General Manager).

4. POWER STATION (Interior).

generator and feeder panels, and also lighting panels for the municipal supply. There are, altogether, six outgoing traction feeders for different parts of the system, and the usual complement of negative return feeders. The switchboard is equipped with Board of Trade testing apparatus, and the whole of the undertaking is worked strictly in accordance with the requirements of the Board of Trade, modified where necessary to suit climatic conditions. The switching arrangements are such that any of the three steam sets can be used either for traction or for municipal requirements. The boiler installation consists of eight Lancashire boilers, each 28 feet by 7 feet 6 inches, worked at a pressure of 160 lbs. to the square inch. The boiler-house is fully equipped with the usual complement of steam-driven direct acting feed pumps and Green's economisers. Each engine has a surface

32,000 immediately. The revised scale of fares was based on a minimum of 3 cents per section. The maximum length of a section being 1.9 miles, the average charge per mile worked out at 2.18 cents.

A peculiar feature of the traffic is its denseness through what is termed China Town—along North Bridge and South Bridge Roads. It is estimated that almost two-thirds of the total number of passengers using the tramway are carried on this section of the line, which extends, at most, for two miles. The fact of the tramway running into the country at Gaylang and Serangoon should tend to encourage building operations in these districts.

The board of directors sits in London, Sir Frank A. Swettenham being the chairman. The Singapore agents are Messrs. Guthrie & Co., Ltd. The London offices are at 19, St. Swithin's Lane, E.C.

first sees the cables—eight in number, and each containing 204 pairs of wires—which come in from the street and are carried to the intermediate distributing-room on the floor above. These conductors are insulated with specially prepared paper, and their whole efficiency depends upon the fact that the leaden outer sleeve is hermetically tight. They are, in fact, what is technically known as dry core cables. In the event of any dampness getting into the cables to the disturbance or interruption of the service, chemically dried air is pumped through them and the fault thus rectified.

On the first floor is the intermediate distributing board, where the underground cables are connected with the cables going to the switchboard. By means of a plug attached to a movable wire, any subscriber can be connected on to the test instrument, by means of



MAP SHOWING TRAM ROUTES.

condenser of the Worthington make placed below the engine-room floor, in which also are accommodated all steam and exhaust ranges. The result of this arrangement is that the power-station, as will be seen from the illustration, presents a particularly clear and business-like appearance.

Attached to the power-station is the carshed, measuring 212 feet by 138 feet, and capable of housing some 100 cars. At present there are only 50 passenger-cars, but this number will shortly have to be increased to meet the demands of the traffic. An unusual and, as yet, undeveloped feature of the undertaking is the arrangement made for the handling and transport of goods. The rolling-stock for this purpose consists of open and closed goods wagons, hauled by motor wagons with four-motor equipment.

At the commencement the Tramways Company had a very serious competitor to face in the well-appointed rickshas, and it was scarcely realised that fares would have to be as low as those charged by the ricksha coolies, or even lower, if the traffic was to be diverted. But after the cars had been running seven months the fares were reduced very considerably, with the result that the average number of passengers carried daily increased from 11,360 to

ORIENTAL TELEPHONE AND ELECTRIC COMPANY, LTD.

The telephone system in Singapore is entirely controlled by the Oriental Telephone and Electric Company, Ltd., who have been established in the colony since 1882. In that year there were 38 subscribers; now there are over 900, and the number goes on steadily increasing from year to year. This year (1907) has seen the completion of the company's handsome new premises in Hill Street, to which has now been removed all the business formerly carried on in the old exchange in Robinson Road. On the ground floor are the accumulators, dynamos and motor-generators for working the service—all in duplicate. The whole exchange at present is worked from one large central battery consisting of ten accumulators, having a capacity of 135 ampere-hours. While one set is in operation, the duplicate set is being charged. In the power-room is the power board, from which all the circuits are manipulated. The motor-generators have each a capacity of 1.35 kilowatts. There are also duplicate ringing generators, which supply the current enabling the operator to ring up subscribers without having to turn a handle. It is here that one

which it is possible to locate and discover the nature of any fault occurring on any subscriber's line.

At the back of the test frame are lightning protectors for preventing disturbance of the apparatus by atmospheric electricity or by accidental contact with a tramway or electric light wire.

On the second floor is the switch-room, where all the work of connecting lines is done by girl operators. The service is controlled through a multiple switchboard, which has more than 84,000 soldered electrical connections and some 8,000 others made by means of screws, the failure of any one of which might affect the working of subscribers' lines. The switchboard is of the most modern and up-to-date type. The smallest turn of the handle at the subscriber's end of the wire operates on the exchange apparatus a small tongue of metal, which, moving a fractional part of an inch, completes a circuit and illuminates a tiny electric lamp, known as the visual indicator, in front of the operator. This lamp remains alight until a plug is inserted to take the call. At the same time a pilot lamp is lighted in view of the clerk in charge, and if this remains alight for too long a period the clerk knows that either the operator is dilatory

or the work on that particular section is exceptionally heavy. On the multiple switchboard, too, it is possible to transfer some of the work to other operators—an arrangement that was impracticable under the old system. When subscribers are connected a further ring lights another lamp and gives a clearing signal. Under the new system metallic circuits are used, thus insuring greater privacy of conversation to those using the telephone, together with many technical advantages. Hitherto, in the case of wires running parallel for any great distance, induction made it possible to overhear what was being said over another line, although the wires were not touching each other. The employment of metallic circuits removes this objectionable feature. In the telephone house there is at present switchboard accommodation for 5,000 subscribers, and complete fittings for the reception of 1,200 lines, which are capable of being increased to the full capacity of the switchboards at any time. The Telephone Company's undertaking is under the management of Mr. J. Sibbons, who has been

the suggestion of Sir Andrew Clarke, the then Governor, the double institution was called Raffles Library and Museum.

The old Library was originally housed in the Raffles Institution, but in September, 1862, it was removed to the Town Hall, where it occupied two rooms on the ground floor. When, in 1874, the Museum was added to it, the available space soon proved insufficient, and so in December, 1876, the Library and Museum were taken back to the Raffles Institution and housed in the first and second floors of the new wing. There they remained until 1887.

The present Library and Museum has a commanding position at the junction of Stamford Road and Orchard Road, at the foot of Fort Canning. It consists of two parallel halves. The front building, surmounted by a handsome dome, was opened in 1887, but was soon found to be too small for its double purpose, especially as up to 1898 it contained the Curator's quarters as well. The building at the rear was commenced in 1904, finished towards the end of

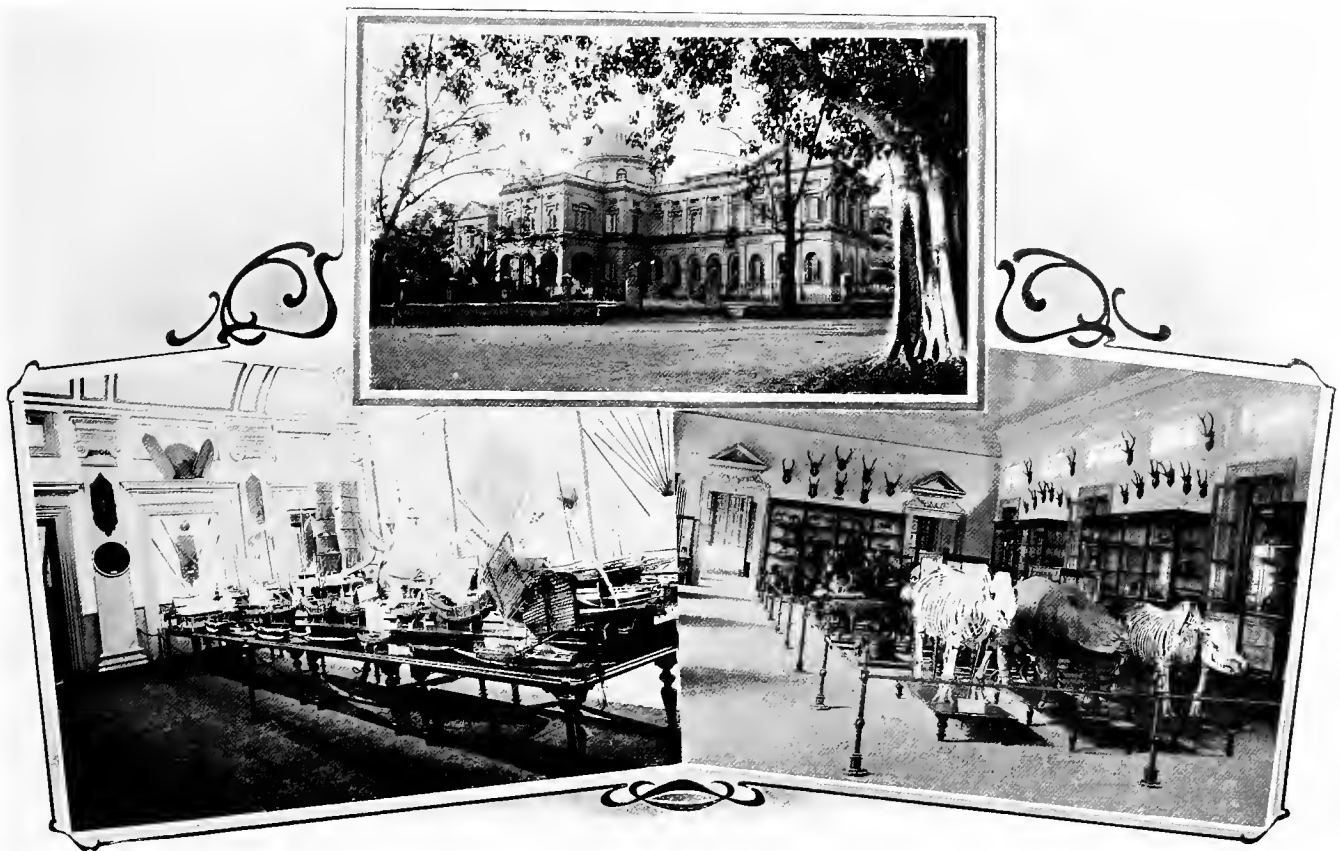
The Library is well catalogued. The chief catalogue, comprising not less than 636 pages, closes with the year 1900, but it is brought up to date by means of annual and regular monthly supplements.

In the early part of 1907 there were about 320 subscribers to the Library, for the privilege of using which fees of twelve, eight, and four dollars are charged in the first, second, and third classes respectively.

There is a spacious reading-room to the right of the entrance-hall, used chiefly by non-subscribers. The walls of this room are adorned with portraits of former Governors and principal residents of the colony, with pictures and plans of old Singapore, and with a large photograph of the monument to Sir Stamford Raffles in Westminster Abbey.

The Museum collections embrace zoology, botany, geology, ethnology, and numismatics, and are almost entirely restricted to the Malayan region.

The zoological section is contained in the upper floor of the new building. Beginning at



RAFFLES MUSEUM, SINGAPORE.

some twenty-three years in their service in various parts of the East, including about twelve years spent at Singapore.

RAFFLES LIBRARY AND MUSEUM.

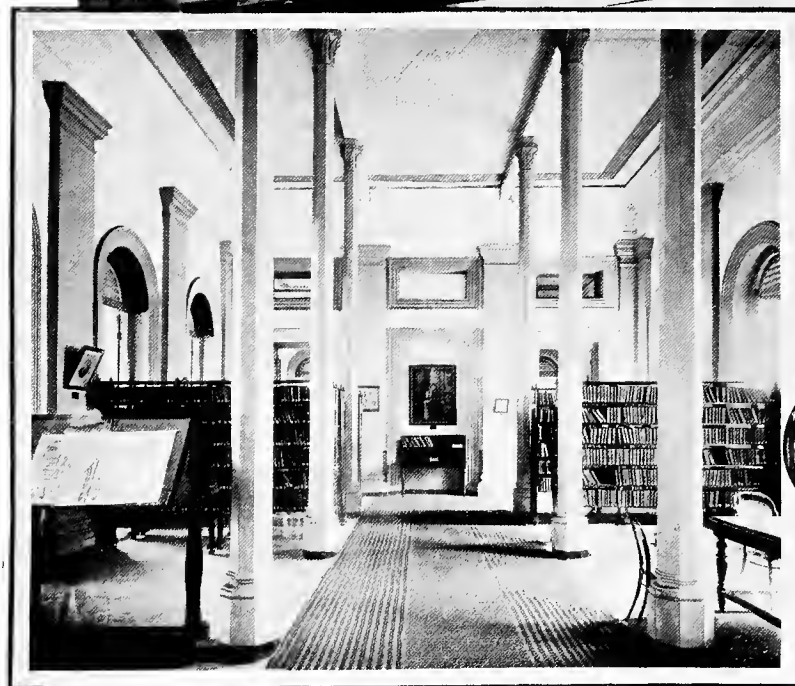
By R. HANITSCH, PH.D.,
Curator and Librarian.

The Raffles Library and Museum, Singapore, although a comparatively recent institution, is directly descended from a proprietary library founded as long ago as 1844. When, in 1874, the Government decided to establish a museum for the collection of objects of natural history and to combine a public library with it, the old "Singapore Library" was taken over, and on

1906, and opened to the public on the Chinese New Year Day, February 13, 1907.

The Library comprises about 30,000 volumes, and, whilst of a general character, is particularly strong in literature dealing with the Malay Archipelago. Special mention should be made of two sections—the Logan and the Rost collections—to be found in the entrance-hall. The first-named was collected by the late Mr. J. R. Logan, of Pinang, the well-known editor of the *Journal of the Indian Archipelago*, and was acquired in 1880. The other one was purchased in 1897 from the executors of the late Dr. Reinhold Rost, Librarian of the India Office in London. The two collections are of a special Malayan character.

the west wing we see several cases containing the monkeys, conspicuous amongst them some fine groups of orang-utan and proboscis monkeys—the latter reminding one of pictures in *Punch*—and nearly forty species of other monkeys—siamang and gibbons, macaques, langurs, and lemurs. The big game of the peninsula is well represented by the seladang, stuffed and skeletonised, and about twenty-five heads of it adorning the walls; many specimens of deer, rhinoceros, tapir, and wild boar. But, unfortunately, there are only two young and diminutive specimens of the elephant. The beasts of prey are represented by a fine tiger and black panther, both gifts from the Sultan of Johore, by a spotted leopard, a clouded



INTERIOR VIEWS OF THE SINGAPORE MUSEUM.

leopard, other smaller cats, and a group of the harmless-looking Malayan bears. Amongst other mammals are the flying fox and other bats, shrews, squirrels, and other rodents, scaly ant-eater, and the aquatic mammals, such as dugongs, dolphins, and porpoises. A striking exhibit is the skull of the humpbacked whale which was stranded about twenty-five years ago near Malacca. The animal measured 42 feet.

The birds fill eight large cases. Most of them have recently been remounted, and show their plumage to the best advantage. We can only mention the hawks, the pheasants (with two specially fine Argus pheasants), the birds of paradise, the hornbills, and a case of Christmas Island birds. Amongst the reptiles the most remarkable object is a crocodile, 15½ feet in length, from the Serangoon river, Singapore. There is a large collection of snakes in spirit; there are two specimens of the python, each about 22 feet in length, one stuffed and the other skeletonised; and some excellent models of snakes, especially one of the deadly hamadryad. The lizards, turtles, tortoises, and amphibians are well represented. There are also fishes, large and small, stuffed and in spirit—amongst them the "sea devil," a kind of huge ray, measuring 12 feet across.

Butterflies and moths fill thirty-two cases. There are also some cases of wonderful beetles, wasps and bees, cicadas and lantern flies, grasshoppers, and stick and leaf insects. Finally, there are also some fearsome scorpions and spiders.

The marine section comprises crabs and lobsters, with the uncanny robber crab from Christmas Island; shells of all sorts, sea urchins, starfishes, sea lilies and feather stars, sponges, and several cases of beautiful corals—most of them dredged or collected at low tide from the immediate neighbourhood of Singapore, from Keppel Harbour, and from Blakang Mati.

The botanical section is only small. It consists of models of local fruit and vegetables, made of paraffin wax and painted in natural colours. Samples of local timber and of other vegetable products, such as oils and fibres, will shortly be added to this section.

The geological and mineralogical collection chiefly contains what is most of local interest—numerous samples of tin ore from various mines of the Malay Peninsula, and a huge block of tin ore weighing half a ton, which in the year 1894 was presented by the Chinese of Kuala Lumpur to H.E. Sir Charles Mitchell, Governor of the Straits Settlements at the time, and by him handed over to the Museum. The commercial value of this block was some years ago estimated at £70. Its present value would be considerably more. This section also contains some of the first few fossils discovered in Singapore, from Mount Guthrie, Tanjong Pagar. They are principally marine bivalves, probably of middle Jurassic age.

The Ethnological Gallery is on the upper floor of the old building. It contains a fine display of gruesome-looking Malayan, Javanese, and Dyak spears, swords, and krisses, some plain, some silver-mounted; Dyak ornaments, shields, and war dresses, amongst the latter a curious but apparently very serviceable one made of bark cloth and fish scales; models of native houses and native craft, filling nearly a whole room; beautifully made spears, clubs, and paddles from New Guinea and neighbouring islands; a case illustrating worship and witchcraft, with specimens of the "kapal hantu" or "boat of the spirits," which is said to have the remarkable property of conveying sickness away from an infected locality when launched with due ceremony; a case of musical instruments, if the noise produced by native fiddles, flutes, gongs, and drums may be called music; a case of costly sarongs and other cloth, with models of looms illustrating

their manufacture. There are shelves upon shelves of mats and baskets, cleverly made of grass, rattan, and palm (pandanus) leaves. One case holds baskets from Malacca, finished and in various states of manufacture, with tools and photographs, presented by Mrs. Bland, who greatly fostered that industry in Malacca; also samples of Malacca lace, presented by the same lady. In the centre of one case showing pottery is a huge earthenware jar from Banjermassin, Borneo, of the kind used there for human burial. Two other cases show valuable silver and brass ware, whilst a number of bronze swivel guns, from Brunei, stand in various corners of the gallery. One of these guns is quaintly ornamented with raised figures of snakes, frogs, crocodiles, birds, and other

other places. Practically unique is a collection of Portuguese tin coins, which were discovered in 1900 during excavations at the mouth of the Malacca river, collected together by the Hon. W. Egerton, the then Resident Councillor of Malacca, and by him handed over to the Raffles Museum. Additional coins were found a few years later, and presented to the Museum by the Hon. R. N. Bland.

The oldest of these tin coins date from the time when the Portuguese, under Albuquerque, took possession of Malacca in 1511, i.e., from the reign of King Emmanuel (1495-1521). Later coins are from the reigns of John III. (1521-1557) and Sebastian (1557-1578). There is no doubt that these coins are the oldest archaeological record of the colony. A de-



LEONARD WRAY, I.S.O.

(Director of Museums, Federated Malay States.)

DR. R. HANITSCH.

(Curator, Raffles Library and Museum, Singapore.)

F. W. KNOCKER.

(Curator, Perak State Museum, Taiping.)

animals. Two cases hold a large series of Buddhist images from Laos, Siam, whilst three other cases are set apart for the ethnology of the Bismarck Archipelago, of Timor Laut, and of Pagi Island respectively. Part of the walls of the gallery are covered with the curious figures of the Javanese "Wayang Kulit" or "Shadow Play." But probably the most gorgeous exhibit in this section is a state mattress, with bolsters and pillows of silk, richly embroidered with gold and silver, as used by Malay Sultans at their weddings.

The numismatic collection contains gold, silver, copper, and tin coins from the Straits Settlements, Johore, Pahang, Kelantan, Trengganu, Siam, Sumatra, the British East India Company, the Dutch East India Company, Java, Banjermassin, Sarawak, British North Borneo, and

tailed description of them is given in the *Journal of the Straits Branch, Royal Asiatic Society*, Nos. 39 and 44.

Mr. Karl Richard Hanitsch, Ph.D., Curator and Librarian of Raffles Library and Museum, Singapore, was born at Grossenstein, Saxe Altenburg, Germany, on December 22, 1860, and received his education first at the Gymnasium in Eisenberg, and, later, at the University of Jena, where he studied for four years, principally under Professor Ernst Haeckel. In 1887 he was appointed Demonstrator of Zoology at University College, Liverpool—a position which he held until he became Curator and Librarian of Raffles Library and Museum in 1895. During his term of office in Singapore Dr. Hanitsch has succeeded in transforming a neglected and confused mass

of objects into a well-kept and orderly collection, which is now a credit to the colony.

SINGAPORE CLUB.

The premier club in the settlement is the Singapore Club, which was established in

overlooking the harbour. The membership, which is limited to Tuan Besars (or principals), numbers 598, of whom 183 are town members, 87 country members, and 328 absent members. The club is managed by a committee of nine, consisting of Messrs. W. C.



SINGAPORE CLUB AND CHAMBER OF COMMERCE.



TEUTONIA CLUB.

1861. Originally this club occupied premises in Cecil Street that are now used as offices by Messrs. Behn, Meyer & Co., but in 1880 the institution was removed to Exchange Buildings,

Michell (chairman), A. D. Allan, G. A. Derrick, F. M. Elliot, F. Hilton, A. S. Leresche, G. C. Murray, Graham Paterson, and J. D. Saunders, with Mr. Geo. B. Morris, secretary.

TEUTONIA CLUB.

"The purpose of this club is to further social intercourse among Germans resident here [in Singapore] by means of regular musical evenings." These are the opening lines of the articles of association of the Teutonia Club, which was first formed on August 3, 1855. Lovers of song, such as the Herren Otto Puttfarcken, Adolf Emil Schmidt, Rheiner, Kuestermann, Kufেকে, Strokarkk, Cramer, Zapp, Franck, Reimie, Reis, Friedrichs and Haeseler met in the early fifties once a week under the direction of Mr. Laville for the purpose of exercising themselves in national songs, which have done so much to bring the German population of Singapore together. The movement soon became very popular, even among those who were not musically inclined, and, as a consequence, it was decided in February, 1856, to form the nucleus of a proper German Club. This club was started in the following June with twenty-one members, under the presidency of Herr Otto Puttfarcken, and the headquarters were provided with good German standard newspapers and were kept open in the evenings. On reference to the early minutes of the club we find that the place was closed at 11 o'clock p.m., that no hazard games of any kind were allowed, and that only cognac, claret, and sherry were permitted to be dispensed to thirsty members. In the course of years the club has grown very considerably, but the fundamental regulation that only Germans or German-speaking people could become members has been faithfully adhered to.

The little house in North Bridge Road in which the club first met soon became inadequate, and Blanche House, Mount Elizabeth, was obtained from Mrs. Hewitson at a monthly rental of 37 dollars. As the colony developed and the number of German residents grew, the club increased in importance, and in the year 1862 the members made their home in what is now so well known as the old club. This remained the headquarters for thirty-seven years, during which the twenty-fifth and thirtieth anniversaries of the club's formation were there celebrated with great festivity and merrymaking. The concerts given by the club became a recognised institution in Singapore, and materially benefited many local charities, including the Tan Tock Seng Hospital.

The club has always made a point of being on the best terms with English society in Singapore, and each new Governor has invariably been invited to take part in a special festival arranged in his honour. When Prince Heinrich of Prussia passed through Singapore in 1898, *en route* for China, the club accorded him a real German welcome. Members of English clubs in Singapore have always found a welcome home with the Teutonians whenever they were rebuilding or changing their premises.

In 1899 the membership had grown to over a hundred, and it was found that extensive repairs were necessary to the old building, but, in view of the heavy cost which these would entail, and taking into consideration the probable future requirements, it was decided to erect a new building at a cost of 20,000 dollars, subscribed by past and present Germans resident in the colony. The outcome of this is seen in the present handsome building, erected by Messrs. Swann and Maclaren, which puts in the shade any similar social institution in Singapore. In the friendliest manner the Tanglin Club gave the Teutonians a home whilst the new building was under construction, and their hospitality has always been gratefully remembered by the members of the Teutonia.

On September 21, 1900, the new club was opened by Sir James Alexander Swettenham, then Acting Governor of the colony, and on

that occasion the *elite* of Singapore, irrespective of nationality, was present. The large hall was transformed into an amphitheatre containing restaurants, merry-go-rounds, side-shows, shooting-galleries, &c.; the reading-room was converted into a ballroom, and hospitality was dispensed with a lavish hand.

As either presidents or vice-presidents, Herren Sohst, Hube, Dr. de Vos, Winkelmann, Freiherr von Roessing and Schwemer will always be remembered. At the present day the destinies of the club, which now counts some 140 members, are secure in the hands of Mr. Hans Becker, head of Messrs. Behn, Meyer & Co., Ltd.

TANGLIN CLUB.

The Tanglin Club was founded shortly after the German Club in 1868 as a suburban social institute to meet the wants of Britishers residing in the Tanglin district. Formerly it contained reading, smoking, and billiard rooms, but these have now been discontinued in consequence of the growing popularity of rival institutions in the town. The club bungalow in Steven Road is used principally for monthly dances and occasional concerts. The ballroom has for years had the reputation of having the best dancing floor in Singapore. In the grounds are four bowling alleys, which are freely used by members. The membership numbers about two hundred, and the club, which owns the bungalow and grounds forming its headquarters, is carried on by members' subscriptions alone. Some years ago a scheme was projected for rebuilding the club premises as a residential club, but nothing came of it.

FREEMASONRY.

Freemasonry had its birth in Singapore in 1845. In that year the Lodge Zetland (now Lodge Zetland-in-the-East) was founded, the first meeting-place being in North Bridge Road. In 1856 a Masonic Hall was opened on the Esplanade at the corner of Coleman Street, on ground which now belongs to the municipality. Two years later the Lodge Fidelity was started, and in 1867 it was united with Lodge Zetland. In the same year Lodge St. George was granted its warrant, and in 1871 the building on the Esplanade was vacated in favour of premises in Beach Road. Subsequently the Lodge had its habitation in Hill Street, until, in 1879, the Masonic Hall in Coleman Street was consecrated. This has served as the meeting-place of all the Masonic lodges and bodies ever since. From time to time the building has been enlarged and improved, and it is now a handsome structure both outside and inside. Nevertheless the available accommodation is not sufficient for all the requirements of the craft, and within a few years a larger building will have to be provided. The property is owned by the lodges, particularly Lodge Zetland and Lodge St. George, and is vested in a board of trustees, consisting of the R.W.D.G.M., the W.M., and S.W. of Lodge Zetland and of Lodge St. George, the First Principal of Dalhousie Royal Arch Chapter, the President of the District Board of General Purposes, and the President of the Board of Benevolence. The craft can boast of having enrolled among its members the names of many men who have taken a prominent part in the conduct of the colony, including Admiral Sir Harry Keppel, Sir Charles Warren, Sir Charles Mitchell, Mr. W. H. Read, C.M.G., and Colonel S. Dunlop. There are close upon two hundred Freemasons in Singapore, and the principal officers of the craft in 1907 were: Rt. Wor. Bro. W. J. Napier, D.G.M.; Wor. Bro. F. M. Elliott, D.D.G.M.; Wor. Bro. J. A. R. Glennie, D.S.G.W.; Wor. Bro. J. Ward, D.J.G.W.; Wor. Bro. A. W. Bean, D.G. Treasurer; Wor. Bro. E. F. H. Edlin, Pres. D.B. of G.P.; Wor. Bro. H. P. Kinghorn, D.G. Registrar; and Wor. Bro. F. A. Rickard, D.G. Secretary.

SOCIAL AND PROFESSIONAL.

EUROPEAN.

Mr. F. W. Barker.—Although it is true that most Europeans who come out East return to their native land after some few years, there are others who become so attached to life in the Orient that they settle down permanently. A case in point is furnished by Mr. F. W.

account in 1902. He was one of the few who early recognised the possibilities of rubber cultivation, and he founded the first company for this purpose—the Singapore and Johore Rubber Company, Ltd., of which he is now a director. He is also chairman of the Sandycroft, Ledbury, Sione, and Jementah Rubber Companies, and of the tin mining firm, Kana-boi, Ltd. Mr. Barker has taken great interest in the social life of Singapore. In his early days he was a keen cricketer, and he was one



A GROUP OF SINGAPORE PROFESSIONAL MEN.

1. J. AITKEN (Barrister-at-Law).
2. E. C. ELLIS (Advocate).
3. SONG ONG SIANG, M.A., LL.M. (Barrister-at-Law).
4. F. W. GOONEILLAKE, M.R.C.S., L.R.C.P. Lond.
5. S. WERTHEIM, M.D., L.R.C.S. & L.R.C.P. Edin.
6. S. C. YIN, M.B. Toronto, M.R.C.S. Eng., L.R.C.P. Lond.
7. WEE THEAM TEW (Barrister-at-Law).

Barker, head of the firm of Messrs. F. W. Barker & Co., accountants and auditors, who has now resided in Singapore for over twenty-two years. Born in London in 1861, he was educated in Edinburgh, and commenced his business career with Messrs. T. G. Hill & Co., of Manchester. Upon their recommendation he came out to Singapore in 1885 to join Messrs. Gilfillan & Co., and in the service of that firm he spent fourteen years. Foreseeing the developments that were likely to follow on the opening up of the Federated Malay States, he started business on his own

of the first members of the Singapore Volunteer Artillery. For many years he served on the committee of the Tanglin Club, and from time to time he has rendered valuable service in connection with amateur theatricals.

Mr. Hans Becker.—The suburbs of Singapore furnish many examples of beautiful bungalows, and "Spring Grove" is among the most charming of these. As one enters the gate an extensive garden greets the eye, rich in various kinds of tropical verdure. Here on Wednesday afternoons large numbers of the German community meet together without



"SPRING GROVE."
 MRS. HANS BECKER. THE STABLES. DINING ROOM. EXTERIOR. VERANDAH.
 DRAWING ROOM. HANS BECKER.

ceremony at the invitation of the genial host and hostess, Mr. and Mrs. Hans Becker, and the scene is one of life and colour. Some engage in tennis, while others chat together across the tea-table at the head of the lawn, which is fringed with palms, shrubs, bushes,

Company, the P. & O. Steam Navigation Company, the Oriental Electric and Telephone Company, and Messrs. Whiteaway, Laidlaw & Co. The principal partner is Mr. J. Waddell Boyd Maclaren, who was born in Edinburgh in 1863, and educated at the Collegiate

is a member of the Sports Club (London) and of all local clubs.

Mr. Regent Alfred John Bidwell, another partner, was admitted in 1890, after having served the firm for four years. He was born in 1869, and received his professional training with Messrs. Lockyer, Son, & Cox, of London. During this time he became a member of the Architectural Association, and was placed on the honours list of this institution for design. Subsequently he went as assistant to Messrs. Crikmay & Son, of London, Weymouth, Salisbury, and Llandrindod, and left this firm to become chief assistant to Mr. W. H. Woodroffe, of London. Mr. Bidwell's next appointment was that of assistant to the superintending architect of the London County Council. On retiring from that position he was appointed by the late Sir Chas. Gregory to the Public Works Department of Selangor, where, under Mr. C. E. Spooner, C.M.G., he designed the Kuala Lumpur public buildings and other works. In 1895 he left Selangor to join the firm in which he is now a partner, and for whom he has designed most of the buildings erected under their supervision. Five years ago he was elected a fellow of the Surveyors' Institute.

Mr. S. Tomlinson.—One of the best-known professional men of Singapore is Mr. Sam Tomlinson, a member of the firm of Messrs. Tomlinson & Lermitt, civil engineers, architects and surveyors. Born at East Morton, in Yorkshire, in 1859, he was educated at Morton National School, Keighley Trade School, and the Normal School of Science, South Kensington. At the examinations of the City and Guilds of London he won the surveying medal, and came out first in mine surveying in the year 1882. He also became an associate of the Society of Arts of Oxford University. His general and technical education being finished, he was articled for five years with Mr. Charles Gott, M.Inst.C.E.,



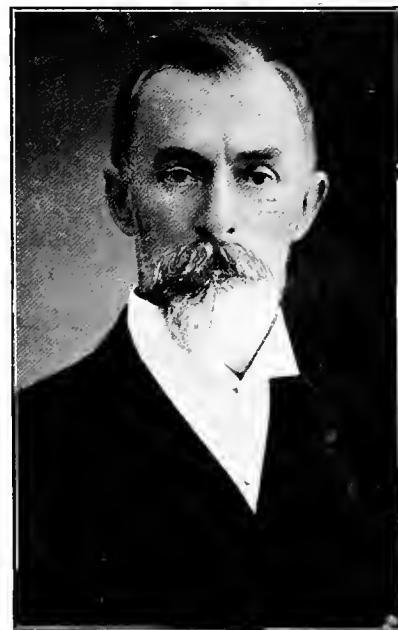
AN AFTERNOON AT "SPRING GROVE."

plants, and flowers. In the background is a typical Eastern bungalow, solidly built for coolness and comfort, which was bought by Messrs. Behn, Meyer & Co., Ltd., in 1894, and has been the residence of the senior partners of the firm ever since. It contains a handsome saloon, spacious dining, drawing, and billiard rooms, is lighted throughout by incandescent gas, and is furnished with taste. The weekly reunions, at which the employees of Messrs. Behn, Meyer & Co., Ltd., can meet Mr. Becker, the managing director of the firm, and his wife on terms of friendship, are very popular, and it may justly be said of Mr. Becker that during his nineteen years' residence in Singapore he has done much to cement in bonds of friendship the members of the German community. A native of Hannover, with a commercial training received in Bremen, he came to Singapore to join Messrs. Behn, Meyer & Co. in 1888. Eight years later, namely on January 1, 1906, he became the first managing director of that important concern. He married in 1905 Maggie, only daughter of Surgeon-General Wilckens, of his Imperial German Majesty's land forces, of Hannover.

Messrs. Swann & Maclaren.—Singapore abounds in monuments of the skill of Messrs. Swann & Maclaren, the well-known architects and civil engineers, who have been established in the colony since 1885. They are the designers of some of the finest ornamental buildings both in Singapore and the Federated Malay States. Among the former are the Hongkong and Shanghai Bank buildings, the Chartered Bank buildings, Raffles, Adelphi, and Europe Hotels, the pavilion of the Singapore Cricket Club, the Electric Power Station, and the business premises of Messrs. Syme & Co., Messrs. Fraser & Neave, Ltd., the Eastern Extension Australasian and China Telegraph

School there. He was trained as a civil engineer under Messrs. Carfrae & Belfrage, of Edinburgh, and after the completion of his articles he served for some time with Mr. John Strain, M.Inst.C.E., of Glasgow. He next took up the appointment of assistant engineer on an extension of the Caledonian Railway. Subsequently he was one of the constructing engineers on the Calañas and Marsis Railway, and formed one of a commission appointed to report on the Naples Waterworks Scheme. Coming to Singapore in 1887, he joined the firm of which he is now the head. He is a member of the Institute of Civil Engineers, of the Thatched House and Sports Clubs (London), and of all local clubs. He is a Justice of the Peace and served as a Municipal Commissioner for some years. Mr. Maclaren resides at "Hartfell," Tanglin.

Mr. Alexander James William Watkins, M.Inst.C.E., another partner, is a native of Monmouthshire, and was born in 1864. He was educated in Edinburgh, and was professionally trained in the same firm as Mr. Maclaren, after which he was appointed resident engineer of the Lanark and Ayrshire Railway. In 1887 he came to the Federated Malay States, where he was Chief Engineer for the construction of the Selangor and Negri Sembilan State Railways. This position he resigned in 1902 to become a partner in the firm of Messrs. Swann & Maclaren. Mr. Watkins is a member of the Singapore Municipal Commission and a Justice of the Peace for the island of Singapore. In company with his partner he was retained by the Tanjong Pagar Dock Company as an expert in the recent arbitration proceedings. He is a director of Messrs. Howarth Erskine, Ltd., and of the Singapore and Johore Rubber Company, and



S. TOMLINSON.

at Bradford, and his first appointment was that of assistant engineer at the Bradford Corporation Waterworks under Mr. (now Sir) Alexander Binnie. He first came out East in 1886, when he was appointed deputy water engineer at

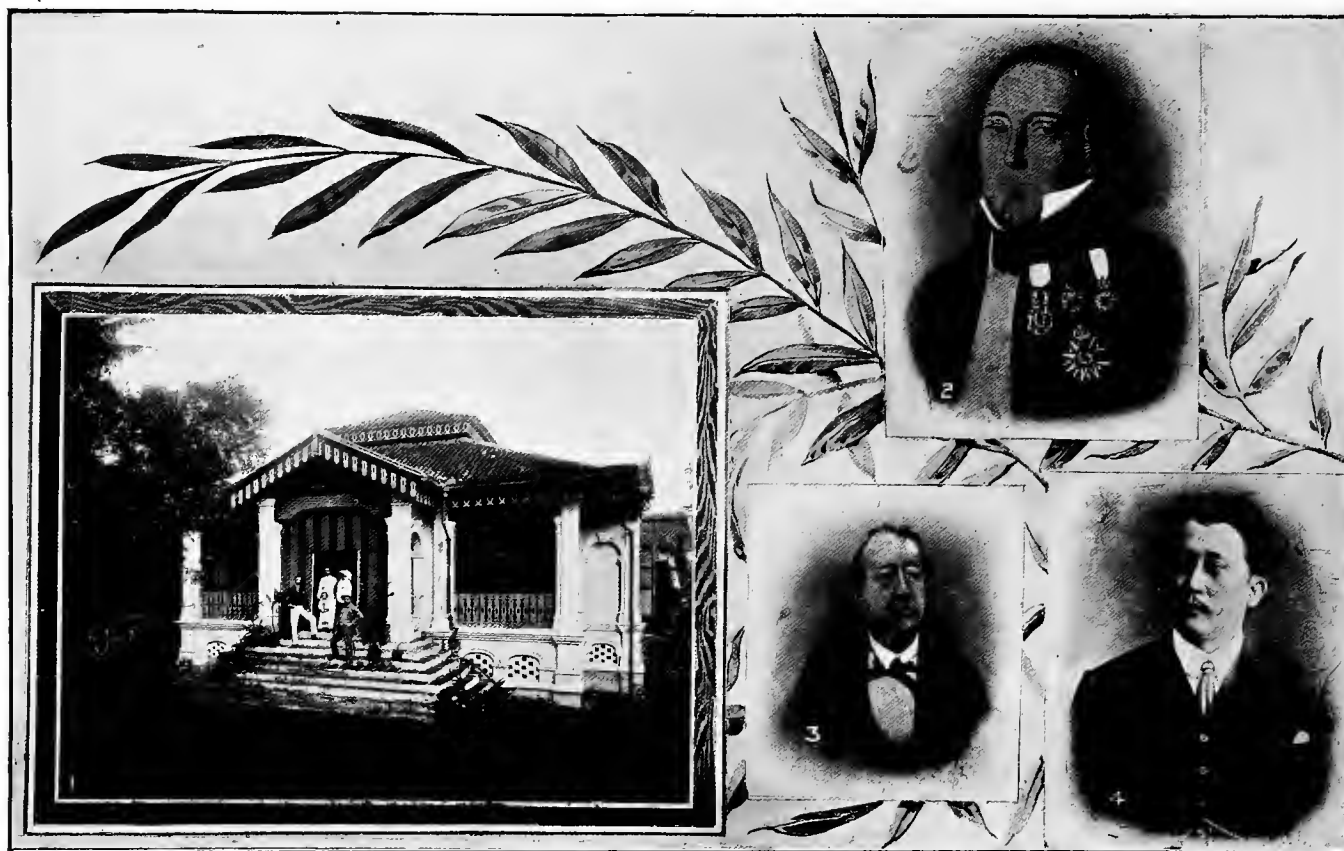
Bombay Waterworks. After spending ten years in that important Indian city, he came to Singapore as Municipal Engineer, and during his tenure of office he prepared the plans for the extension of the water supply to the Tanglin and Keppel Harbour districts, the reservoir at Pearl's Hill, and the improvement of the Stamford Canal. He also designed the new headquarters of the Jirricksha Department, the private residence of Mr. Adis, and, in conjunction with Messrs. Swann & Maclaren, the magnificent building occupied by the Grand Hotel de l'Europe. Mr. Tomlinson took a prominent part in the proceedings for the acquisition by the municipality of the gas-works, and of the site and buildings now used as municipal offices (the old Hotel de l'Europe), and in the lengthy and important arbitration for the acquisition by the Govern-

Mr. Alfred William Lermitt, of Messrs. Tomlinson & Lermitt, was born at Colchester in 1850. After being trained as a land-agent and surveyor he commenced practice on his own account in London in 1871, and during the next ten years built up a good connection. In 1882 he qualified as a fellow of the Surveyors' Institute. He came out to Singapore in the following year, and practised in partnership with Messrs. Crane Bros., and others, for some time. Mr. Lermitt has carried out surveys for the Government in Province Wellesley, in the island of Singapore, and in Johore. He was also instrumental in furnishing plans for the Adelphi Hotel, for the Singapore offices of the Borneo Company and of Messrs. Katz Bros., Ltd. For the past few years he has been in partnership with Mr. Tomlinson.

Mr. George d'Almeida.—The architectural

civil engineer, architect, and surveyor under the style of Almeida & Co., of 7A, Change Alley. Mr. d'Almeida owns some valuable country residences at Tanjong Katong, Cavenagh Road, and Cuppage Road, and other properties in town. He resides at No. 16, Cuppage Road.

Mr. N. N. Adis.—"Nil desperandum" is evidently the motto of Mr. Nissim Nissim Adis, proprietor of the Hotel de l'Europe and head of the firm of Adis & Co., stockbrokers, whose career reads like that of an American commercial magnate. The son of Mr. Nissim Adis, a Calcutta merchant, the subject of this sketch was born at Howrah on May 17, 1857, and received his education at St. Thomas's School, Howrah, after which he was articled to Messrs. Templeton & Carapiet, attorneys-at-law and notaries public, of Calcutta. But the



RESIDENCE OF G. D'ALMEIDA.

2. THE LATE SIR JOSÉ D'ALMEIDA (grandfather of G. d'Almeida).

3. THE LATE JOAQUIM D'ALMEIDA (father of G. d'Almeida).

4. G. D'ALMEIDA.

ment of the Tanjong Pagar Dock Company's undertaking, of lands for railway construction and water supply purposes, and of land in Johore for the construction of the State railway through that territory. He was also called in as an expert to advise upon the water supplies of Pinang and several other places. Mr. Tomlinson is a member of the Institution of Civil Engineers, a fellow of the Royal Meteorological Society, and a member of the American Society of Civil Engineers. During his eleven years' residence in Singapore he has prominently identified himself with local affairs, and is at the present time a Justice of the Peace, a member of the Singapore Club, an elder and session clerk of the Presbyterian Church, an honorary vice-president of the Singapore Y.M.C.A., and a member of the local advisory committee of the British and Foreign Bible Society.

skill of Mr. George d'Almeida, C.E., M.S.E., B.Sc., is seen in the premises of Messrs. Howarth Erskine & Co., in Battery Road, in several godowns in Robinson Road and Cecil Street, and in country residences in Tanglin, Tanjong Katong, and other places. Mr. d'Almeida is the son of Mr. Joaquim d'Almeida, who was a well-known Singapore merchant, Consul for Spain, Portugal, Siam, and Brazil, and a grandson of the famous Sir José d'Almeida, Bart. He was born in Singapore in 1871, and won the Government scholarship and several special prizes at Raffles Institute in 1887. He entered the Public Works Department of the Straits Settlements in 1888, and was stationed at Malacca for several years. In 1892 he joined the Tomoh Gold Mining Company, Ltd., at Kelantan, as engineer-surveyor. In the following year he returned to Singapore and commenced private practice as a

staid profession of the law did not appeal to his tastes, and he abandoned it at the end of two years in order to commence business as an exchange and stockbroker on his own account. This was in 1876, when Mr. Adis was only nineteen years of age. He had to struggle hard for some time, and even when success had crowned his efforts there came a crisis in Calcutta through which the young stockbroker lost no less than Rs. 300,000 in twelve months. Nothing daunted, Mr. Adis kept his head above water, and in 1888 went to Hongkong, where he started a similar business. The history of his Calcutta operations was repeated here, the initial success being followed by a crash, and although Mr. Adis made a great deal of money in Hongkong, he lost most of it before he came to Singapore in June, 1893. Upon arrival in the latter colony he again commenced business as a stockbroker,



ADIS LODGE.
(Residence of Mr. N. N. Adis.)

1. EXTERIOR.

2. FRONT VERANDAH.

3. BALCONY.

4. DRAWING ROOM.



ADIS LODGE.

1. BILLIARD ROOM.

2. DINING ROOM.

3. BEDROOM.

4. BOUDOIR.

and he has never looked back from that day to this. He is the sole proprietor of the Hotel de l'Europe, and has built a palatial residence for himself at a cost of close upon 300,000 dollars. He has amassed his great wealth principally by the purchase of properties which have appreciated in value, in some cases as much as 300 per cent. Mr. Adis married Miss Leah Judah, daughter of Mr. A. N. E. Judah, merchant, of Calcutta, and granddaughter of Mr. E. R. Belilios, C.M.G., of Hongkong, on December 22, 1895. Mr. and Mrs. Adis reside at Adis Lodge, Adis Road, which is, without doubt, one of the most magnificent mansions east of Suez. The house, which was completed in the early part of 1907, is situated on Mount Sofia, and commands an unrivalled view of Singapore harbour and its surroundings. It is constructed mainly of steel and concrete, which make for strength, durability, and immunity from fire. Everything that modern skill can devise has been done to insure coolness. An airy verandah encircles the building on the ground floor, which embraces a large and homely dining-room, a well-appointed billiard-room, and two large bedrooms. The first floor contains a spacious front verandah, breakfast-room, a beautiful drawing-room, and six bedrooms. Every bedroom has a bath and dressing-room adjoining it, fitted with hot and cold water and lined with white glazed bricks, and they are all fitted with Bostwick collapsible gates, such as are used on elevators, and these give a maximum amount of fresh air whilst securing absolute safety from the nocturnal raids of would-be burglars. The ground floor is paved with black and white mosaic marble, and the first floor with Mallins' tiles in fancy patterns. Uralite, panelled in various designs, is used mainly for the ceilings, but in the drawing-room stelonite is employed. The water supply is from a specially constructed tower, as the house is on the same level as the reservoir from which the town supply is run. The general colour scheme throughout the house is pale green with white and gold ceilings, and the furnishing, which is both luxurious and comfortable, is in excellent taste. The architects were Messrs. Tomlinson & Lermitt; the constructional steel-work was supplied by Messrs. Riley Hargreaves, Ltd., the ornamental ironwork by Messrs. Howarth Erskine, Ltd., the uralite and stelonite by Messrs. Huttenbach, and the tiles by Messrs. Mallins.

Dr. D. Young.—Dr. David Young, who is practising in Singapore, is the son of Mr. A. J. Young, of Edinburgh. He was born at Elgin, and was educated at Edinburgh University and at Newcastle. He is an M.D. of Edinburgh, and holds the Diploma of Public Health from Durham University. After occupying resident positions on the staff of the Edinburgh Infirmary, the Newcastle Sick Children's Hospital, and the Barnwood Asylum, he came to Singapore to work with Dr. Murray Robertson.

Dr. A. B. Simpson was born in January, 1876, in Aberdeenshire, and received his education at Aberdeen University, where he graduated M.B. in 1899. In the following year he came to Singapore and commenced practice. He is a member of the Singapore and all other local clubs.

Dr. Sigmund Wertheim, M.D., L.R.C.S., L.R.C.P. Edin., was born on August 6, 1879, in Hesse, Germany. He was educated in his native country, and graduated M.D. 1902. After acting as assistant in several hospitals in Germany, he went to Scotland and obtained the diplomas of L.R.C.P. Edin. and L.R.C.S. Glasg. in 1905. Subsequently he commenced private practice in Singapore. He is a member of the Teutonia Club and of the Cricket Club.

Mr. Frederic d'Almeida is a son of the late Mr. Antonio d'Almeida, who was a

general merchant of Singapore and an experienced traveller, and grandson of the well-known Sir José d'Almeida. Born in Singapore in 1861, he was educated at the Christian Brothers' School, and after serving an apprenticeship with a European firm opened his own business, trading in cigars and tobacco with the Philippine Islands, in specie with Manila. To-day he is a partner in the large house of G.

president of the principal Chinese temple in Malacca and leader of the Chinese community in Singapore and Malacca. Upon his death in 1863 his son, Tan Beng Swee, succeeded him as head of the firm, both at Singapore and Malacca, and for seventeen years was president of the Malacca temple, leader and principal headman of the community at Singapore and Malacca, and a Justice of the Peace



RESIDENCE OF F. D'ALMEIDA.

Urrutia, of Manila, which practically has the monopoly of the hemp trade of the East Philippines. Mr. d'Almeida has travelled all over the East and has an extensive knowledge of men and affairs. He married, in 1891, Grace, daughter of Mr. Francisco Evaristo Pereira, of Singapore, barrister-at-law of Gray's Inn, and resides at 9, Lloyd Road, which was built under his supervision. He intends to retire from business shortly.

ORIENTAL.

The Hon. Mr. Tan Jiak Kim, J.P.—A scion of an old and respected Chinese family, this gentleman is one of the best known figures in the business and social world of Singapore. His grandfather, the late Mr. Tan Kim Seng, was a native of the Straits Settlements and the founder of the important business house of Kim Seng & Co. In his day he was highly respected by the whole community, and his advice on Chinese questions was frequently sought by the Government. He was a public benefactor on a large scale, and numerous are the gifts which bear his name and serve to keep his memory green. He constructed the Kim Seng bridge, which is the only bridge over the Malacca river; he built and endowed the Chinese Free School in Amoy Street, Singapore; he gave to the public the thoroughfare leading from River Valley Road to Have-lock Road and known as Kim Seng Road; and he contributed a large sum of money towards the Singapore Waterworks scheme. In recognition of his public spirit the Municipal Commissioners of Singapore erected the beautiful fountain bearing his name opposite to the General Post Office. He was

for the colony. He presented the clock tower at Malacca to the Government, founded and endowed the Kim Seng Chinese Free School in Malacca, and founded three wards in the Tan Tock Seng Hospital, on the committee of which institution he had a seat. At his death in 1884 his third brother, Tang Beng Gum, became head of the house. His son is Mr. Tan Jiak Kim, who is now leader of the local Chinese community. He was born at Singapore in 1858, and after being educated privately, entered the firm of Kim Seng & Co. as apprentice at the age of eighteen. He went through the various grades, and, on the death of his father, was taken into partnership by his uncle, Mr. Tan Beng Gum. In 1887 he was elected a Municipal Commissioner, but resigned office after six years' service. In 1890 he was appointed a member of the Legislative Council for three years, and in April, 1903, he was elected to the Council for a further term in place of Dr. Lim Boon Keng. He joined the board of the Society for the Protection of Women and Girls, and was appointed Hokien representative on the Chinese Advisory Board when that body was created. He is a member of the management committee of the Tan Tock Seng Hospital, and was formerly a trustee of Raffles Institution. He was in China during the Chino-Japanese War in 1894, and in England in 1901. On the occasion of the visit of the Duke and Duchess of Connaught to Singapore he was presented to their Royal Highnesses. His eldest son, Mr. Tan Soo Bin, who is now his principal assistant, was educated at Raffles School. His eldest daughter married Mr. Ong Hood Hin, son of Mr. Ong Tian Soon, one of the leading rice merchants of Singapore. Mr. Tan Jiak Kim was the prime mover in procuring



PANGLIMA PRANG BUNGALOW.



THE HON. MR. TAN JIAK KIM AND FAMILY.

1. THE HON. MR. TAN JIAK KIM.

2. TAN SOO BIN.

3. THE LATE TAN KIM SENG.

4. MISS TAN SOO BIN.

5. THE LATE TAN BENG SWEE.


 TAN KEONG SAIK, J.P.
LOW KIM PONG.

TAN BIN CHENG.

 TAN SWEE PIOW.
CHAN KIM BOON.

 WEE LEANG TAN.
YAW HI TING.

KOH SECK TIAN.

LEE CHENG YAN.

LEE CHOON GUAN.

TCHAN CHUN FOOK.

the establishment of the Straits Settlements and Federated Malay States Government Medical School. Not only did he subscribe a large sum of money himself, but he also stirred up the Chinese community generally to give the project their generous support. He has served on several important Government Commissions and is a Justice of the Peace. The firm of Kim Seng & Co., as already stated, commenced business in 1842 at Boat Quay as general merchants, with a branch at Malacca, but the only business they do now is that of financiers. The present partners are Mr. Tan Jiak Kim and Mr. Tan Jiak Chuan. The firm owns large properties, consisting of lands, plantations, and houses.

Dr. Lim Boon Keng.—"A gentleman who has an extraordinary appreciation of Western mode of thought, and a remarkable gift for writing good English" was a Press opinion of Dr. Lim Boon Keng, a well-known medical practitioner in Singapore, a former member of the Legislative Council, and a gentleman who has gained distinction, too, as an author. He is the second son of the late Lim Tian Yan, a Singapore merchant, and was born in Singapore. He attended Raffles Institution, but he received his first instruction in English at the Cross Street Government School. At the age of eighteen he won a Queen's Scholarship, and entered the famous school of medicine of the University of Edinburgh, where during five years' study he took the degrees M.B., C.M. Returning to Singapore, he commenced practice and quickly made a reputation as a skilful and attentive physician. In course of time he was appointed a member of the Legislative Council, and during the eight or nine years that he retained his seat he was responsible for many measures for the welfare of the

Straits Chinese. Upon his resignation he was thanked for his services by the British Secretary of State for the Colonies. Since that time he has devoted his attention to reform and to



DR. LIM BOON KENG, M.B., C.M. EDIN.

educational matters. He is the author of several books and papers, and is a clever lecturer. He is a follower of Confucianism, and lectures on the teaching of K'ung Fu Tzu. He has a seat on the Municipal Commission,

the Chinese Advisory Board, and the Po Leung Kuk; is president of the Straits Chinese British Association and the Chinese Philomathic Society (founded by him); is a colour-sergeant in the Volunteer Corps, co-editor of the *Straits Chinese Magazine*, vice-president of the Straits branch of the British Medical Association and the Royal Asiatic Society, a fellow of the Royal Medical Society of Edinburgh, corresponding member of the Medical Society of Ghent, and member of the Medical Society of Kyoto. When the Straits and Federated Malay States Government Medical School was founded, he was chosen Lecturer on Materia Medica and Therapeutics, and was elected by his brother medical practitioners as a member of council of the Government Medical School. He married the elder daughter of Mr. Wong Nai Siang, of Foochow, an accomplished lady of English education, who died in 1905. He has four sons.

Mr. Song Ong Siang is a member of the Bar of the Straits Settlements, practising at Singapore. He is the second surviving son of the late Mr. Song Hoot Kiam, who was one of three Chinese pupils of the late Dr. James Legge, the first Professor of Chinese at Oxford University, and was educated later at the Duchess of Gordon's School at Huntly, Aberdeenshire, and had the honour of being presented to her late Majesty Queen Victoria by Lord Morpeth. Mr. Song Ong Siang was born in Singapore on June 14, 1871, and was educated at Raffles Institution, where he held the Guthrie Scholarship from 1883 to 1888. In the latter year he went to England as the first Queen's Scholar of that year. In 1886 and 1887 he also obtained the first place in the examination for the Queen's Scholarship founded in 1885 by Sir Cecil Clementi Smith,

then Governor of the Straits Settlements, but was disqualified on the ground of youth. Whilst an undergraduate at Downing College, Cambridge, he competed for the Whewell Scholarship in International Law, and was honourably mentioned. He entered the Middle Temple, London, in 1889, and was called to the Bar in 1893. As a law student he won the first prize of one hundred guineas awarded by the Middle Temple for Constitutional Law and International Law (June, 1889), and a studentship of one hundred guineas in Jurisprudence and Roman Law awarded by the Inns of Court (June, 1890). In 1893 he took the degrees of B.A. and LL.B. at Cambridge. Returning

fession, and, enrolling himself as a student at Lincoln's Inn, he was called to the Bar in 1897. Returning from London to the East, he was appointed secretary to the Prince of Su, the military governor of Peking, but after occupying that position for a short time he came back to Singapore and commenced practice as a barrister. He has now attained an honourable position in the profession and built up an extensive practice.

The late Seah Eu Chin.—An old and respected family, members of which have resided in the Straits Settlements for close upon a century, is that of Mr. Seah Eu Chin, a gentleman who, by his business acumen and

Seah Peck Seah. Of the daughters two died many years ago. The third, Sin Seah, married Mr. Tan Chek Thoo, the well-known High Street merchant. Mr. Eu Chin was a naturalised British subject and a Justice of the Peace, being one of the first Chinese to receive this distinction. He retired from active business in 1864, when he was sixty years of age. His remaining years he spent in the cultivation of Chinese literature.

Messrs. Whampoa.—Many of the Chinese residents of Singapore can look back with pride on the positions which their forefathers held in the colony in the early days, but none have more justification to do so than have the descendants of the late Hon. Mr. Hoo Ah Kay Whampoa, C.M.G. This gentleman was one of the pioneers of the colony, and had honours bestowed on him such as have fallen to the lot of no other Chinaman in the settlements. A native of Canton, he arrived in Singapore about the year 1840 and commenced business as a general merchant and contractor. The business prospered, and Mr. Whampoa rapidly acquired a position as one of the leading business men of his day. He took a deep interest in public affairs, and in recognition of his many services to the Government he was in 1869 appointed a member of the Legislative Council, and a few years later an Extraordinary Member of the Executive Council—a position which had not previously been held by a Chinaman. In 1876 Mr. Whampoa was created C.M.G. by her late Majesty Queen Victoria. He held simultaneously the positions of Consul at Singapore for Russia, China, and Japan. In April, 1873,



"BENDEMEER," SEAH LIANG SEAH'S SINGAPORE RESIDENCE.

to the Straits, he entered into partnership with Mr. James Aitken, another ex-Queen's Scholar. Mr. Song is vice-president of the Singapore Chinese Girls' School, founded in 1899 by a small band of young Straits Chinese interested in the education of their women-folk; vice-president of the Chinese Philomathic Society, president of the Straits Chinese Recreation Club on Hong Lim Green, president of the Chinese Christian Association, founded in 1889; hon. sec. of the Straits Chinese British Association, founded in 1900, and an elder of the Prinsep Street Church (Presbyterian) for Straits Chinese. He is a Second Lieutenant in No. 2 Company, Singapore Volunteer Infantry, and is the holder of the championship cup (1906) of the above company. He is interested in the encouragement of Western music amongst the Chinese, and was runner-up in the 1906 tennis tournament of the Straits Chinese Recreation Club.

Mr. Wee Theam Tew, one of the leading Chinese legal practitioners of Singapore, comes of a family who have resided in the Straits Settlements for three generations. His grandfather, Mr. Wee Theam Soo, came from China as a literary graduate, and, together with Dr. Lim Boon Keng's father and Mr. Cheng Hong Lim's father, to whom reference is made on another page, acquired the first opium farm in the colony. Mr. Wee Theam Tew was educated locally, after which he entered a commercial house in Singapore and rapidly rose from the position of clerk to that of manager. He was, however, attracted to the legal pro-

energy, made for himself and for those who have followed after him a good position in the local commercial world. He was born in 1805, and lived in the village of Guek-Po in the interior of Swatow, within the sub-prefecture of Theng-Hai. His father was Mr. Seah Keng Liat, secretary to the Yamen of the P'O Leng sub-prefecture. At the age of twenty Mr. Seah Eu Chin set out in search of fortune. He worked his passage to Singapore as a clerk in a Chinese junk, and the owners, recognising his ability, recommended him to a firm in Singapore, with whom he remained for about five years. He was scarcely twenty-five years of age when he established himself in Singapore as a commission agent, supplying the junks with their requirements, and taking from them produce which they brought from other parts. He was successful, and he invested his profits in landed property. In 1835 he commenced the cultivation of gambier and pepper, and this business also flourished. In 1840 he became a member of the Chamber of Commerce. He was twice married, on each occasion to a daughter of the Captain China of Perak. By the second union he had four sons and three daughters. The eldest was the late Mr. Seah Cho Seah, J.P., a gentleman well known for his kindness of heart and liberality. He died in 1885, leaving a widow and numerous children. Seah Eng Kiat and Seah Eng Kun are his sons. The second son of Mr. Eu Chin is Mr. Seah Liang Seah, who is referred to elsewhere. The other sons are Messrs. Seah Song Seah, the chief partner of the opium and spirit farm, and Mr.



THE LATE HOO AH KAY WHAMPOA, C.M.G., M.L.C.

he was knighted as a member of the Imperial Order of Francis Joseph of Austria. Ever since 1842 Messrs. Whampoa & Co. have been contractors to the British Navy. The deceased gentleman had three sons, Mr. Hoo Ah Yip Whampoa (who was educated in Scotland and managed the business for a short time previous to his death, which took place soon after his return), and Messrs. Hoo Keng Choong and Hoo Keng Tuck, who at present conduct the business. The firm's office is at 55, Club Street, and, in addition to being general

merchants, they are importers of the highest class of Chinese curios and China wares. For one recently-acquired specimen they refused 12,000 dollars, and subsequently disposed of it at a much higher figure.

Mr. Tan Bin Cheng is the oldest representative in Singapore of the famous Tan family, biographies and photographs of the leading members of which appear in this volume. Five generations have been brought up in the Straits Settlements, and the wealth accumulated by them has passed to the present generation. The subject of this sketch is the only son of the late Mr. Tan Swee Lim, who was Vice-Consul for Siam, and a grandson of Mr. Tan Tock Sen, founder of the Singapore hospital bearing his name. Mr. Tan Bin Cheng is also related to Mr. Tan Chay Yan, the famous Malacca millionaire. He owns much landed property and several important blocks of buildings in the colony. For some years past he has lived in retirement from business life at 57, Hill Street. He has a thorough knowledge of English.

Mr. Lim Kwee Eng, J.P.—One of the promoters of the Chinese Chamber of Commerce at Singapore was Mr. Lim Kwee Eng, who is still a prominent member. The son of Mr. Lim Boon Heng, a respectable merchant of Amoy, he received his education and business training in his native place. Migrating to Singapore in 1876, he became a partner in the opium and spirit farm. Inheriting a considerable fortune, he also went into business as a pineapple preserver under the "chop" of Choo Lam & Co., but during the last few years he has lived in retirement. Nevertheless he has taken a great interest in public affairs, and he is generally respected. He has a family of three sons and six daughters. The eldest son, Mr. Lim Choo Puan, who died a few years ago, was, like the whole of the family, well educated in English, and showed great ability. Mr. Lim Choo Kiat, the second son, has just concluded his education. He studied at a college in Foochow and Amoy, and has travelled extensively in China and the Malay

known to foreigners as Mr. Thio Tiau Siat. A native of Canton, he left China about forty years ago for the Dutch colonies, where he amassed a large fortune as a merchant. Later on he came to Singapore, and in 1886 was appointed Chinese Consul-General. The

pore, and is the gambling and opium farmer in several of the neighbouring Dutch islands. His affairs in the Straits generally have for the past twelve years been managed from the office at 5, Beach Road by Mr. Chong Yit Nam, a gentleman of recognised business ability,



CHANG CHIN HSUN (CHINESE IMPERIAL HIGH COMMISSIONER) AND HIS ATTORNEY, CHONG YIT NAM (CHONG CHEE NON).

MRS. LIM BOON HENG.
(Mother of Lim Kwee Eng.)

States. He will shortly take over the management of his father's property in Singapore. It is interesting to note that the mother of the subject of this sketch, now eighty-six years of age, is still vigorous. Mr. Lim Kwee Eng is a son-in-law of the late Mr. Cheang Hong Lim, one of Singapore's merchant millionaires, referred to elsewhere in this volume.

Mr. Chang Chin Hsun.—A gentleman of whom the Chinese community of Singapore is justly proud is Mr. Chang Chin Hsun, better

known to foreigners as Mr. Thio Tiau Siat. A native of Canton, he left China about forty years ago for the Dutch colonies, where he amassed a large fortune as a merchant. Later on he came to Singapore, and in 1886 was appointed Chinese Consul-General. The onerous duties of this responsible position he fulfilled for five years, and in return for his services was created a Mandarin of the Empire. Two years ago he was appointed a member of an Imperial Commission to study commercial affairs in foreign countries on behalf of the Chinese Board of Commerce. Upon his return he was several times received in audience by the Emperor and Dowager-Empress of China, and great satisfaction was expressed by their Majesties at his able reports. He is held in high favour by the Court at Peking. Mr. Thio Tiau Siat now devotes a good deal of his time to duties in his native country, where he is a High Commissioner for railways and commerce. He has extensive interests in Singa-

who is well known in the local commercial circles and holds his Excellency's power of attorney for the colony.

Mr. Seah Song Seah.—The gambier and pepper trade of the Straits Settlements has always been controlled principally by Chinese business men, and the development of the industry owes much to their enterprise and ability. Prominent among these "wise men from the East" is Mr. Seah Song Seah, of Singapore. The third son of the late Mr. Seah Eu Chin, he was born at Singapore in 1857, and received his education at St. Joseph's Institution. He owns much landed property in Singapore and large plantations of gambier and pepper in Johore, the produce of which he

sells locally. He takes a deep interest in public affairs generally, and particularly in those coming within the scope of the Straits Settlements branch of the Royal Asiatic Society, of which he has been a member for many years. He is also an old member of the Singapore

the late Mr. Tchan Yow Chuen, the father of the subject of this sketch, furnish very interesting reading. In his young days Mr. Tchan Yow Chuen was a good sportsman and often went on hunting expeditions. He was the first Straits-born Chinaman who ever penetrated far

business. This position Mr. Tchan Chun Fook relinquished in 1906 after forty years' capable and faithful service with the firm of Whampoa & Co., in order to start business on his own account. He is very popular in Singapore, and is well known as an unfailing friend of the poor



RIVER VALLEY ROAD RESIDENCE.



SEAH SONG SEAH.
COUNTRY HOUSE, THOMPSON ROAD.

Sporting Club and an honorary member of the Singapore Volunteer Infantry. Mr. Seah Song Seah is married and has four sons—Seah Eng Koon, Seah Eng Yong, Seah Eng Siang, and Seah Eng Hock—as well as several daughters.

Lee Cheng Yan & Co.—The head of this firm of financiers is Mr. Lee Cheng Yan, a native of Malacca, who personally retired from active business some time ago, but still lives in Singapore. Mr. Lee Cheng Yan is a well-known man, being on the committee of the Tan Tock Seng Hospital, the Anglo-Chinese Free School, and the Chinese Advisory Board, besides being a member of the Po Lung Kuk. He founded and endowed the Hong Joo Chinese Free School in Serangoon Road, which is attended by over seventy scholars. His son, Mr. Lee Choon Guan, who is the managing director of the business, was born in Singapore in 1868, and has assisted his father for the past twenty-three years. For five years he represented the Central Ward No. 2 on the Municipal Council. He is also on the committee of the Chinese Recreation Club, and is president of the Weekly Entertainment Club. The firm, which trade under the name and style of Chop Chin Joo, are merchants, and have their premises at 10, Malacca Street. The directors are also on the boards of several important companies, the best known of which are the local board of the South British Fire and Marine Insurance Company and the Straits Steamship Company.

Mr. Tchan Chun Fook.—The adventures of

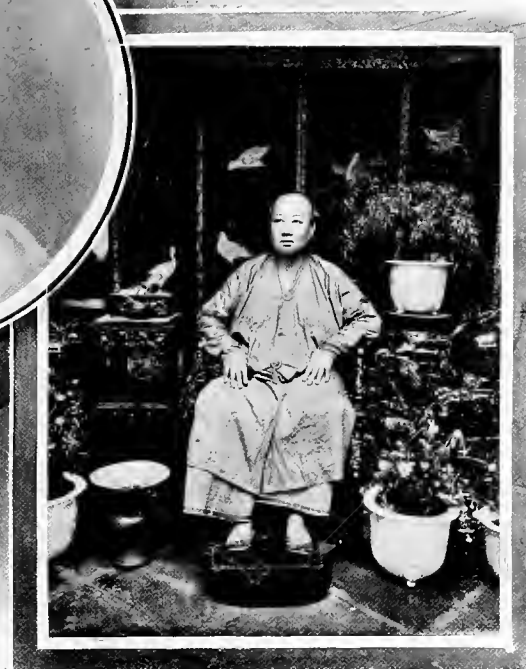
into the Malay Peninsula. In the thick forests of the interior he and his party encountered tribes of savages, all of whom were stark naked and lived by hunting and fishing. They would supply unlimited quantities of pisangs (bananas) for a mere handful of tobacco, and Mr. Tchan Yow Chuen, therefore, always took with him tobacco, brass rings, beads, and cutlery, to exchange with the natives for medicinal roots, herbs, &c. Mr. Tchan Yow Chuen was a remarkably clever scholar and linguist, and spoke English, French, Siamese, Portuguese, Malay, and Burmese, as well as the five dialects of Chinese (Cantonese, Hokien, Teochew, Kheh, and Hylam). His versatility also displayed itself in the direction of music, for he was a first-class Malay singer in his day. Unfortunately, he met with an untimely end by contracting an illness in the jungle. Mr. Tchan Yow Chuen was the son of Mr. Tchan Faat, who emigrated from his native province of Kwang Tung to Pinang in the early thirties and built up an extensive flour-milling business. His water-driven mill at Ayer Etam was a novelty which attracted large numbers of visitors. Mr. Tchan Chun Fook was born at Pinang, and came to reside with his uncle, Mr. Hoo Ah Kay Whampoa, at Singapore when he was ten years of age. He received his education at Raffles Institution. After the much-lamented death of his uncle, he and his cousin, Mr. Hoo Ah Yip Whampoa, were appointed managers of the deceased gentleman's

and needy. He was appointed a member of the Po Leung Kuk in 1885, and of the Chinese Advisory Board in 1890 by Governor Sir Cecil Clementi Smith, G.C.M.G. He is a firm believer in spiritualism, and devotes much of his time to studying the spirit world.

Mr. Cheang Jim Chuan is one of Singapore's millionaires, and is widely known and respected, especially by the Chinese community. He is the representative of one of the colony's best Chinese families, the members of which have been prominent residents of the Straits Settlements for several generations. Mr. Cheang Jim Chuan is the son of the late Mr. Cheang Hong Lim, who, until his death in 1893, was the recognised leader of the Hokien community of Singapore. In many directions the deceased gentleman actively identified himself with the public life of the place. He was a member of the committee of the Po Leung Kuk for several years, was a Justice of the Peace, and was on the committees of several other bodies. He was a generous subscriber to all kinds of charities and contributed 3,000 dollars towards the building of a new convent at Singapore. He was also well known in the neighbouring French colony, and at the instance of Bishop Gasnier he received a medal from the French Government. Among his charitable donations may be numbered the erection of the railings round the park on which the Chinese Recreation Club stands, and a temple and market in Havelock



CHEANG JIM CHUAN.



YEO BE NEO.



THE LATE CHEANG HONG LIM.

Road. The park and market both bear his name. He was also the largest subscriber towards the fund for providing Maxim guns for the Singapore Volunteer Artillery, and received the warm thanks of the Governor for his generosity in this direction. During his lifetime Mr. Cheang Hong Lim acquired great wealth and owned some of the most valuable business sites in the colony. His property was divided at his death among the surviving members of his family, consisting of eleven sons and three daughters. Mr. Cheang Jim Chuan, who derives the bulk of his revenue from landed estate (one office building alone yielding him 1,250 dollars a month), resides, with his wife and family of two sons and two daughters, at 10, Mahomed Sultan Road.

Mr. Choo Ang Chee, only son of Mr. Choo Eng Choon by his first wife, is a well-known landed proprietor of Singapore, residing at No. 4, Beach Road. He was educated in the neighbouring French colony of Saigon, where the greater part of his property is situated. He is married and has one son and one daughter.

Mr. Chan Kim Boon.—The influence of the fortune-teller in the East is illustrated by the life-history of Mr. Chan Kim Boon, the book-keeper and cashier at Messrs. Donaldson & Burkinshaw's place of business. Born in Pinang in 1851, he was educated at the Free School there, afterwards attending the Foochow Naval School in China. In 1867 he became an assistant tutor in mathematics, and from 1867 to 1871 he studied military tactics, but declined to become an officer of the army owing to his weak constitution. Amongst his pupils at this time were the late Admiral Yin, Commander of the South Squadron of the Canton Province; the present Admiral Sah, the Rear Admirals Liu and Lin, the present commanders and captains of the Yangtse Valley gunboats, and the late Sir Chichen Lo Feng Luh, formerly

Chinese Ambassador in London, whose elder daughter was married in Singapore about four years ago to the son of the Hon. Mr. Tan Jiak

was twenty-five years of age, and this prediction was largely responsible for Mr. Chan's renunciation of naval and military work and



CHOO ANG CHEE.

THE LATE CHOO ENG CHOON.

Kim, M.L.C. In his young days Mr. Chan Kim Boon interviewed a fortune-teller, who assured him that he would only live until he

study. In January, 1872, he left Foochow and returned to Pinang on a visit to his widowed mother, and in March of the same year, a

month before the Dutch-Achin War, he joined the Singapore firm of Aitken & Rodyk (subsequently Aitken & Co., and now Donaldson & Burkinshaw, advocates and solicitors) as book-keeper and cashier. Mr. Chan Kim Boon is a son of the late Mr. Chan Yong Chuan, a trader, of Padang, Sumatra, &c. He has now lived about thirty years beyond the span allotted by the fortune-teller, and has done some excellent work, including the translation of several Chinese stories into Romanised Malay. He is married, and has four sons, two daughters, and six grandchildren. He is a member of the Lee Cheng Yan Club, where once a week Chinese history and subjects of general interest are discussed, and is an able debater in the Chinese language.

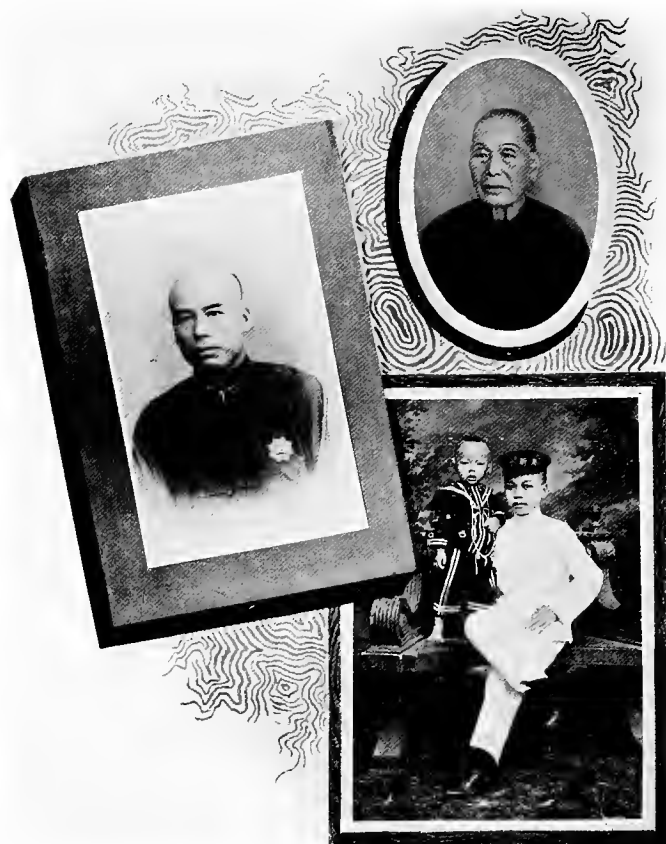
Mr. Chong Soo Leong comes of an old

attained the ripe old age of eighty-four, resides at the family home in China.

Messrs. Chin Jong Kwong and Chin Jong Chong.—The brothers Chin Jong Kwong and Chin Jong Chong belong to one of the oldest Chinese families in the Straits Settlements. Their grandfather, Chin Lan Chin, came here some seventy years ago from China, and was a successful merchant, carrying on business with Borneo. After his death their father, Chin Ah Pat, came to reside in Singapore, and entered business as an agent. A few years later he seized an opportunity of opening business for himself as a merchant, and met with considerable success. Chin Ah Pat was a very charitable man, and took an active interest in public affairs. In recognition of this, he was in 1902 appointed by the Govern-

Anti-Opium Society. He has also associated himself with the foundation of the Yin Sin public school for poor boys.

Mr. Low Kim Pong.—Architect of his own fortunes, Mr. Low Kim Pong, sole proprietor of the business carried on under the chop of Ban San at 86, Market Street, now has the reputation of being one of Singapore's millionaires. He came to the colony from Amoy in 1858, and started business as a general merchant. Each year saw the firm's influence extend. A Chinese dispensary, which was subsequently added to the business, has ever since been the source of a large revenue. Mr. Low Kim Pong, who is in his seventieth year, is also a private banker, and a large portion of his business is now managed by his son, Mr. Lau Khay Tong. Outside



CHONG SOO LEONG.

SHE SEE.

SONS OF CHONG SOO LEONG.



CHIN JONG CHONG.

CHIN JONG KOWNG.

CHIN AH PAT.

Chinese family who have been well-known residents of the Straits Settlements ever since the Chinese first settled in the Malacca district. His great-grandfather, Chong Lok Chun, first went to Malacca, but, finding better opportunities in the Dutch colonies, engaged in business as a merchant at Muntok. He was followed by Mr. Chong Soo Leong's grandfather and father, Messrs. Chong Loon Sen and Chong Siew Ngan. The latter was born in China, but came to Singapore at an early age and built up a flourishing business as a general merchant. To this Mr. Chong Soo Leong has succeeded, and he has had good connections with Batavia, Samarang, Sourabaya, and Timor firms. He was the founder of the Mandarin School "Jin Sin," of which he is still a trustee. He has two sons, Chong Fok Lin and Chong Choon Lin, who are being educated in English and Chinese. His mother, She See, who has

ment to the Chinese Advisory Board, and became president of the Yin Foh Guildhall. In the following year he was appointed to the committee of the Po Leung Kuk, and rendered great assistance to the late Mr. Hare, then Protector of Chinese. Previous to his death in 1897 he became a naturalised British subject, and he was for many years one of the most respected Chinese residents in the colony. He only left a small property, having given away large sums of money during his lifetime. His sons have established a good business for themselves as merchants. The elder, Mr. Chin Jong Kwong, inherits his father's interest in public affairs. Together with the Imperial High Commissioner, Tiau Siat, he was one of the founders of the Chinese Chamber of Commerce, and, in conjunction with the Chinese Consul-General and other gentlemen, took a prominent part in the establishment of the

business matters, the subject of this sketch is one of the recognised leaders of the Hokien community, and is very popular both with Europeans and Chinese. He is a member of the Chinese Advisory Board and of the Po Leung Kuk, and is one of the largest property owners in the colony. He is also a committee member of the Chinese Chamber of Commerce, in whose work he takes a great interest, and is also a Visiting Justice to St. John's Island. A great lover of art, he was some years ago elected a member of the Royal Art Society, London.

Mr. Ong Tiang Soon is a son of Mr. Ong Ewe Hai, who was headman of the Chinese community in Sarawak, North Borneo, and carried on business as a rice merchant in Singapore. Mr. Ong Tiang Soon, who was born in 1855, took over his father's business. He now trades as a rice and general produce



1. DRAWING ROOM. 2. MRS. ONG EWE HAI. 3. ELDEST SON OF ONG TIANG SOON.
4. ONG TIANG SOON. 5. THE LATE ONG EWE HAI. 6. ONG TIANG SOON AND FAMILY. 7. "BONNY GRASS."

merchant and steamship agent under the style of Soon Whatt and Soon Chiang at North Boat Quay. The firm are agents for the Sarawak and Singapore Steamship Company, owners of the steamers *Raja of Sarawak* and *Kuching*. The firm's plantations in Sarawak are so large that the produce from them taxes to the uttermost the capacity of the two steamers, which are of 903 and 892 tons respectively. Rice is sent to Borneo, and pepper, gambier, rubber, sago-flour, and rattans make up the return cargo. Mr. Ong Tiang Soon has a very attractive place of residence, "Bonny Grass," No. 100, River Valley Road. He has several sons, two of whom were educated at Raffles Institution. Mr. Ong Leng Hoon married the daughter of Mr. Chia Ann Liev, and Mr. Ong Hood Hin's wife is the eldest daughter of the Hon. Tan Jiak Kim.

Dr. Wong Wan On was born in Hongkong in 1876. He was educated in the Hongkong Diocesan School, and subsequently practised as a dentist in that island for three years. He then attended the Medical College, and, becoming a licentiate in 1900, he entered the service of the Straits Settlements Government as Registering Medical Officer, a position which he has held ever since. He is very



DR. WONG WAN ON.

popular with his countrymen in the colony, and is esteemed by all with whom he comes into contact.

Mr. Look Yan Kit has for many years been recognised as one of the leading Chinese dentists in Singapore, and his surgery at 28, North Canal Road, owned and built by him at a cost of over 35,000 dollars, is fitted with the

latest instruments and appliances from London. Mr. Look Yan Kit was born at Canton fifty-nine years ago, and after having studied his profession in Japan and at Hongkong, he commenced practice in Singapore. His care and skill quickly enabled him to acquire a big connection, and fifteen years ago he moved to his present address. He was a personal friend of the late Sultan of Johore, and at the present time he numbers among his patients several of the native Rajas of Malaya and the Chinese Consul-General of Singapore. Mr. Look Yan Kit owns no fewer than fifty-one houses in the best parts of Singapore, and from these he derives a revenue of several thousand dollars a month. He has three sons and two daughters, who are being educated in English, and he himself is a naturalised British subject. His father, Mr. Look Peng Hoo, was a Mandarin of the fifth grade, and died in Canton about ten years ago, and his mother, who is eighty-nine years of age, still enjoys good health and is resident in Canton.

Mr. Yau Tat Shin.—One of the most successful business men in the Straits Settlements is Mr. Yau Tat Shin, who has built up a considerable fortune and is as well known for his generosity as for his commercial undertakings. He is one of the largest tin mine owners in Ipoh, and is now working a most profitable property at Ampang. Several schools owe their origin to Mr. Yau Tat Shin's generosity, and some years ago he added a ward to the Ipoh Government Hospital. During the South African War he contributed the handsome sum of 10,000 dollars to the Patriotic Fund. He performs numerous acts of kindness and charity quietly, and many of his fellow-countrymen owe thanks to him for assistance. Mr. Yau Tat Shin resides in Ipoh, but has also business houses in Singapore and Negri Sembilan. The Singapore house receives regular weekly shipments of about a thousand slabs of tin from his Seremban and Ipoh smelting works for sale in the town. Messrs. Ten Koon Yoong and Lim Sin Tat are his attorneys and the managers of his interests in Singapore, the office being No. 89, Cecil Street. These gentlemen are the local managers of the Hang On Marine Insurance Company, of which there is a branch office in Market Street, and of which Mr. Yau Tat Shin is a director. Mr. Yau Tat Shin has taken a great interest in the education question in China, and it was through his liberal aid that the reformed school movement was commenced in the province of Kah Yin Chiw, China. His children are being educated in English by a private tutor. In China he holds the rank of Mandarin of the second (red) button and is much esteemed by his countrymen. Mr. Yau Tat Shin's interests in Ipoh are referred to in another part of this work.

Mr. Wee Leong Tan, head of the firm of Messrs. Kim Hock Hoe & Co., is one of the many enterprising Chinese who have been attached to the British and Dutch possessions in Malaya by the prospects of sharing in their commercial prosperity. Born in China in the vicinity of Amoy, he went early in life to Bengkalis, on the east coast of Sumatra, where he soon became the opium farmer for that part of the Dutch possessions under the chop of Kim Hock Lee. He has received numerous honours from the Dutch Government. In 1872 he was appointed Captain China, and in 1900 received an Imperial Order and gold medal from Queen Wilhelmina. In 1902, after twenty-nine years' service as an honorary officer of the Dutch Government, he retired with the rank of titular major. During these years his business had thrived, and he had obtained extensive interests all over the district. His first connection with Singapore dates from 1893, when he founded the firm of Kim Hock Hoe & Co., general shipowners and

commission agents, at 53-57, Market Street. The other partners in the concern are his two sons, Messrs. Wee Ann Kee and Wee Kim Cheng, the latter of whom acts as manager. Mr. Wee Leong Tan has seven sons, three of whom hold office as honorary captains and lieutenants on the east coast of Sumatra.

Dr. S. Iwatsubo.—Among the sciences in which the Japanese have attained to a high



DR. S. IWATSUBO.

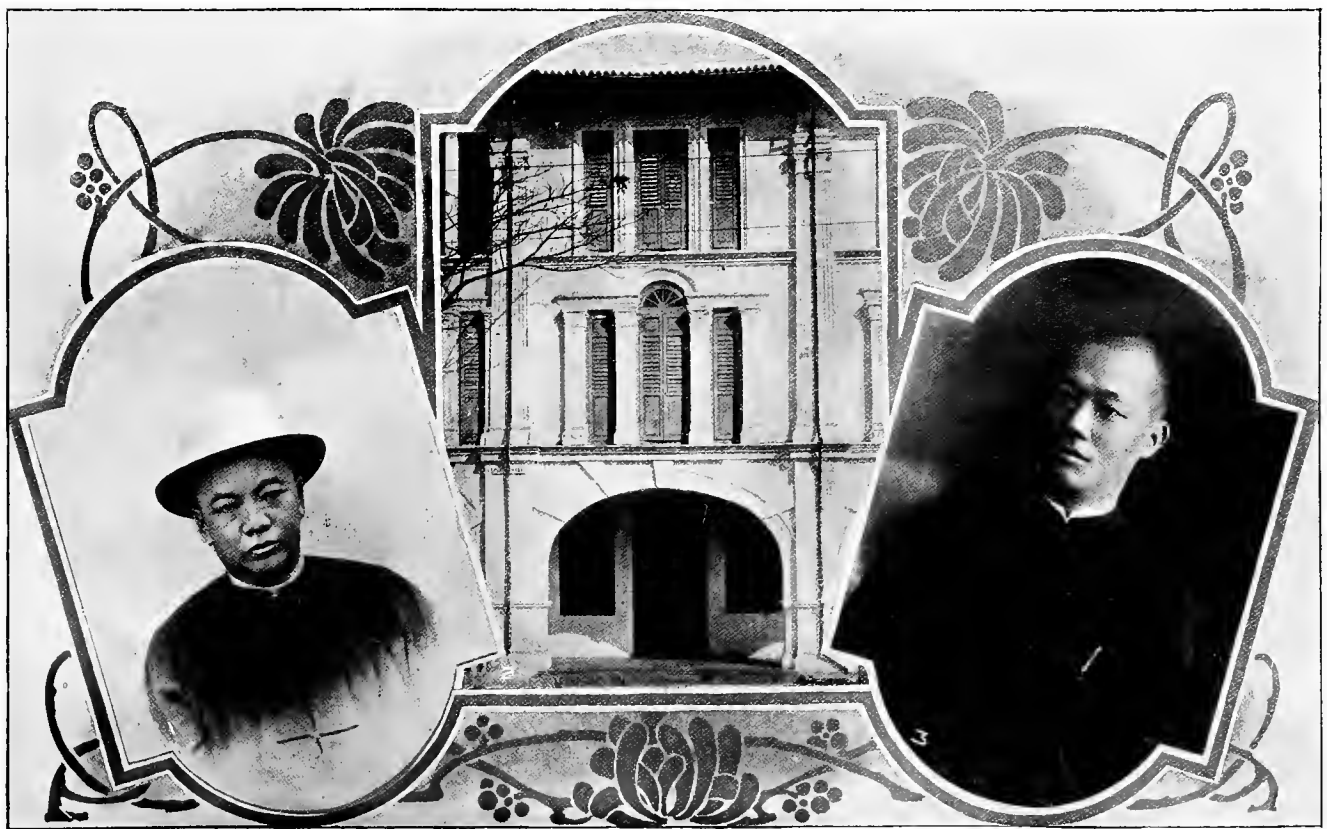
state of proficiency is dental surgery. One of the foremost practitioners in Singapore is Dr. S. Iwatsubo, although, at the time of writing, he has only been in practice in the town for about twelve months. Previously he was at Hongkong. His consulting-rooms at 1, Raffles Place are fitted up with the latest appliances.

Mr. Tan Keong Saik, J.P.—As one of the most enlightened and public-spirited Chinese residents, Mr. Tan Keong Saik is well known throughout Singapore and the neighbouring States. His ancestors were the pioneers of several local industries, and made their fortunes by hard work and business aptitude. His father, Mr. Tan Choon Sean, and uncle, Mr. Tan Choon Bock, were at one time with Messrs. Kim Seng & Co., founders of the present Straits Steamship Company. The two brothers were amongst the earliest to engage in local inter-port shipping and in planting. They soon met with success in the cultivation of tapioca, their brand, T.C.S., eventually becoming well known throughout the settlements. Mr. Tan Keong Saik was born in 1850, and, after being educated in a Pinang school, served in various capacities with both European and Chinese firms in Singapore. He has at all times displayed great interest in public affairs, and in 1887 he was elected to the Singapore Municipal Commission. On his retirement he was appointed a Justice of the Peace. He was one of the first members of the Chinese Advisory Board and the Po Leung Kuk. During Governor Smith's term of office Mr. Tan



LOOK YAN KIT.
DENTAL ESTABLISHMENT.

THIAM SHE (MRS. LOOK YAN KIT).
DENTAL PARLOUR.



YAU TAT SHIN.

THE OFFICE, CECIL STREET.

LIM SIN TAT.

Keong Saik took an active part in the discussion of several serious questions affecting the Chinese, notably that relating to the suppression of dangerous Chinese secret societies. He took especial interest in the education question and rendered Dr. Oldham (now Bishop Oldham) considerable support in the establishment of the Anglo-Chinese schools, which are doing such excellent work at the present time. Mr. Tan was the first Chinese gentleman to introduce the teaching of English into his home by having his children privately educated in the language. He is a director of the Straits Steamship Company and resides in Mandalay Road.

Mr. Yow Hi Ting.—The distinction of having been the first Chinese auctioneer in the Straits Settlements belongs to Mr. Yow Hi Ting, a brother of Mr. Yow Ngan Pan, whose biography is given on another page. These two gentlemen are recognised leaders of the Cantonese community of Singapore, and both have retired from active business life. Though not, strictly speaking, a native of the Kwang Tung Province, Mr. Yow Hi Ting comes of a family who, holding various high positions and official appointments under the Chinese Government, have been connected with Canton for several generations and have come to be looked upon as Cantonese. He was brought up in the Kwang Tung Province, and received his education at Queen's College, Hongkong,

brother, he takes a prominent part in local affairs. He resides at 43-13, Upper Cross Street. His only son, Yow Yang Yuen, is receiving an English education.

Dr. Frederick William Goonetilleke, of Singapore, is the son of Mr. William Goonetilleke, Proctor of the Supreme Court of Ceylon, and proprietor of the well-known newspaper the *Orientalist*. Born at Kandy in 1872, he was educated at Trinity College, Kandy, and at the Royal and Wesley Colleges, Colombo, obtaining the mathematical prize in 1888. After a five years' course at the Ceylon Medical College he obtained the diploma of L.M. & S. (C.M.C.), and became acting second physician at Colombo General Hospital. Afterwards he was Judicial Medical Officer of Colombo and district, and Medical Officer of Nuwara Eliya. He also held appointments at Ratnapura, Kurunegala, and Kandy. In 1900 he came to Singapore, and was in private practice here for the next two years. At the end of that time he went to England as surgeon on the s.s. *Rokeby*, and, entering London University, obtained the diplomas of M.R.C.S. and L.R.C.P. For a time he was house-surgeon to Professor A. B. Carless at King's College Hospital, and medical officer to the London Medical Mission. Afterwards he was medical officer to the hop-pickers of Kent and lecturer on anatomy and physiology at the Ladies' Medical College. He also

INDUSTRIAL.

EUROPEAN.

FRASER & NEAVE, LTD.

"The Schweppes of the East" is a title frequently given to this well-known Singapore firm, whose name is a household word throughout the Straits Settlements, and both the quality of their products and the volume of their trade thoroughly justify this title. It was in 1882 that Mr. John Fraser and Mr. D. C. Neave laid the foundation of the present huge concern, which has consistently paid big dividends to its lucky shareholders since it became a limited company in 1889. The pioneers commenced operations in a very small way in Battery Road, and since then they have occupied five different buildings. Their present commodious premises cover 39,000 square feet, and the company is now erecting another building on a further 30,000 square feet for storage, godowns, and motor garage, and for the printing department, of which mention is made separately.

In the manufacture of all their mineral waters Messrs. Fraser & Neave follow the most up-to-date methods. Their machinery is of the most modern description and insures uniform aeration. It was installed by Mr. A. Morrison, who, after wide experience of the trade in London and Edinburgh, joined the

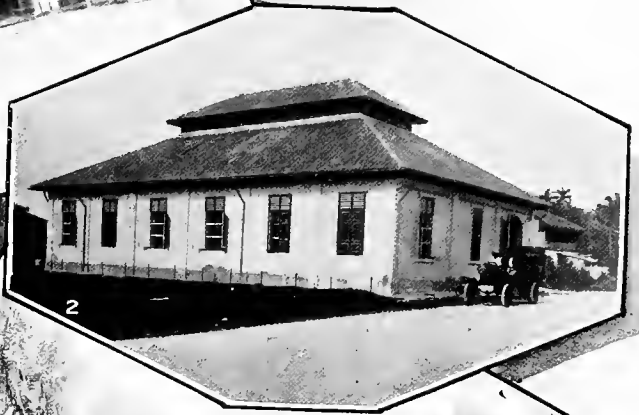


SINGAPORE PREMISES OF FRASER & NEAVE, LTD., SHOWING AERATED WATER FACTORY AND PRINTING WORKS.

which has turned out many brilliant scholars. Since coming to Singapore many years ago, Mr. Yow Hi Ting has engaged in a variety of businesses, and being a gentleman of reformed ideas, he has introduced many new methods into Chinese business in the colony. Like his

did special work at the Rotunda Hospital, Dublin, before returning to Singapore in 1906 to take up the practice which he now carries on at 599, North Bridge Road. Dr. Goonetilleke is a member of the British Medical Association.

firm in 1885, and has superintended the whole of the plant ever since. All the water used is retained in large slate tanks, and the piping is of block tin. This reduces to a minimum the chances of impurity. As a final precaution the water is passed through three large charcoal



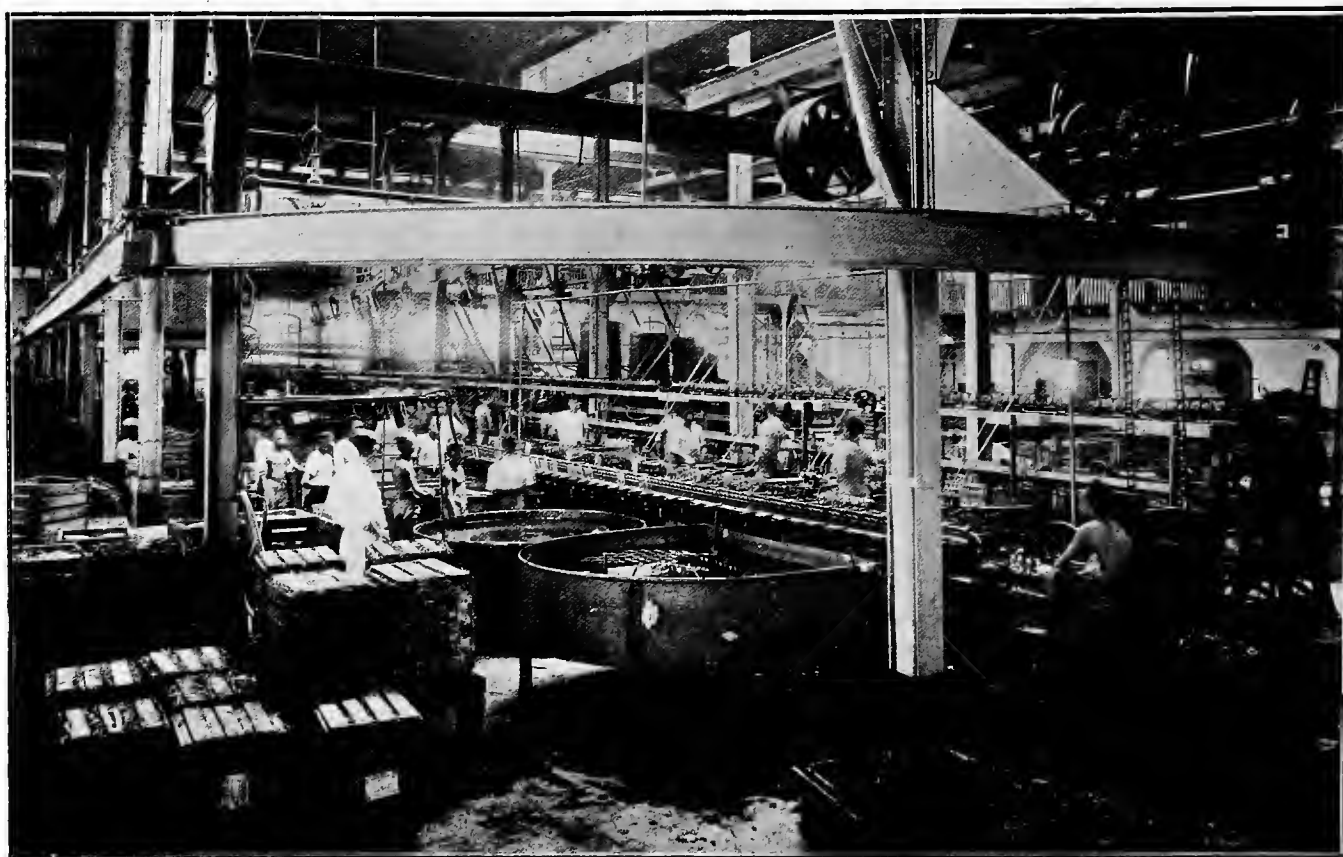
FRASER & NEAVE, LTD.

EXTERIOR AND INTERIOR OF THEIR AERATED WATER FACTORY, KUALA LUMPUR, AND INTERIOR AND EXTERIOR OF THEIR PINANG FACTORY.

filters, and this and a secret process insure absolute purity. Messrs. Fraser & Neave's great speciality is soda-water, the output of which has been increased ten-fold since the firm started. In the manufacture of this they have now adopted liquid carbonic acid gas

tin is exported after being smelted in the company's works at Singapore and Pinang. The managing director is Mr. C. McArthur, of Glasgow, who has had twenty years' experience in the East. He took up his present position in 1900, and holds many public positions in

and Medan (Sumatra). All descriptions of work from small jobs to large contracts are done by the firm. The foundry has four cupolas having a capacity up to 15 tons, blowing engine and steam cranes, drying stores, &c. In the smiths' shop there are four steam-hammers of various



INTERIOR OF THE SINGAPORE AERATED WATER FACTORY OF FRASER & NEAVE, LTD.

(carbon dioxide), and no longer use bicarbonate of soda or sulphuric acid, the result being a product uniform in the quantities of the component salts. These mineral waters are consumed from Port Darwin to Fremantle and all through the Federated Malay States. Large quantities are exported to Siam, Saigon, and Borneo. The mail steamers of the P. & O. Company, the Messageries Maritimes, and the Norddeutscher Lloyd all stock these waters, as also do the principal hotels and clubs in Singapore and the Straits generally.

Factories have now been commenced at Kuala Lumpur and Pinang. The firm employ 140 hands, and use six two-ton motor lorries, one four-ton motor lorry, and one steam four-ton wagon for delivery purposes. The machinery is driven by a Crossley oil engine of 40 b.h.p.

THE STRAITS TRADING COMPANY, LTD.

One of the largest firms engaged in the important tin trade of the Straits Settlements is the Straits Trading Company, Ltd. Started in 1886 as a small private venture by Messrs. James Sword, of Glasgow, and Hermann Mühlinghaus of Wiesbaden, it was formed into a limited company in the following year. The authorised capital was 3,000,000 dollars (about £353,000) of which 2,500,000 dollars (about £300,000) has been subscribed. Tin ore is purchased throughout the Federated Malay States, and in Australia, China, and the Dutch islands, and the resultant

Singapore. He is on the committee of the Chamber of Commerce, is chairman of the Justices of the Peace, member of the Tanjong Pagar Dock Board, and a director of the Straits Steamship Company. He is also a member of the Turf Club and of most of the sporting associations and societies in Singapore. Mr. W. W. Cook manages the concern when Mr. McArthur is absent in Europe.

RILEY, HARGREAVES & CO., LTD.

It is difficult to realise that a large business such as that carried on by this company had a small beginning. Yet this was the case, for when, in 1865, Mr. Riley and Mr. Hargreaves laid the foundations they commenced in a comparatively small way. Their original premises were at the Borneo Wharf, but as they extended their operations it became necessary to obtain more accommodation, and hence they removed from place to place as time went on, till to-day their premises cover altogether an area of seven acres. In 1899 the concern was registered as a limited liability company, and the business done by the firm now is that of civil, mechanical and electrical engineers, boilermakers, iron and brass-founders, bridge and ship builders, and general contractors. The offices and engineering works are in Read Street, the shipyard at Tanjong Rhuo, and the town store in Battery Road. The firm also have a branch in Ipoh, Perak, and are represented in the native States at Seremban, Kuala Lumpur, Bangkok (Siam),

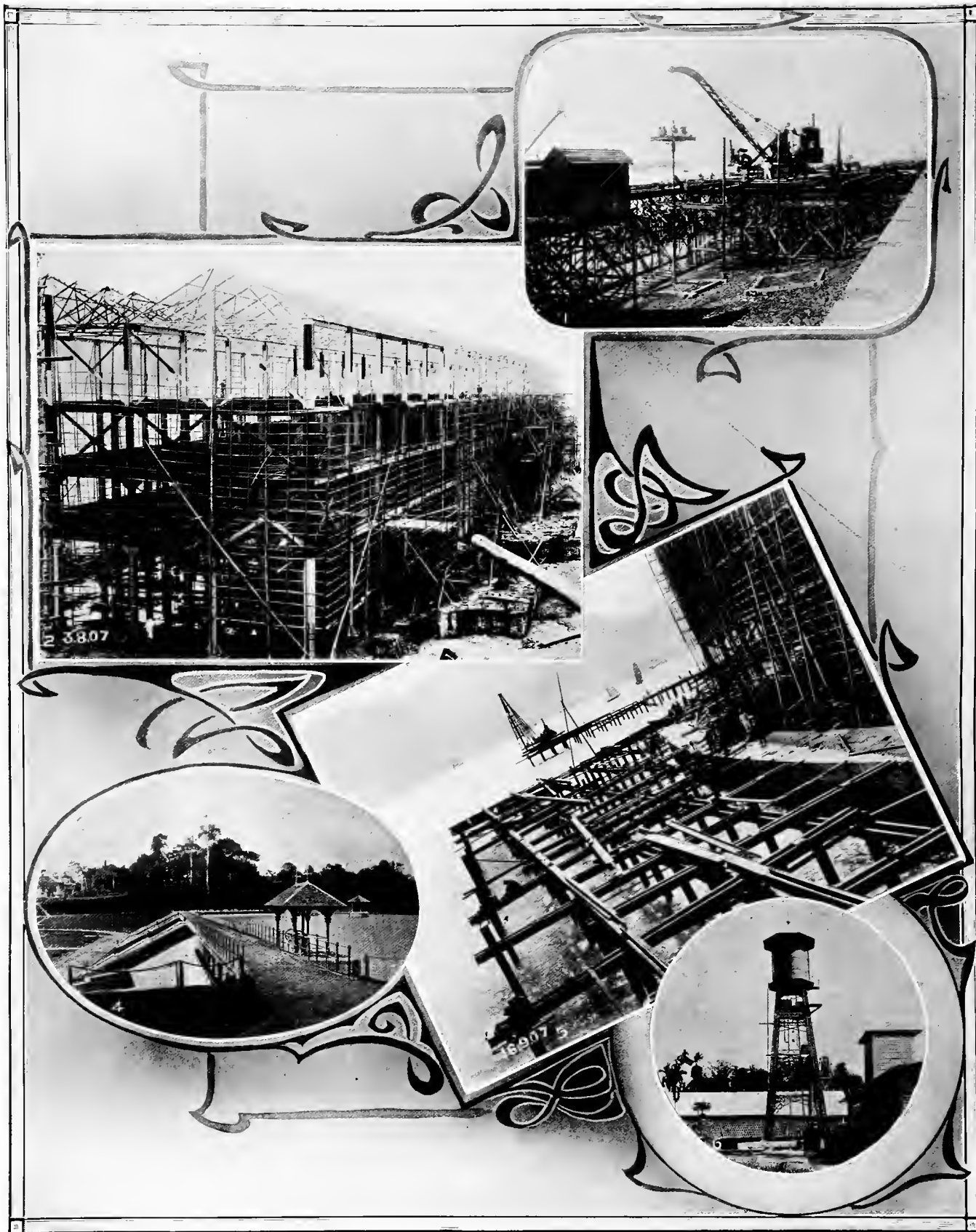
dimensions. In the machine-shop are lathes, planing, drilling, shaping, and slotting machines, and it gives some idea of the work turned out when we say there are thirty lathes in constant use. In the other departments are the usual machines necessary for executing the best possible work. In the boiler-shop there is a travelling crane of 25 tons capacity. A speciality of the firm is the making of hydraulic pipes, a plant having been installed for this particular purpose. Messrs. Riley, Hargreaves & Co. own two wharves and two slips, the latter taking 160 feet and 100 feet respectively. They have built a great number of steamers, and amongst their clients are the Straits, Federated Malay States, American and Dutch Governments. Shallow draught vessels are a speciality. The company employ from 600 to 1,000 hands, and provide houses for their workmen. Many of the Singapore and other bridges have been built by them. They are also entirely responsible for the erection of the well-known new Fort Canning Lighthouse. All the different departments of the business are under the supervision of experienced Europeans.

HOWARTH ERSKINE, LTD.

Messrs. Howarth Erskine, Ltd., are one of the best known engineering firms in the East. They are specialists in the design, construction, and erection of iron, steel, and composite buildings, lattice, plate, girder, and suspension bridges, wharves, steel, cast-iron or



ENGINEERING WORKS OF RILEY, HARGREAVES & CO., LTD., EXTERIOR AND INTERIOR, SHIPBUILDING YARDS,
AND GOVERNMENT STEAM YACHT "SEA MEW," BUILT BY THE FIRM.



HOWARTH ERSKINE & CO., LTD.

1. SCREW PILE WHARVES AT RANGOON.

2. STEEL FRAME GODOWN AT HONGKONG.

3. RESERVOIR, SINGAPORE.

4. STEEL PILE WHARF AT HONGKONG.

5. STEEL WATER TOWER, BANGKOK.

ferro-concrete water-towers, light-houses, pontoons, mooring and marking buoys, and every description of ornamental, cast, and wrought ironwork. They are contractors to many Eastern Governments and municipalities for the construction of waterworks, sea reclamation, railways, roads, dredging, and mining plants. Among the large undertakings which they have completed may be mentioned the Thompson Road Waterworks, Singapore; the Ampang Waterworks, Selangor; the locomotive boiler-shops and carriage-sheds of the Federated Malay States Railways at Kuala Lumpur, and the steel work of the Victoria Memorial Hall, Singapore. They have supplied complete electrical equipments, including generating machinery, to Tyersall Palace and Woodneuk, for the Sultan of Johore; to the Teutonia Club, Singapore; to two palaces

in 1890. The capital is three millions. The operations of the company embrace the whole of the Far East from Calcutta to Shanghai, and the success which has been achieved is largely due to a system of co-operation under which the employees of the firm hold no less than one-third of the total stock. The directors are Messrs. A. Gentle (chairman), F. Pollock, J. W. B. Maclaren, G. A. Derrick, W. E. Finnie, Jas. Murchie, and A. Emslie Benzie (director and secretary). The London office of the company is at 3, Lloyd's Avenue, E.C.

SINGAPORE OIL MILLS.

Singapore's trade is principally that of a distributing centre, but there are one or two important manufactures, such as that carried on at the Singapore Oil Mills in Havelock and

by steamer and native sailing vessels from the Moluccas, Borneo, Java, and the Straits coast generally, up the river to the door of the factory. There it is put through huge machines which grind, crush, and press it by hydraulic power. The copra is conveyed from one machine to another by means of elevators, and the oil is collected in huge tanks underneath. It is then filtered and refined by machinery of the latest French patent type, and packed in tins, drums, or barrels according to its destination and the purpose for which it is to be used. It is not generally known at home to what an extent coconut oil is used for the preparation of food in the East, nor what a wholesome ingredient it is. The residue of the copra is manufactured into oilcakes, known as poonac and used for cattle-feeding purposes, and the trade mark of the firm—a five-pointed



HOWARTH ERSKINE & CO., LTD.

(General View of Works at Singapore.)

for the Sultan of Perak; to the Raffles, Europe, and Adelphi Hotels, Singapore, and to the Paknam forts for the Siamese Government. There are contracts at present in hand for the New Port Trust wharf, a municipal market, and a church, at Rangoon; bridges in the Malay States; a new wharf for the P. & O. Company at Singapore; filter-beds for the Singapore Municipality; a hospital for the Straits Settlements Government; wharves and warehouses in Hongkong and Canton; bridges in Shanghai, and a royal palace and several bridges in Siam. Every department of work is under European supervision. The company have branches at Rangoon, Pinang, Ipoh, Kuala Lumpur, Bangkok, Hongkong, Canton, and Shanghai. The business was started some thirty years ago under the style of Howarth & Erskine, and its large development led to its conversion into a limited liability company

Mackenzie Roads. This old-established concern was started in 1882. Seven years later Mr. Hermann Mühlhlinghaus, who at that time was managing director of the well-known Straits Trading Company, foresaw the possibilities in the rising coconut industry and started the Bintang Oil Mills. In 1899 he bought up the Singapore Oil Mills and united the two, and under his direction the concern has prospered wonderfully. When he retired in 1901 to take up his residence at Wiesbaden, Germany, he left behind him a well-ordered and profitable establishment.

The combined works stand on the Singapore river bank, and are very extensive, the buildings covering about ten acres. They are fitted up with the latest oil machinery, capable of making between thirty and forty tons of oil a day. The principal feature is the manufacture of coconut oil, for which the copra is brought

star with M in the middle—which is stamped on every cake of poonac, on every drum, tin, and barrel sent out from the works, is well known in the trade all over the world. The firm has at its premises its own cooperage, tin works (capable of turning out 3,000 tins a day), and engineers' shop. The machinery is driven by some of the finest engines in the East. The whole factory is lighted by electricity generated on the premises.

Another branch of the business is the manufacture of vegetable tallow from the illipe nut, a product which goes principally to Liverpool for the manufacture of candles and wax vestas. The company secured a medal and diploma at the Calcutta International Exhibition in 1883-84, and they received no fewer than three first prizes, one special award, and one second prize for their oil and cakes at the Singapore Agricultural Exhibition in 1906.



SINGAPORE OIL MILLS.

1. WILLIAM GUTCHER (Chief Engineer).

2. BIRD'S EYE VIEW.

3. HAVELOCK ROAD VIEW.



SINGAPORE OIL MILLS.

1. BINTANG HOUSE.

2. THE GODOWNS.

3. VIEW FROM THE RIVER FRONT.

4. COPRA TROLLEY.

Mr. Friedrich Mühlinghaus, nephew of the founder of the mills, is the present manager. He is a native of Vienna, but received his commercial training in Colombo, Ceylon. For some time he was with Messrs. Adamson, Gilfillan & Co., of Singapore, and his connection with his uncle's concern dates from 1904.

The engineer in charge is Mr. William Gutcher, who came out from home in 1882 with the first machinery installed, superintended its erection, and has supervised the whole of the machinery of the mills ever since. He is a native of Campbelltown, Argyleshire, and served his apprenticeship in Aberdeen as an engineer with Messrs. Blakey Bros. He is an associate member of the Institute of Mechanical Engineers and a member of the Society of Chemical Industries (London). He was the first man to bring out machinery to work oil to any extent in the Straits Settlements, and it is worthy of note that a large proportion of the boilers, engines, and machines in the factory are of English manufacture.

Mr. Mühlinghaus's principal assistant is Mr. W. Loebell.

SINGAPORE COLD STORAGE COMPANY, LTD.

In common with many other tropical countries, Singapore and the neighbouring States are dependent upon outside sources for much of their food supply. Hence, in 1903, when the Singapore Cold Storage Company, Ltd., was incorporated, it was immediately recognised that a long-felt want was about to be filled. The storage works adjoin the Borneo Wharf, and have a capacity equal to 400 tons of frozen meat. The thawing-out room provides for a daily delivery of about 5½ tons of meat for local consumption. The refrigerator consists of a "Linde" machine capable of containing 600 tons of meat. Refrigeration is effected by the mechanical circulation of pure dry cold air. This air is passed by means of a fan over a battery of coils in which ammonia gas is being expanded. In its passage it meets with a continual shower of cold brine of high density, which immediately absorbs all moisture and impurities, and cools the air down to the desired temperature. The air is then delivered into one end of the rooms and drawn out at the other. As the cycle is continuous a beautifully fresh and pure atmosphere is insured at all times. The buildings are all constructed in such a manner as to allow of easy extension at any time. The company stores and distributes frozen beef, mutton, lamb, pork, veal, poultry, butter, and fruit. Supplies of these are obtained from the Queensland Meat Export and Agency Company, Ltd., of Brisbane. At present they are brought to Singapore every two months by the s.s. *Guthrie*, but arrangements are now being made for more steamer space and more frequent shipments. The steamer discharges at the Borneo Wharf into railway trucks, which are conveyed thence direct to the company's godown. The bulk of the trade done is with shipping, all the principal ocean lines being supplied, as well as many local lines. The company also has the contract for the supply of beef and mutton to the troops and to H.M.'s ships of war in Singapore. Consignments are shipped to the native States twice a week. The imports for the year ending March, 1906, were: Beef, 345 tons; mutton, 141 tons; lamb, 40 tons; veal, 32 tons; pork, 15 tons; butter, 55 tons; frozen sundries (poultry, &c.), 188 tons; total, 816 tons. Mr. H. W. H. Stevens is the managing director and Mr. George A. Derrick the secretary.

THE CENTRAL ENGINE WORKS.

Although the Chinese business men of Singapore are principally distributors of produce, they nevertheless own many large industrial

concerns, and among the most important of these is the Central Engine Works. The proprietor is Mr. Lim Ho Puah, senior partner of the wealthy local shipping firm, Messrs. Wee Bin & Co., and the works were originally intended to be the repairing shop for the Wee Bin line of steamers. Within the last few years, however, considerable alterations have been made to enable heavier work to be dealt with. Besides regularly executing repairs for large steamers other than those owned by Messrs. Wee Bin & Co., the Central Engine Works have successfully carried out important renovations aboard several of the battleships and cruisers which from time to time call at Singapore, including H.M.S. *Argonaut*, the Japanese cruiser *Kasuga*, and the Russian battleship *Tsarevitch*. The building of small steamers has also been undertaken recently, and launch engines from the works are acknowledged to be among the most satisfactory engines running in Singapore. Mention should be made among the works undertaken by the Central Engine Works of the erection of the Ho Hong rice and oil mill, the largest rice mill in Singapore, and of the four principal saw-mills in the colony. The world-famed Arrol-Johnston and Rover motor-cars are extensively imported by the firm. In seven months eleven 12-15 h.p. Arrol-Johnston side-entrance tonneau cars have been disposed of—two to the Singapore Municipality—and at the present time Messrs. Fraser & Neave have given an order for a 24-30 h.p. Arrol-Johnston lorry, capable of carrying a load of four tons at an average speed of ten miles an hour. The Central Engine Works make a point of turning out work which will stand the test of time. Some idea of the extent of their operations may be gathered from the fact that the proprietors hold the agencies for Arrol-Johnston motor-cars, lorries, buses, and launches, Rover motor-cars, Gardner oil engines and high-speed vertical marine engines, Mersey suction gas producers, Briggs's bituminous enamels and solutions, Brunton's flexible steel wire ropes, Walker's "Lion" packings, Macdonald's pipe-bending machines, Ross's boiler preservative, woodite packings, and Parker's paints and engine oils. The manager is Mr. J. A. Hamilton, A.M.I. Mech.E., who joined Messrs. Wee Bin & Co.'s steamers in 1898. After obtaining a first-class Board of Trade certificate in 1900, he was appointed assistant manager, and was promoted to his present position in 1905.

ORIENTAL.

LEONG MAN SAU.

The import and export of timber of all kinds forms an important industry in the settlements, and gives employment to a large number of men. One of the pioneers of the industry was the late Mr. Leong Fong Cheong, whose son, Mr. Leong Man Sau, now carries on the mills. Since he became the managing partner Mr. Leong Man Sau has extended the business on all sides, and now charters sailing vessels and steamships for the transport of the wood. He is a native of Canton and a naturalised British subject, who came to Singapore at the age of twelve. He was educated at St. Andrew's Mission School and Raffles Institution. He has been appointed on the Chinese Advisory Board, is on the Board of the Po Leung Kuk, and a visitor to the St. John's Island quarantine station. He is secretary of the Kwong Wai Sui Society, which was formed in 1906 and is a Cantonese institution established, on the advice of Mr. W. D. Barnes, Secretary for Chinese Affairs, Straits Settlements and Federated Malay States, for the purpose of controlling and managing all the temples, schools, and burial-grounds belonging to the Kwong Chan Province (Cantonese), Wai Chau Province (Haka), and Sui

Hing Province (Cantonese), and for carrying out religious functions, &c. Mr. Leong Man Sau is a leading member of the Cantonese community, an enlightened gentleman holding progressive views, modest and retiring in disposition, and held in high esteem by all who know him.

J. M. OSMAN.

For nearly fifteen years Mr. J. M. Osman held the monopoly of exporting timber from the Straits Settlements. His chief place of business is in the Outer Fort, Bombay. He founded the Singapore branch twenty years ago, and now thousands of tons of seriah and poonah wood, cut into planks, logs and stock sizes, are shipped every year to Mauritius, Bombay, Aden, Bassora, and the Persian Gulf. The



H. P. KAKA.

local manager is Mr. Heerji Pestonji Kaka, who was born in Poona in 1870 and educated in the Bombay Proprietary School. For two years he was with a Parsee firm of Continental importers in Calcutta, and, after holding a similar position in Bombay, he came to Singapore in 1898 as manager for Mr. Osman. He takes a great interest in the education of the members of the Chinese community, and has been the means of starting Chinese newspapers for the masses in the Straits Settlements. Mr. Kaka is a sound English scholar, and is very well known in Singapore.

SINGAPORE STEAM SAW-MILLS.

There are few industries in which the Chinese in the Straits Settlements can be said to be slow in adopting modern methods and machinery, and the timber trade is not one of them. At the Singapore Steam Saw-mills, which are the largest in the colony, the most modern steam saws are used. The mills are situated in Kallang Road, Singapore, on the shores of the Kallang river. They were established some ten or more years ago by the Straits Development Company, but, after running for some time, they were found to be unprofitable, and were disposed of by public auction. The purchaser was Mr. Choa Giang Thy, the present proprietor, and he acquired the property, which originally cost 200,000 dollars, for 46,100 dollars. Mr. Giang Thy has now run the mills for seven years entirely with Chinese labour, and excellent and profitable business has been done. There are on the premises 28 saw-benches capable of turning out 48 tons of sawn timber a day of ten working hours. The rough wood is imported from Java and elsewhere, and the finished article is exported to Bangkok, Shang-



SINGAPORE COLD STORAGE COMPANY, LTD.

1. INTERIOR OF ENGINE ROOM.

2. EXTERIOR OF PREMISES.

3. THE ENGINES.

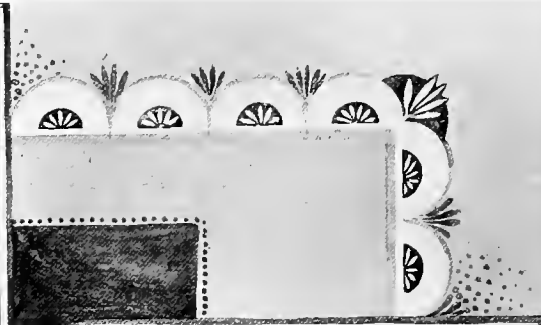
4. S.S. "GUTHRIE" UNLOADING FROZEN CARGO.

hai, Saigon, Bombay, Calcutta, Mauritius, and many other ports. The premises cover in all an area of about four acres, and give employment, when in full swing, to 260 coolies. Recently a new mill, in which there are six

HO HONG OIL AND RICE MILLS.

The Ho Hong Oil and Rice Mills were established in 1904 by Mr. Lim Peng Siang, fourth son of Mr. Lim Ho Puah, of the shipping

is driven by means of two high-speed engines of 80 h.p. and 25 h.p. respectively. The capacity of the mill is 100 tons of cleaned rice every twenty-four hours. Two qualities are milled—No. 1 quality, purchased chiefly



SINGAPORE STEAM SAW-MILLS.

saw-benches of the latest pattern, has been added. The machinery is driven by a Tangye's patent engine. The manager of the works is Mr. Chua Sin Ghee.

Mr. Choa Giang Thye.—Mr. Choa Giang Thye, one of the most prominent Chinese residents of Singapore, is the second son of the late Mr. Choa Chuan Ghoick, J.P., who was for forty years one of the leading Chinese merchants of Rangoon. Born in Malacca, which is also his father's native place, in 1865, he came to Singapore in 1877, and was privately educated in English, which he speaks fluently. When about twenty years of age he entered business, and some six years ago acquired the Singapore Steam Saw-mills. Mr. Choa Giang Thye has always taken a keen interest in public affairs and has given freely of his services to the community. In 1897 he was nominated to the Municipal Commission by Governor Mitchell for two years, and was reinstated on two subsequent occasions for terms of three years each. At the expiration of eight years' service, however, he was compelled to resign owing to the pressure of private business, but he has since served on the Chinese Advisory Board and on the Board of the Po Leung Kuk (Chinese Women and Girls' Protection Society). He is looked upon as one of the leaders of the Chinese community and as a man of sound judgment and integrity. Last year he organised a syndicate which was successful in obtaining from the Government the opium and spirit monopoly, which provides the colony with one of its largest sources of revenue.

firm of Wee Bin & Co., Singapore. These mills are situated in North Bridge Road, on the banks of the Kallang river, and cover an area of fully three acres. The buildings are of two storeys, substantially constructed, well ventilated, and lighted throughout with electricity. A special feature is a complete service of water-pipes and fittings for coping with an outbreak of fire. The mill is working day and night at full pressure to cope with the orders for export and for local trade. The plant is capable of turning out 130 tons of oil and 70 tons of oil-cake a week. Coconut-oil is the principal oil produced, and there are two qualities of this. Large quantities are exported to Europe and America in barrels, which, when full, weigh from 5 to 20 cwt. each. For local trade the oil is put up in tins of two sizes, weighing respectively 20 and 37½ lbs. All the tins are made on the premises by means of special plant, and a staff of coopers is kept for making and repairing barrels for the export trade. The driving power for the mill is obtained from a 250-h.p. tandem surface condensing engine. The machinery throughout embodies all the latest improvements. It was erected under the supervision of an experienced engineer from England (Mr. G. Frankland), who remains at the mill as manager. There are about seventy-five employes in the mill. The oilcake produced by these mills is the well-known "Elephant and Palm Tree" brand.

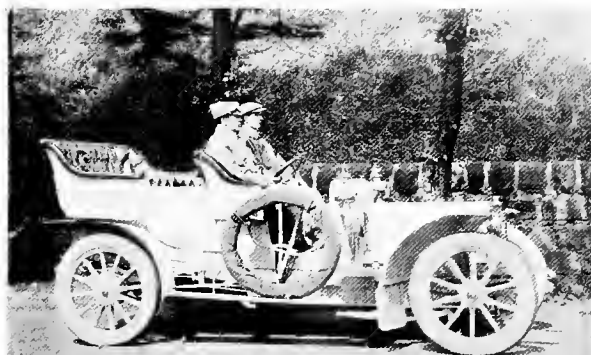
It is claimed for the rice mill that it is one of the largest, if not the largest, in Singapore. Up-to-date machinery is fitted throughout, and

by the Chinese community; and No. 2 quality (which is immersed in water, steamed, and dried before milling), bought principally by the Klings. The paddy is conveyed from the Malayan islands, Sumatra, &c., in native tongkangs, which discharge at the mill wharf. The rice-mill was erected by the Central Engine Works, Singapore, Mr. J. A. Hamilton, A.M.I.M.E., being the designer and supervisor. Fifty hands are employed in the rice mill.

Mr. Lim Peng Siang was born in 1872 and educated at St. Joseph's Institute, Singapore. He served as assistant manager in the firm of Wee Bin & Co. until he established the Ho Hong mills. He is well known in the social life of Singapore, being a committee member of the Chamber of Commerce, a member of the Chinese Recreation Club, an official visitor to the St. John's Island Quarantine Station, and a member of the Weekly Entertainment Club. His principal office is No. 61, Kling Street, where he carries on business also as a general merchant under the style of Chop Ho Guan.

THE CHOP CHIN GIAP PINEAPPLE PRESERVING WORKS.

The pineapple is a valuable source of revenue to Singapore. The island is admirably suited for the growth of this delicious fruit, which is brought in from the country, tinned, and then exported to all parts of the world. Canning operations are conducted on a very large scale at the Chop Chin Giap factory in Seran-



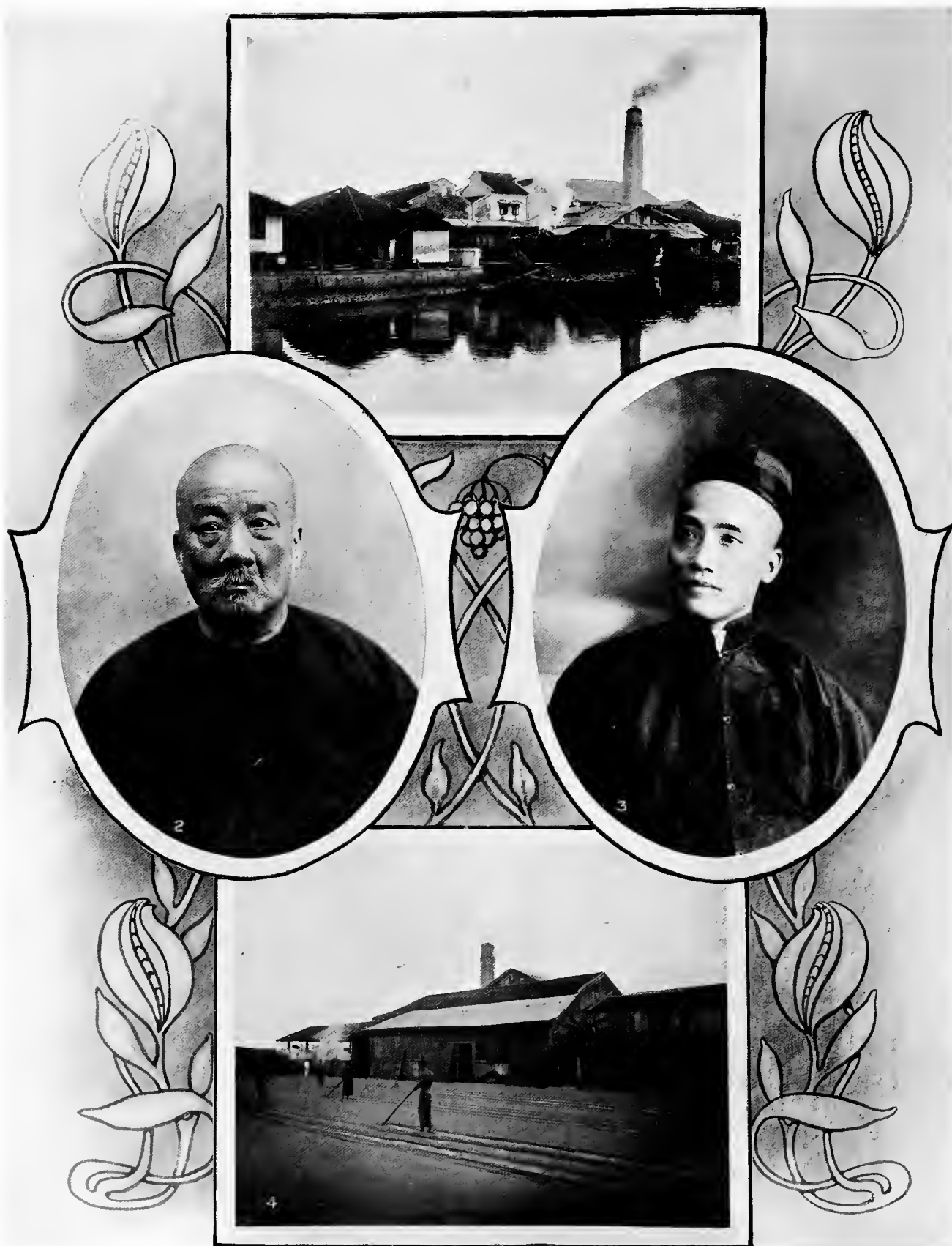
CENTRAL ENGINE WORKS.

1. THREE ARROL-JOHNSTON CARS.

2. SHOW EXHIBIT.

3. MOTOR LAUNCH "LANADRON,"
(See p. 650.)

4. ARROL-JOHNSTON CAR.



HO HONG OIL AND RICE MILLS.

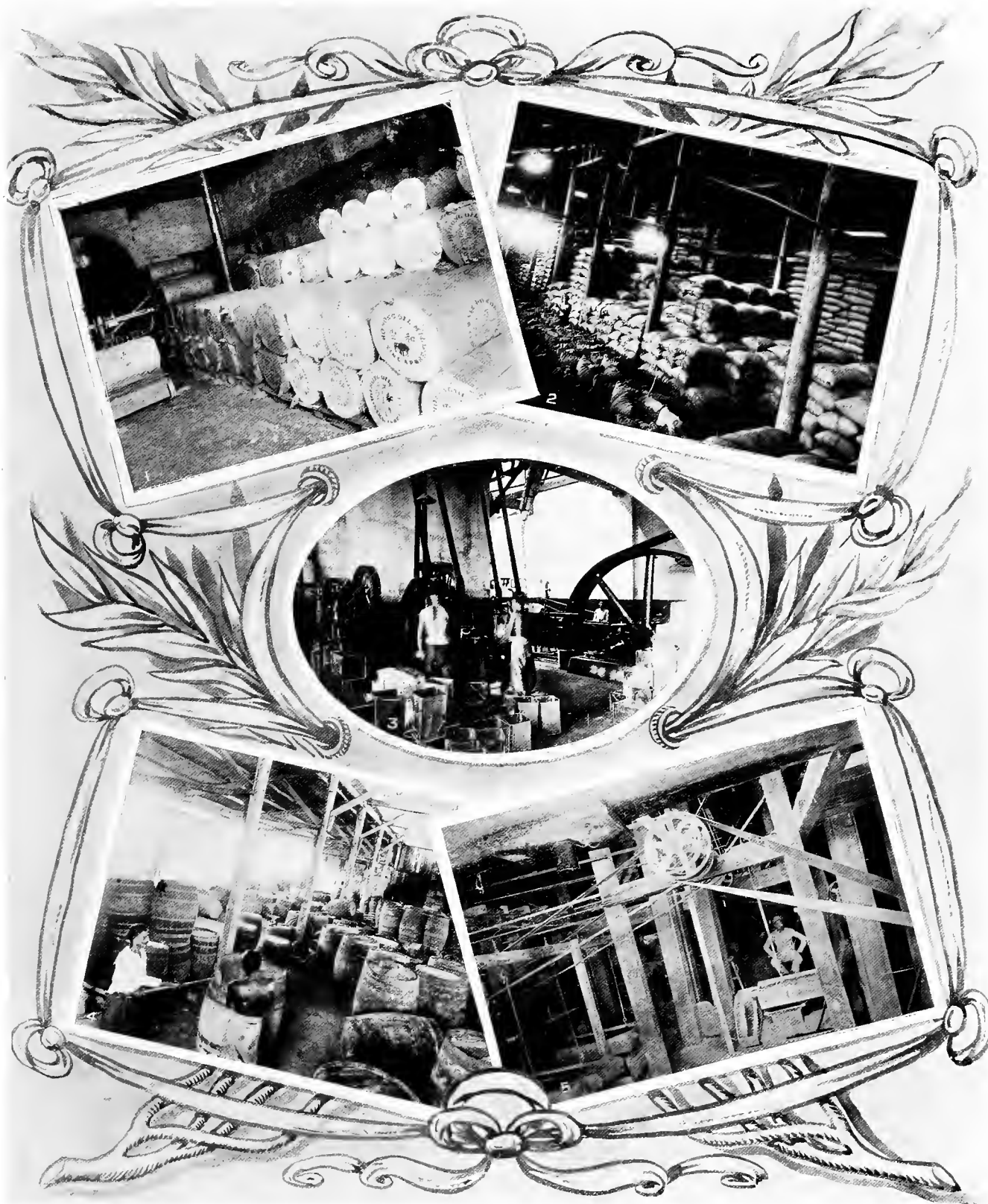
1. GENERAL VIEW OF MILLS FROM CANAL.

2. LIM HO PUAH.

3. LIM PENG SIANG.

4. RICE BOILING AND DRYING GROUNDS.

(See p. 652.)



HO HONG OIL AND RICE MILLS.

1. OILCAKE STORE.

2. RICE STORE.

3. OIL-TIN MAKING MACHINERY.
(See p. 652.)

4. COOPERAGE.

5. INTERIOR OF RICE MILLS.



SEAH ENG KEONG'S PINEAPPLE FACTORY.

goon Road, the proprietor of which is Mr. Seah Eng Keong, son of Mr. Seah Liang Seah, one of the leading Chinese residents of Singapore. He is Straits born, and finished his education at Raffles Institution. He joined the founder of the business when eighteen years of age, and in 1901, when his father retired, he took over the control of the works. These, when in full operation, give employment to over two hundred and fifty men. The plant is capable of an output of forty thousand cases of tinned pineapples a week. The factory stands in the midst of the proprietor's grounds, which cover some eighty or ninety acres. The firm have several other plantations in Singapore, and grow practically all the pineapples required for the factory. Some sixty men are pretty constantly engaged in cutting up the fruit before it goes to the preserving-room, where it is put in syrup, steamed, and tinned. The firm export largely to all parts of the Far East, and their "Tiger" brand has acquired a high reputation for purity and excellence. In Australia, New Zealand, Great Britain, and Germany the best known brand is the "Defiance." The factory at Singapore is compact and complete. There are large store-rooms and a tinsmith's shop and a carpenter's shop, where all the tins and cases are made. Recently rubber has been planted on some of the firm's estates, and the trees are making good progress. The accompanying illustrations serve to show the magnitude of the firm's operations.

HIN CHOON & CO.

The late Mr. Tan Tye, a native of Amoy, China, came to Singapore in the early sixties and commenced business as a timber merchant and pineapple packer in River Valley Road. At his death his two sons, Tan Lian Boh and Tan Lian Chye, took over the business. They relinquished the timber trade and removed to Waterloo Street, afterwards—in 1906—taking commodious premises in Sumbawa Road. At first the pineapples were grown by Mr. Tan Tye, but now the lands have been leased to planters and cultivators, who send their produce to the factory on their own account. As many as sixty thousand pineapples a day are received at the factory, where they are carefully cleaned, cut into sections or left whole, and then soldered up in cans. The rapidity with which tin after tin is filled, closed up, and boiled is astonishing. The water for boiling is heated in large pans by means of steam-pipes from the boilers. The greatest cleanliness is observed throughout the process of preserving the fruit. The cans are manufactured on the premises from tin plates purchased locally. Boxes, also, for packing the tins in are made on the premises from seriah wood. The fruit is sold locally, and exported direct to London, America, Shanghai, and Hongkong. The "H. C." and "Istana" brands are amongst the best known. The annual output of the factory is, roughly, about sixty thousand cases, containing in all some three million pineapples. The senior managing partner of the firm, Mr. Tan Lian Boh, is a member of the Straits Chinese British Subjects' Association, and is president of the Teong Ho Koh Association Club—a kind of mutual provident association for the support of the widows and families of deceased members.

TAN TWA HEE & CO.

An old established fruit preserving business is that of Messrs. Tan Twa Hee & Co., who trade under the style of Tek Wat. Their brand of tinned pineapples is known in the United Kingdom, the United States, Hongkong, China, Australia and India. Messrs. Tan Twa Hee & Co. obtain their fruit from Tanjong Pinggi

and Pulau Batam, and employ several hundred men in their works. Messrs. Tan Ban Hau & Co., general importers, are amalgamated with the firm. Mr. Tan Ban Hau, the principal, is a native of Singapore and was educated at Raffles Institution.

MR. J. D'A. PEREIRA.

The gardens and orchids of Mr. J. D'A. Pereira are famous throughout the near and far East, and the proprietor's name is well known to fanciers of choice exotics in London and the principal European towns. Mr.



J. D'A. PEREIRA.

Pereira collects orchids and other rare plants, and can claim to have discovered several new specimens and to have rediscovered specimens which were lost. Among the latest of his achievements in this direction is the rediscovery at Bhutan, India, of the lost orchid, *Rediscovered Cyrtopodium Farricunum*, and in Borneo of the famous *Vanda Darcii*, and the discovery of a new palm, *Licuala Orbicularis*. For research purposes Mr. Pereira has made extensive excursions into the interior of Borneo, the Celebes, the Philippines, Lower Burma, New Guinea, Timor, Java, Sumatra, and many other places, and his work has been recognised at its true worth by scientific circles in Europe. For services rendered to the late King of Denmark he was awarded a gold medal and diploma, and he holds the appointments of horticulturist to the King of Siam, the Sultan of Johore, and the Sultan of Linggi. He has supplied orchids to the Mikado, and has been favoured with the patronage of several European monarchs. He is now devoting his attention to rubber seeds, in the collection and packing of which he is a recognised expert. During the present season alone he has placed about three million seeds.

HO ANN KEE.

Among the most extensive timber mills to be found in and around Singapore are those founded in 1893 by Mr. Ho Ann Kee, a native of Singapore, who was educated locally and was at one time employed in the saw-mills of Messrs. Koo Tye. When he died in 1904 his brother-in-law, Mr. Tan Choon Chiew, took over the management of the mills. This gentleman had held the positions of interpreter in the office of the Inspector-General of Police and cashier and interpreter in the

Hackney Carriage Department of the municipality, as well as various posts in mercantile houses. The mills, which cover some seven acres of ground, extend along the Kallang river bank. Timber is obtained in Teping Pinggi, on the east coast of Sumatra, and conveyed in barges to the firm's wharves. The principal woods dealt with are seriah (Straits cedar) and poonah. The leading European and native business houses and building contractors of Singapore are supplied on long-standing contracts, and formerly a large export trade in uncut woods was done with Shanghai and Hongkong. Work is carried out under the personal supervision of the manager, who is assisted by three inspectors and a large office staff. As much as twenty tons of cut wood are dealt with each day.

Mr. Tan Choon Chiew is a member of the Chinese Company of the Singapore Volunteer Infantry, of the Straits Chinese British Association, and of the Straits Social Club.

CHOO THONG HEE.

The recent revelations with regard to tinned food from Chicago made people hesitate to eat even tinned fruit. But if the process of preserving and packing fruit were inspected in such an establishment as that of Lian Soon & Co., confidence would speedily be restored. The Chop Lian Soon & Co. was established in Singapore some thirty years ago, though formerly it was known under the name of Tan Lian Swee & Co. The premises of the firm are at No. 603, North Bridge Road. In 1901 Mr. Choo Thong Hee, a native of China who had gained considerable experience of the business as manager for Messrs. Faber & Co., entered into partnership with Mr. Tan Lian Swee, but he is now the sole proprietor of Lian Soon & Co. The pineapples are bought from cultivators in the island of Singapore, and are packed in tins of from one to three pounds each. The tins and seriah wood boxes in which they are placed for shipment are made on the premises. The pineapples are sold to local firms and exported to Hongkong, Shanghai, Amoy, Bangkok, Japan, India, Ceylon, Europe, and the United States. The firm also preserve mangosteens, jack fruit, ginger, papaya, guava, &c., and make crystallised ginger and pineapple. Mr. Choo Thong Hee is a member of the Straits Chinese Association and of the Chinese Chamber of Commerce.

HOHO BISCUIT FACTORY.

It would come as a surprise to the uninitiated to be told how quickly Chinese business men in Singapore have adopted what is best in Western methods. Few more striking examples of this enterprise could be found in the Straits Settlements than is provided by the Hoho Biscuit Factory, which was established on November 17, 1898, by a limited company, promoted by Mr. Go Boon Kwan. At the works in Chiu Swee Road the latest English steam machinery is used and the highest quality of biscuits is manufactured from flour imported direct from Adelaide. The firm supply the local trade and export largely to Pinang, the Federated Malay States, and Java. A speciality is made of ships' biscuits. At the Hanoi Exhibition in 1902 the firm obtained a diploma and bronze medal for their biscuits. Since 1906 they have traded also as merchants and commission agents. Their principal imports are rice and sugar from Java, and their chief exports consist of local produce and native medicines. The head office is in South Canal Road. In 1900 Mr. Go Ing Sin, who is on the Committee of the Chinese Chamber of Commerce, became managing director, with Mr. Lee Pek Gum as director. The first issue of capital was 150,000 dollars in 200 shares of 750 dollars each.



HIN CHOON & CO.

1. TAN LIAN BOH.

2. THE LATE TAN TYE.
(See p. 657.)

3. THE PREMISES.



HIN CHOON & CO.

1. INTERIOR OF FACTORY.

2 UNLOADING PINE.

(See p. 657.)



CHOO THONG HEE, CHOP LIAN SOON & CO., FORMERLY TAN LIAN SWEE & CO.

1. THE CANNING FLOOR.

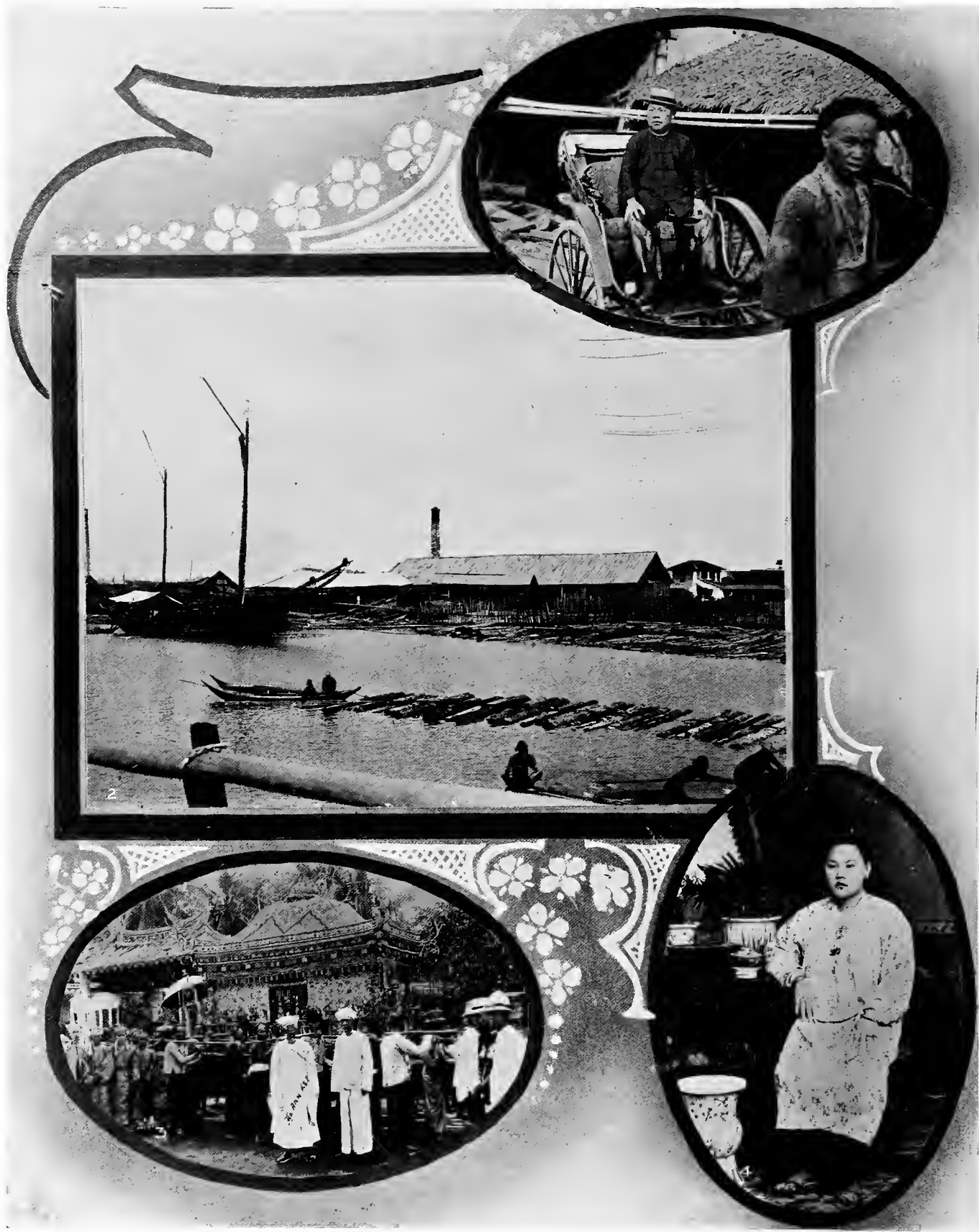
2. THE PINEAPPLE FACTORY IN NORTH BRIDGE ROAD.
(See p. 657.)

3. THE PINES READY FOR THE MARKET.



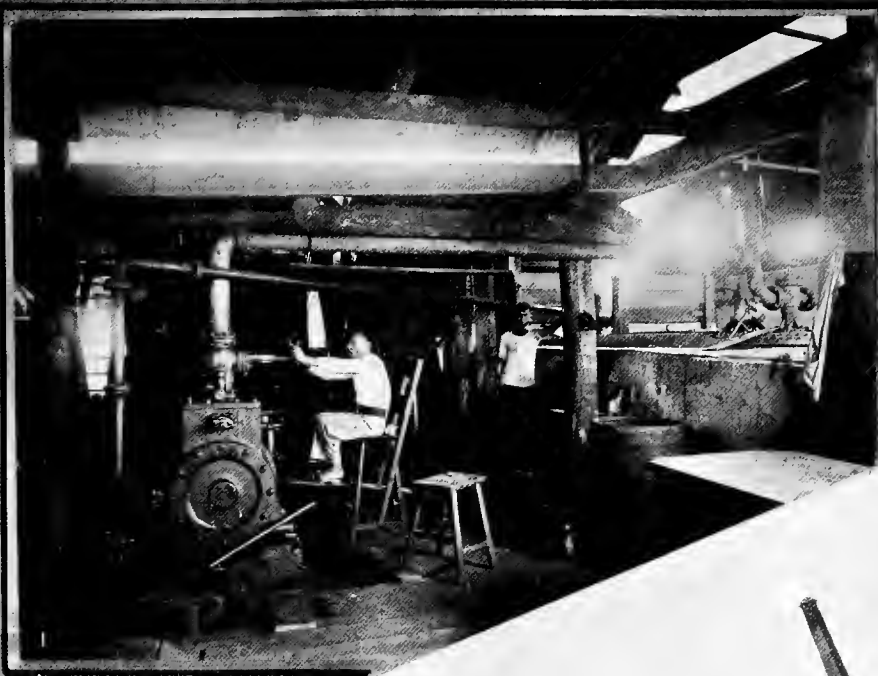
TAN TWA HEE & CO'S PINEAPPLE CANNING FACTORY.

(See p. 657.)



HO ANN KEE, CHOP SIM MOH.

1. TAN CHOON CHIEW (Manager). 2. THE MILLS FROM THE KALLANG RIVER. 3. THE LATE HO ANN KEE (Founder of the Firm). 4. MRS. HO ANN KEE (Proprietress).
(See p. 657.)



HO ANN KEE, CHOP SIM MOH.

1. THE ENGINES.

2. THE MILLS FROM KALLANG ROAD.
(See p. 657.)

3. THE STEAM SAWS

STRAITS INDUSTRIAL SYNDICATE.

The principle of killing two birds with one stone is seen in operation at the works of the Straits Industrial Syndicate, Kallang Road, Singapore, where Messrs. A. Westerhout and Chee Swee Cheng carry on business as timber merchants and ice manufacturers. Mr. Westerhout, a native of Malacca, was educated and trained for business in Singapore, and having run an engineering business of his own in Malacca and Singapore, embarked in 1905 upon his present enterprise, which has since been turned into a limited liability company. A large amount of trade is done in the saw-mills. Timber is imported from the east coast of Sumatra, where the syndicate has extensive property, worked under a concession from the Government. The logs are conveyed to Singapore by means of barges, unshipped in the bay, and floated along the river to the wharves at the mill. The woods chiefly dealt in are seriah (commonly called Straits cedar), poonah, a hard and ant-proof wood, camphor wood, and changai, which comes from Pahang in the native States. The firm holds contracts with the municipality and Government and exports cut timber to the Federated Malay States, Borneo, &c. The mills are driven by a 55-h.p. Tangy's engine, the fuel used being the sawdust from the mills. The output of sawn timber reaches some 25 tons a day.

The ice works manufacture about six tons of ice a day for local consumption, and at the time of writing a new factory is being erected, which, it is expected, will turn out as much as 20 tons a day. The buildings and yards cover over five acres of ground, and over a hundred hands are regularly employed. The town office is at No. 9, Cecil Street. The superintendent engineer is Mr. W. Webster, A.M.I.M.E.

THE BATAM BRICKWORKS.

That truth is sometimes stranger than fiction is again attested by the life-story of Raja Alie, who was Crown Prince (Kelana) of Riau during the reign of his father, Yang-di-Pertuan Raja Mohamed Easop, and relinquished the honour in favour of a commercial career. He is now sole proprietor of the Batam Brickworks, which, though situated on the Dutch island of Batam, two hours' sail from Singapore, may properly be included in the industrial concerns of the colony because all the business is transacted from the head office, No. 10, Raffles Quay, Singapore. The Batam Brickworks have been established for many years, but the founder was unable to make the business a success, and, after passing through many vicissitudes, the undertaking was purchased by Raja Alie, the present owner, in 1896. At that time the plant was capable of an output of 30,000 bricks a day, but with the new machinery that has now been installed to meet the growing demand for Batam bricks, exactly double this quantity will be turned out. The bricks, which are machine-made, have been supplied to the Government, the municipality, and the Railway Department in Singapore and the Federated Malay States for several years and have given every satisfaction. They received awards at the Pinang Agricultural Show in 1901 and at the Hanoi Exposition of 1902-3. Raja Alie also does a large trade in copra with the Nathunas Islands. To such dimensions has this business grown that Raja Alie recently acquired the steamer *Karang* to convey the copra between the Nathunas Islands and Singapore. The vessel carries about three thousand bags at each shipment and is constantly engaged. The superintendent of the brickworks, where 200 men are permanently employed, is Tunku Sembob. Mr. S. S. Al Hady is the attorney and manager of the concerns at the head office in Singapore. He

is a British subject and is a clever business man. Raja Alie is the father of a large family, and has sent his sons to Egypt to be educated.

THE PERSEVERANCE ESTATE.

The Perseverance Estate—situated at the commencement of the Changie Road, about three miles out of Singapore, and within a hundred yards of the Gaylang tramway terminus—is the seat of one of the oldest industries in the colony. It is upwards of 1,000 acres in extent and belongs to Messrs. Alsagoff & Co., by whom it is let on lease. From the citronella and lemon grasses with which it is planted, citronella and lemon grass oil are made. The factory, which is conveniently placed near the roadside, contains sixteen stills—eight for citronella oil and eight for patchouli oil. Should occasion require it, all the stills could be used for the manufacture of citronella oil, of which they are capable of producing a hundred and forty-four bottles a day. Pint bottles are used for local purposes and quart bottles for export. In Europe and America the oils are employed in the manufacture of soap, scent, &c. After being carefully corked, labelled, and capsuled, the bottles are packed in substantial cases filled with tightly rammed dry sawdust, to reduce the risk of breakage to a minimum. Patchouli grass is not grown on the estate, as the soil is not of a suitable nature. Citronella oil is an invaluable cure for rheumatism and has antiseptic properties. A few drops rubbed over the exposed parts of the body is an excellent preventive against the attacks of mosquitoes. The products of the Perseverance Estate have a high reputation and were awarded medals at the Nagpore Exhibition in 1863 and 1865. The estate is managed by Mr. D. R. Cowan.

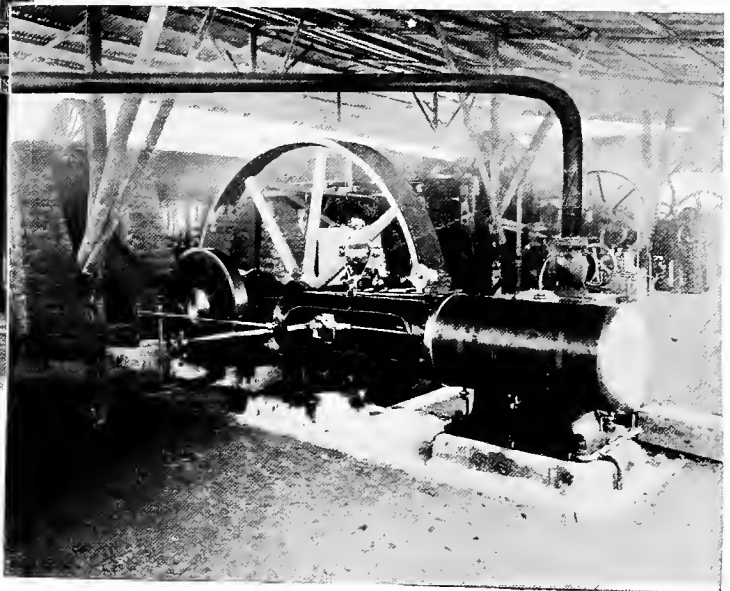
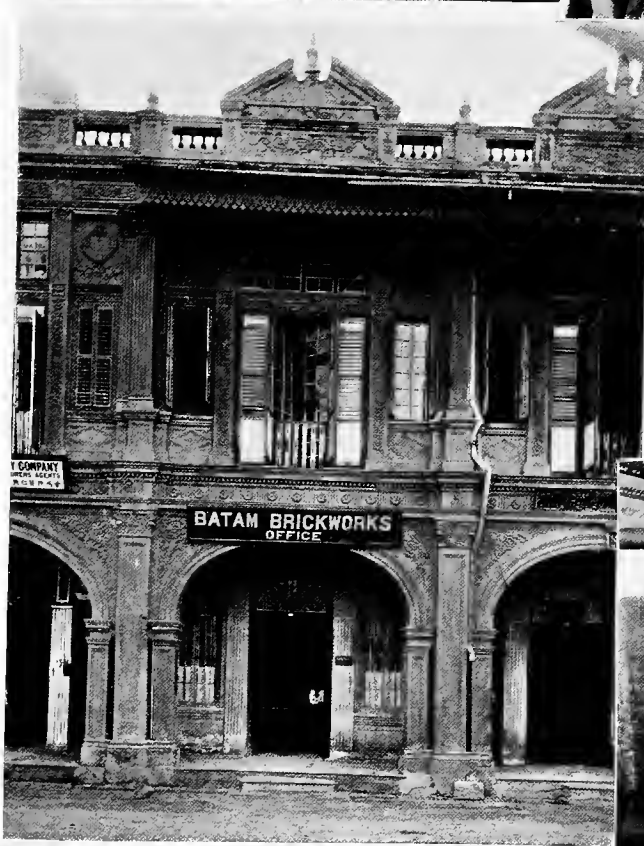
COMMERCIAL.**EUROPEAN.****PATERSON, SIMONS & CO.**

The wonderful expansion that has taken place in British territorial possessions in the East during the last century is reflected in the prosperity of many colonial houses of business. Prominent amongst these is the firm of Messrs. Paterson, Simons & Co., the foundation of whose present-day success was laid by two well-known pioneers in the commercial history of the Straits Settlements, Messrs. William Wemys-Ker and Thomas Samuel Rawson. These gentlemen commenced an import and export trade both in Singapore and London as early as 1828. Their assistants, then just beginning the ascent of the ladder of success, were Messrs. William Paterson and Henry Minchin Simons, who proved such valuable acquisitions that in 1853 they were admitted to partnership. Six years later, on April 30, 1859, the style and title of the firm became Messrs. Paterson, Simons & Co. The early sixties saw Messrs. Thomas Shelford and W. G. Gulland enter the firm, and in later years both these gentlemen became members of the Legislative Council of the colony, and the former was made a Companion of the Order of St. Michael and St. George. The end of the last century and the opening of the present proved sad ones for the *personnel* of the firm. In 1898, at the ripe age of seventy-five years, Mr. William Paterson, who, besides his connection with the house bearing his name, had been for twenty years the London chairman of the Chartered Bank of India, Australia, and China and a director of the Thames and Mersey Insurance Company, Ltd., died at Eastbourne, and very shortly afterwards he was followed to the grave by his elder surviving son, Cosmo Gordon Paterson. In 1900 and 1901 the deaths took place of Messrs. T. Shelford and H. Minchin

Simons, and these were followed in 1905 and 1906 by Messrs. C. C. Stringer and W. G. Gulland, who had both been very prominent and popular members of society during their residence in the East, the destinies of the house being left in the hands of Messrs. H. Melville Symons, the senior partner in London (a director of the Alliance Insurance Company, Ltd.), and W. H. Shelford, Graham Paterson, and Duncan P. McDougall, the present Singapore partners. In February, 1907, the well-known firm of William McKerrrow & Co. was amalgamated with Messrs. Paterson, Simons & Co., and Mr. McKerrrow became a partner in the business in London. Besides the London office at 10-11, Lime-street, E.C., the firm have an important branch at Pinang, and they have never once halted in the career of success on which they started eighty years ago. It is impossible for us to give more than an outline of the scope of the firm's transactions. It is a notable fact that they were pioneers in the exportation of gutta-percha, the first consignment ever sent from Singapore reaching London through their instrumentality. Local produce of every kind is collected in the firm's huge godowns, and the Federated Malay States, Borneo, and the Dutch possessions in the archipelago are all called upon to contribute gutta, rubber, gambier, copra, tapioca, sago-flour, pineapples, hides, skins, &c., which afterwards find their way to all parts of the world, the biggest customers being the United Kingdom, America, Australia, and Canada. Thousands of tons of tin raised from the rich mines of Malaya are forwarded to the United Kingdom and Continental ports by the firm every year. Among imports, cotton and rough goods occupy the principal position, but almost every conceivable kind of manufactured article is included in the list. Numerous influential concerns are solely represented at Singapore by Messrs. Paterson, Simons & Co., among them being the following shipping firms: The Nippon Yusen Kaisha, Apcar, Ben, Wattack and Mogul Lines, the New York and Oriental Steamship Company, the Northern Pacific Steamship Company, the South African Line of coolie transports, the Great Northern Steamship Company, the Boston Steamship Company, and the Chesapeake and Ohio Steamship Company. Messrs. Paterson, Simons & Co., too, are also representatives of the Johore and Sarawak Governments, and of the Alliance, Guardian, Alliance Marine and General, the London and Provincial Marine, the Globe Marine, the Dutch Marine, and the Scottish Insurance Companies. In industrial enterprises their chief agencies are for the Duff Development Company (with which is now incorporated the Kelantan Gold Dredging Company), the East Indian Coal Company, and the United Asbestos Oriental Agency. The head offices are in Prince Street, facing Collyer Quay, and their extensive godowns are in Havelock Road and Reid Street. Some fourteen European assistants, twenty-eight clerks of other nationalities, and hosts of coolies are employed by the firm. A biographical sketch of Mr. Graham Paterson, one of the Singapore partners, appears in the Municipal section of this work. Mr. Duncan P. McDougall, the other local partner, is a native of Huntingdonshire, and was educated at St. John's School, Leatherhead. He came to Singapore in the same year as Mr. Graham Paterson (1891), and was admitted a partner in 1903. He is a member of all local clubs, and is on the committee of the Sporting Club. He plays tennis and golf, is a keen horseman, and resides at "Hafion," Tanglin, Singapore.

HUTTENBACH BROS. & CO.

Singapore has a large import and export trade, and a high place is occupied among the many firms engaged in it by Messrs. Hutten-



GENERAL VIEW.
THE OFFICES.

THE BATAM BRICKWORKS.

INTERIOR.
NEW BRICK ENGINE.



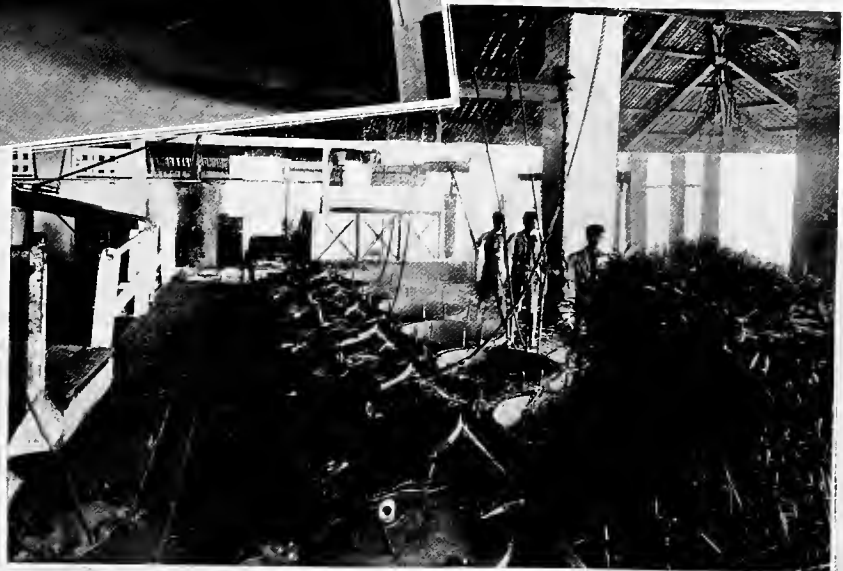
STRAITS INDUSTRIAL SYNDICATE.

1. INTERIOR OF SAW-MILLS.

2. TIMBER YARD AND FACTORY.

3. KALLANG ROAD SAW-MILLS AND ICE FACTORY (FRONT RIVER VIEW).

(See p. 664.)



PERSEVERANCE ESTATE.

THE FACTORY FOR THE MANUFACTURE OF CITRONELLA, LEMON, AND PATCHOULI OILS,
BOTTLING OIL.

(See p 664.)

GRASS FIELDS.
THE DISTILLERY.



PATERSON, SIMONS & CO.

1. OFFICES.

2. GODOWN AT KAMPONG MALACCA.
(See p. 664.)

3. INTERIOR OF OFFICES.

bach Bros. & Co., whose head office is at 4, Fenchurch Avenue, London, E.C. Founded as an import business in 1883 by Mr. L. Huttenbach at Singapore and Pinang, the scope of the firm was gradually extended, until to-day goods of every description are requisitioned from all parts of the world, piece goods being obtained from the United Kingdom, rough goods from Germany, and coal from Newcastle in Australia. Hardware, oil and steam engines, pumps for mining, and hauling gear are supplied, and a speciality is made of electric lighting and power installations, for which estimates, plans, and specifications are prepared. Local produce of almost every description is forwarded to Europe and America. The chief exports are rattans, gutta-percha, rubber, and copal; but pepper, gambier, tapioca, sago, and flour are also largely dealt in. The general operations of the house are on an extensive scale. The firm is one of the few which have a direct export trade with South Africa. Messrs. Huttenbach Bros. & Co. have five godowns at the Robertson and Collyer Quays. Amongst the many agencies which they represent the most important are those of Andrew Weir & Co., of Glasgow, the Prince line and the American Orient line, which carry both cargo and passengers. The managing partner of the firm is Mr. W. Ewald, a native of Germany, who has been in Singapore since 1889. He is a committee member of the Chamber of Commerce.

D. BRANDT & CO.

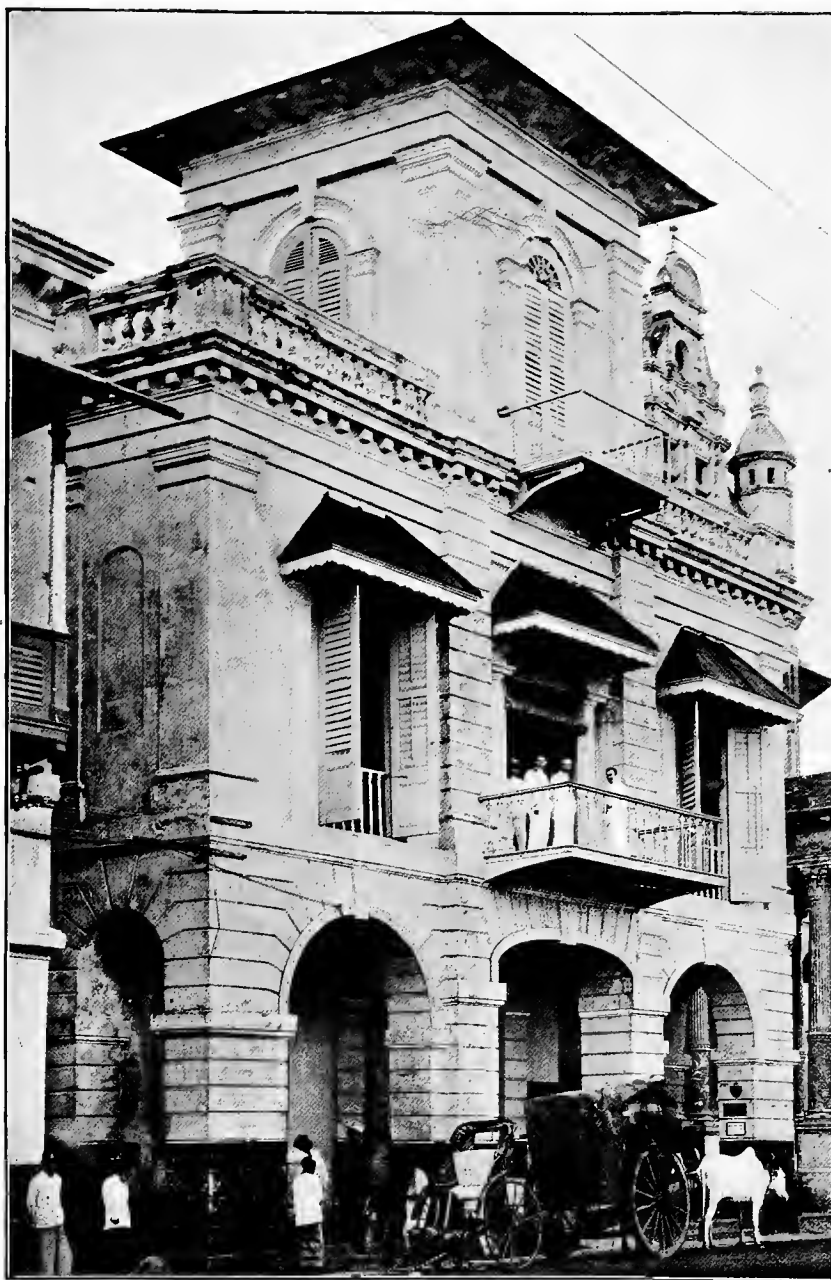
Rubber is one of the principal items in the export trade of Messrs. D. Brandt & Co.—a firm that was founded some thirty years ago by Mr. D. Brandt, a native of Hanau. For many years he was Austrian Consul in Singapore, and in recognition of his services in this capacity he received the honour of knighthood from the Emperor of Austria. He retired from active work in 1903, and the business was taken over by the present proprietors, Messrs. E. Schmid, of Paris, and T. and G. Schudel. The local offices and godowns of the company are at No. 5, Boat Quay; the Paris offices are at No. 90, Rue d'Hauteville, and the firm have agents in Hamburg, London, and New York. Brandt & Co. were one of the pioneer firms in the export of gutta, and have made a speciality of this branch of their trade. Other articles which they export are gum copal, gum dammar, gum benzoin, and all drugs, rattans, gambier, pepper, sago, tapioca, mother-of-pearl shells, tortoiseshells, skins, hides, horns, isinglass, and practically every article produced in or shipped from the colony. Mr. G. Schudel is the resident partner. He is a native of Schaffhausen, in Switzerland, and came East in 1894, after having received an extensive training in his own country and in Paris. He is well known in commercial circles in Singapore and is a member of the Teutonia, Sporting and Swiss Rifle Clubs.

HOOGLANDT & CO.

One of the oldest firms carrying on business in Singapore is that of Messrs. Hooglandt & Co., who commenced operations in the colony in 1860. They conduct an extensive agency business, representing several banks, insurance companies, and business houses, chief amongst which are the Royal Dutch Oil Company and the Asiatic Petroleum Company, Ltd. Mr. W. H. Diethelm, of Zurich, is the senior partner. The firm are represented in Amsterdam by Mr. G. A. Kesting (one of the partners), and Mr. J. Van Lohuizen manages the business in Singapore. A large staff, including ten Europeans, is employed. In the same building are Messrs. Diethelm & Co., Ltd., a branch of Messrs. Diethelm & Co., S.A. Zurich, of which Mr. W. H. Diethelm is the chairman. This firm took over in April,

1906, the business carried on by Messrs. Cadonau & Co. as importers of general piece goods and the import department of Messrs. Hooglandt & Co. They import piece and fancy goods from Great Britain and the Continent of Europe generally, and from America,

his partner, and in 1829 Mr. Alexander Guthrie was joined in the business by his nephew, Mr. James Guthrie, whose term of partnership commenced in 1837. Mr. Alexander Guthrie left the colony in 1847 for home, and died somewhere about 1865. Mr. James Guthrie



PREMISES OF HOOGLANDT & CO. AND DIETHELM & CO., LTD.

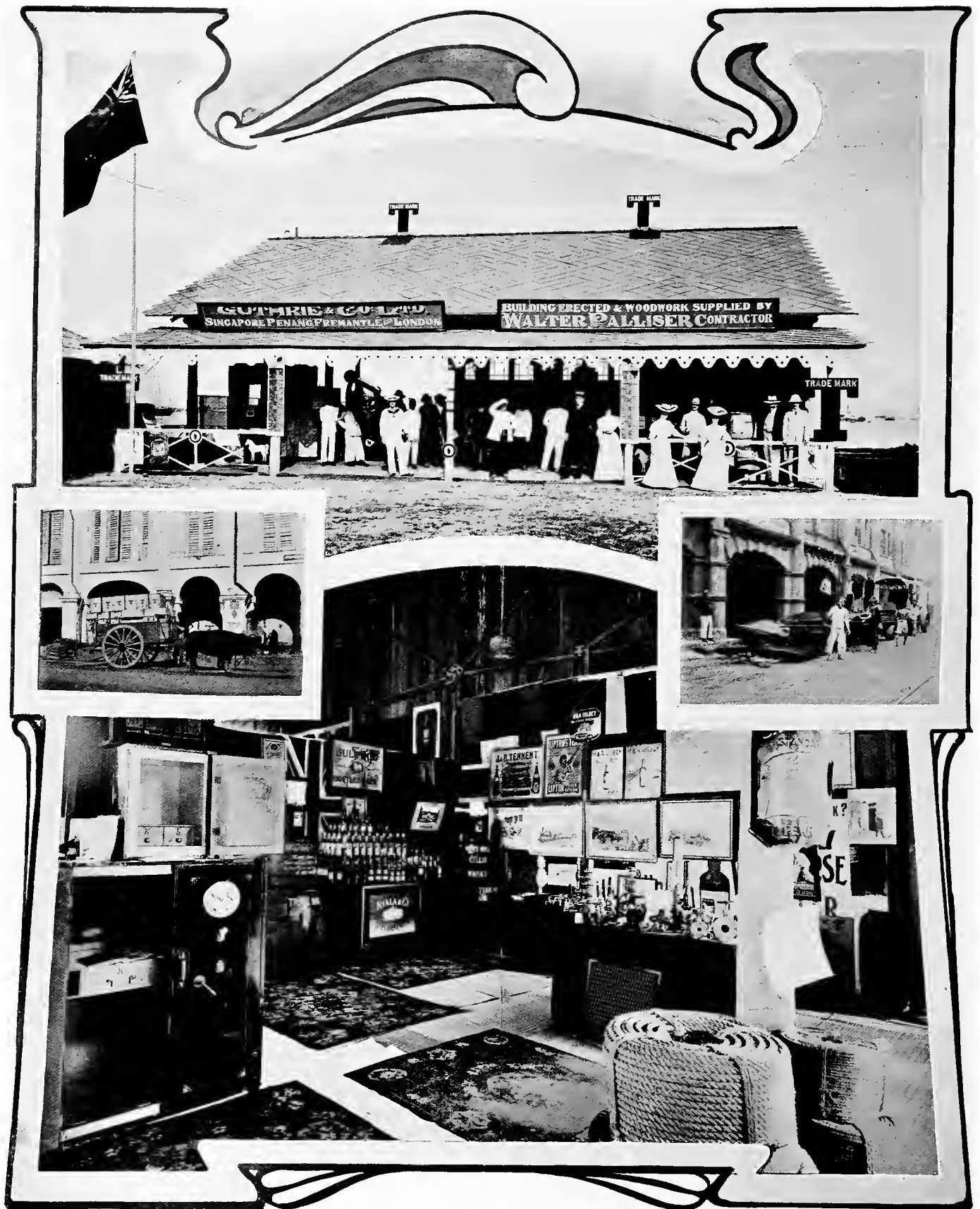
and do a very large wholesale business throughout Singapore and the Malay States. There are branches at Saigon and Bangkok.

GUTHRIE & CO., LTD.

It was as far back as 1819 when Mr. Alexander Guthrie arrived in Singapore from the Cape of Good Hope and established himself as a merchant on his own account. A period followed during which Captain Harrington, who had been connected with Malacca, was

returned to England in the very late fifties, but was still in the firm until 1875, when his interest ceased. He died in 1900. In 1851 Mr. Thomas Scott entered the firm, in 1856 became a partner, and for many years previous to his death in 1902 was the head of the firm. The principal to-day is Mr. John Anderson, whose connection with the business dates from January, 1876.

The head office is at Singapore, and there are branches in London, Fremantle, W.A., and Pinang. As regards the nature of the

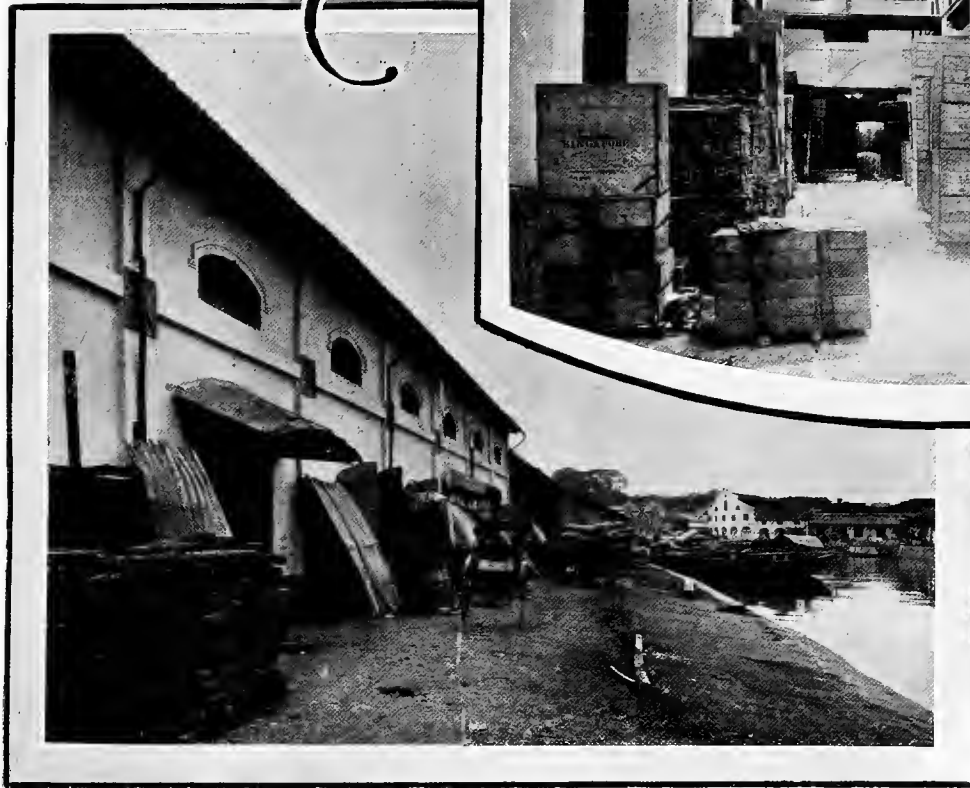


GUTHRIE & CO., LTD.

"UP FROM THE DOCKS."

SHOW EXHIBIT.
SHOW EXHIBIT (INTERIOR).

UNLOADING EXPANDED METAL.



GUTHRIE & CO., LTD.

NEW OFFICES.
HAVELOCK ROAD GODOWNS.

SWIFT MOTOR-CAR.
HAVELOCK ROAD GODOWNS (EXTERIOR).

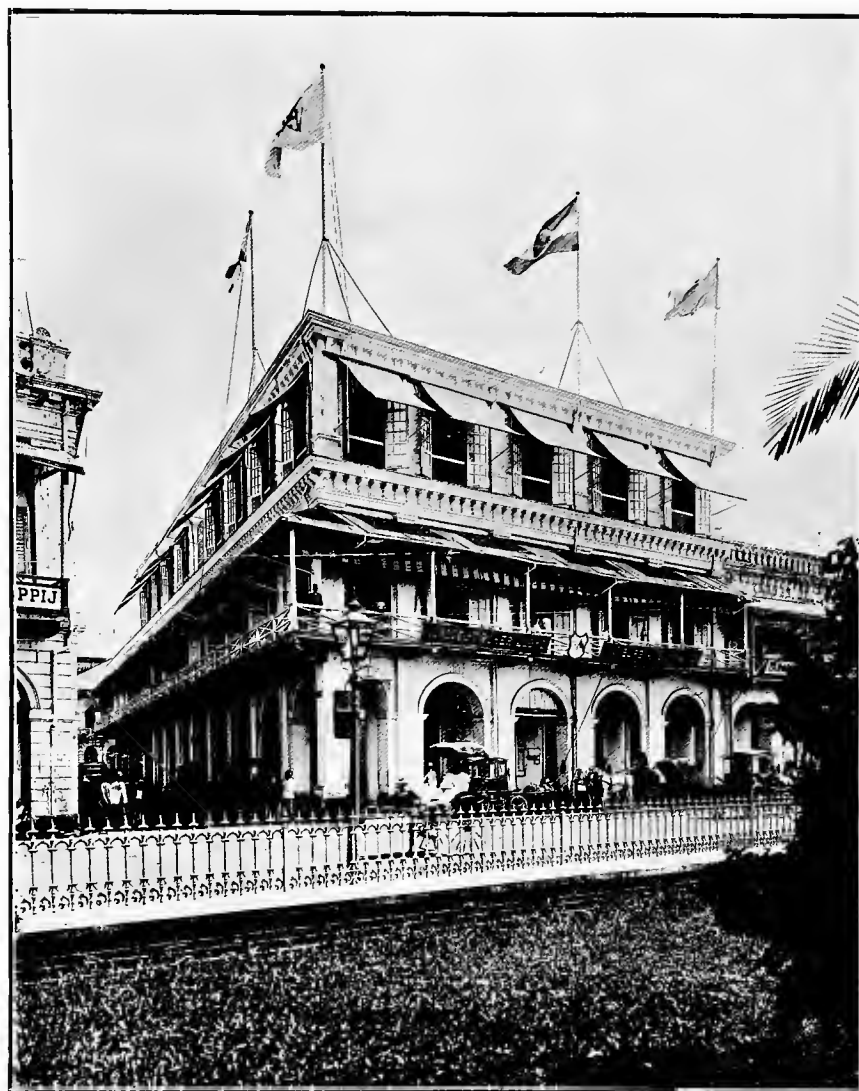
firm's business, without going into details it can be described as that of wholesale merchants, exporting and importing articles of any and every nature to and from all parts of the world; commission agents; shipping, estate, and property agents; agents for bankers, States, &c. The firm is now one of the most prominent and important in the colony.

BEHN, MEYER & CO., LTD.

The average Englishman travelling East for the first time is struck by the important part played by German enterprise in the commercial life of British possessions, and the story of the foundation and growth of some of the large German concerns forms an interesting feature of the history of the colonies. Up to the year 1840 German commerce was almost a negligible quantity in the East, and, if a few

establishment to make a bid for a share of the growing trade in the East in a large and thoroughly well initiated manner. Starting with the hire of a small godown, for which they paid a rent of forty or fifty dollars, they worked steadily to learn the needs of the Chinese population, and as early as February, 1841, were able to charter a small English brig and load it with tea, China-root, camphor, gutta, sago, and pepper. Upon its arrival in Hamburg an astonishing profit was made on this first trial consignment of goods from Singapore. The partners then made a trip to Hongkong, where at that time not a single European building was in existence, and this trip proving extremely profitable, on their return to Singapore they bought a small Chinese house in Market Street, which they stocked principally with glass and ironware. In 1844 Mr. Meyer undertook a journey to

Singapore in 1848 and became a partner in the firm two years later. In 1857 the business had grown to such an extent that it was thought advisable to establish a European house, and for this purpose Mr. A. O. Meyer returned to Hamburg and the local firm was managed by



THE PREMISES OF BEHN, MEYER & CO., LTD.

solitary business men here and there be excepted, nothing had been done to establish houses on a permanent basis. In the part of the world of which this volume treats it fell to the lot of two enterprising citizens of Hamburg, Messrs. Th. August Behn and Valentin Lorenz Meyer, to found the firm of Behn, Meyer & Co. as the first German commercial

Shanghai and the coast of China generally. There he again met with success in disposing of his cargo of Western goods, and loaded up for the return with Chinese tea, of which they were early exporters to Europe. Mr. August Behn remained in the firm until 1856, and then retired to Hamburg, and a brother of Mr. V. L. Meyer, Mr. Arnold Otto Meyer, arrived in



HANS BECKER.
(Managing Director.)

the younger men. The business at that time consisted of the export of all kinds of local produce to Hamburg and Bremen houses. Not alone from Singapore, but also from China and Manilla, tea, sugar, coffee, and different kinds of wood were sent to Europe. Singapore itself soon became too small for the operations of the firm, and they turned their attention to Burma and established a flourishing trade in rice—first at Akyab and later at Rangoon and Moulmein. Singapore becoming the centre of all European trade in the East, Behn, Meyer & Co. did a great deal in finding cargo for German and other vessels, and sent one of their men, a Mr. Thies, to represent them at Bangkok and open up Siamese trade. From Western Australia they imported horses, sheep, and sandal-wood; they sent shiploads of pilgrims to Mecca, and when the Californian goldfields started they sent there portable wooden houses and colonial produce of every description.

The business, after a hard struggle, came safely through the commercial crisis of 1857, when prices were low and one firm after another toppled over, and since that time has never looked backwards. When steamships replaced sailing-vessels the company's business increased by leaps and bounds. Between 1849 and 1899 no fewer than twelve partners entered and left the firm at various periods. In the early eighties Behn, Meyer & Co. were one of the first firms to charter steamers for the conveyance of colonial produce to England and the Continent of Europe, and in 1886 they received the agency of the Norddeutscher-Lloyd. This was followed four years later by the German-Australian Steamship Company's agency, and that of the Hamburg-America line shortly afterwards. In 1899 the European firm of A. O. Meyer bought from Mr. Alfred Holt, of Liverpool, the whole of the fleet of the East Indian Ocean Steamship Company, consisting of eleven steamers which were engaged in regular traffic between Singapore, Bangkok, Borneo, &c., and these were taken over by the Norddeutscher-Lloyd in the following year,



BEHN, MEYER & CO., LTD.—OFFICES.

1. MANAGER'S ROOM.

2. COAL DEPARTMENT.

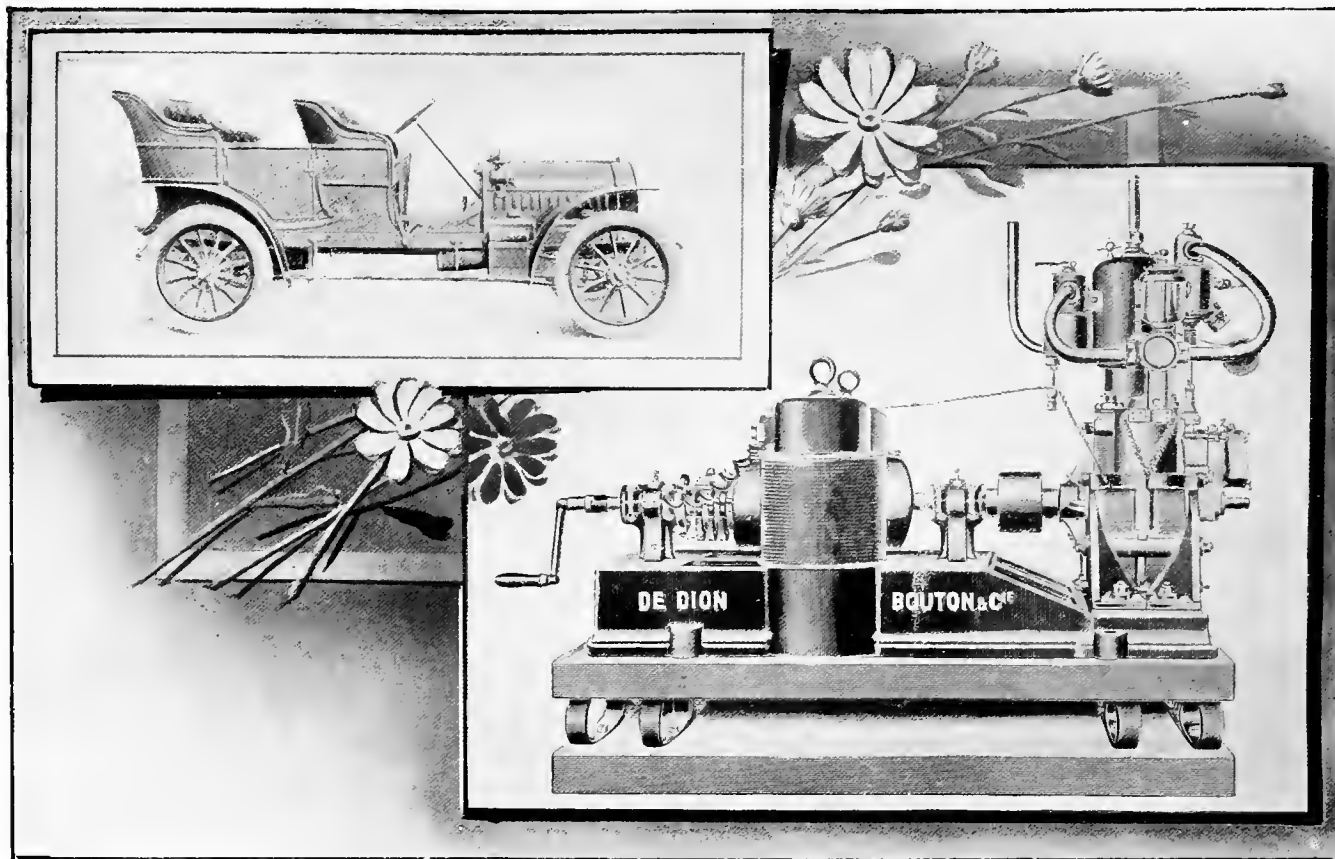
3. IMPORT OFFICE.

4. HOME AND TRANSPORT DEPARTMENT.

together with the fleet of the Scottish Oriental Steamship Company, and Messrs. Behn, Meyer and Co. undertook the administration and general agency of those now well-known coasting services. But the export of Eastern produce has been, and still is, the main portion of the firm's transactions, and some idea of the magnitude of these may be gathered when it is stated that the firm's Singapore and Pinang

shipping agents, of Nos. 8 and 8A, Raffles Quay. The equipment for the Decauville Portable Railway forms an important branch of the business. Messrs. Dupire & Co. are agents for various rubber plantations and tin mines in the Federated States, and control some fifty thousand acres of land planted with rubber in Johore. They also hold the sole agency in the Straits Settlements, Federated States, Java, the Nether-

the most important commercial undertakings in the colony. Mr. James Miller and Mr. T. E. Earle subsequently became partners in the firm. The first-named gentleman is still a managing director in London, but Mr. Earle has retired. From the first the principal feature of the business has been the exportation of local produce and the importation of European manufactures. The exports include



DE DION BOUTON & CO. MOTOR-CAR.

C. DUPIRE & CO.

MOTOR ENGINE.

concerns export every year 25,000 tons of tin alone, while copra, pepper, gambier, tapioca, sago, rattans, gutta-percha, copals, mother-of-pearl, skins, &c., are exported to the extent of 40,000 tons per annum. The import department brings into the East practically everything that is manufactured in Western countries, and it would require much space to specify all the commodities in which Behn, Meyer & Co. deal. The firm employ sixty Europeans and between four and five hundred natives, and have branches at Pinang, Manilla, Cebu, Iloilo, Zamboanga, and Sandakan. On January 1, 1906, the concern was made into a limited liability company, and Mr. Hans Becker became the first managing director. Mr. Becker is a native of Hanover, and was educated in that place. His commercial training was received at Bremen, and in 1888 he joined Messrs. Behn, Meyer & Co. at Singapore. He is a member of the committee of the Singapore Chamber of Commerce and president of the German Club.

C. DUPIRE & CO.

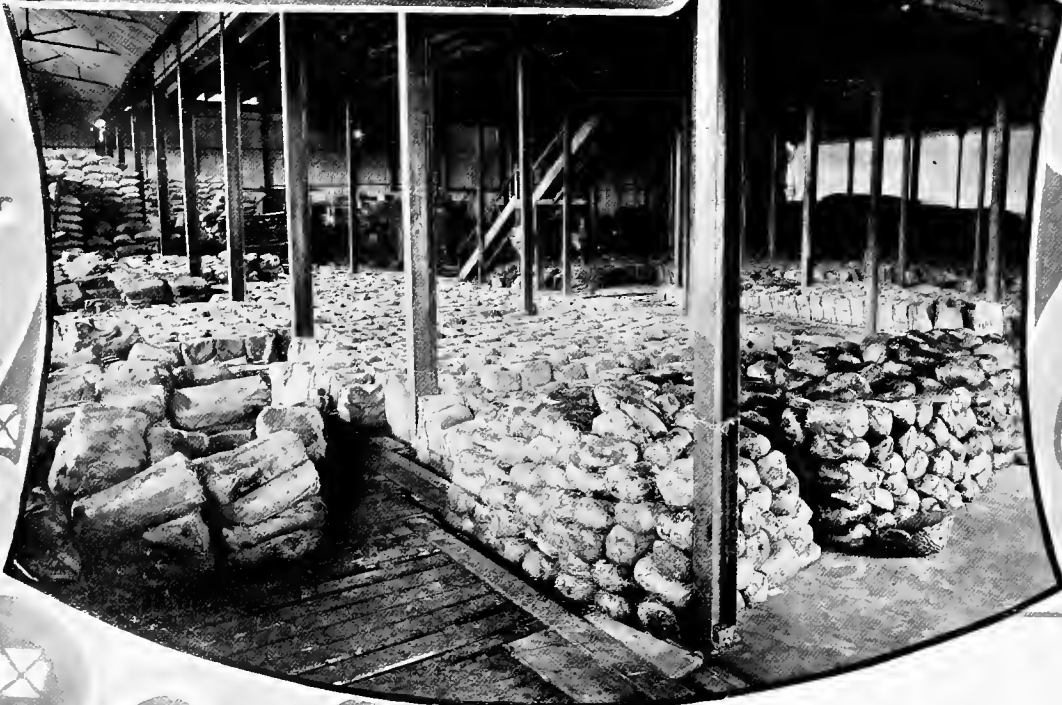
The supplying of mining machinery and appliances is a speciality with Messrs. C. Dupire & Co., importers, exporters, and trans-

lands Indies, and Siam for the well-known De Dion motor-car. The Singapore branch was established in 1897 by Mr. Louis Dupire, whose partner is Mr. C. Dupire. The head office is in Roubaix, France.

ADAMSON, GILFILLAN & CO.

If any proof were needed of the success with which Scotsmen meet in the "British Dominions over the seas" it would be furnished by the story of Messrs. Adamson, Gilfillan & Co.'s foundation. The names of Mr. Samuel Gilfillan and Mr. William Adamson first appear in the commercial records of Singapore in 1854, when they entered the service of Messrs. McEwan & Co., from whom eventually sprang the Borneo Company. Branches at Hongkong, Shanghai, and Bangkok were opened for the firm by Messrs. Adamson & Gilfillan, who in 1863 became joint managers of the Borneo Company's operations. Shortly afterwards, realising the big future that the commerce of Singapore had before it, these two gentlemen, in conjunction with Mr. H. W. Wood, who had also been a clerk in the employment of Messrs. McEwan & Co., commenced business on their own account as merchants. From small beginnings this venture has developed into one of

tin, gambier, pepper, tapioca, copra, spices, and sago-flour, which are shipped principally to the United Kingdom, the Continent of Europe, and the United States of America. Manchester and other piece goods and miscellaneous rough goods are the staple imports. The firm holds numerous important shipping and insurance agencies, including those of the Pacific Mail Steamship Company, the Occidental and Oriental Steamship Company, the American Asiatic Steamship Company, the Rickmer Line, the New Zealand Fire Insurance Company, the Yangtze Insurance Company, and the China Fire Insurance Company. Messrs. Adamson, Gilfillan & Co. also represent the Sungei Ujong (Malay Peninsula) Railway Company, and an important section of their transactions consists in the supply of the latest machinery to the tin mines of the Federated Malay States, Borneo, and the Dutch Indies, from the well-known engineers, Messrs. Fraser & Chalmers, Ltd. The firm own extensive produce godowns up the river and capacious warehouses for the storage of goods. In October, 1904, the firm was incorporated as a limited liability company, and at the present time Messrs. S. Gilfillan, W. Adamson, C.M.G., H. W. Wood, and James Miller are directors at the head



ADAMSON, GILFILLAN & CO., LTD.

THE OFFICES.

GODOWNS (INTERIOR).

THE GODOWNS HAVELOCK ROAD.

office in London, Mr. Adamson and Mr. Miller acting as managing directors, while Mr. W. S. Courtts is the London manager and Mr. M. E. Plumpton, who has been with the firm at Singapore for fifteen years, is the Singapore manager. In their day, Mr. Adamson, Mr. Gilfillan, and Mr. Earle have all played a prominent part in the public and social life of Singapore. Mr. Adamson was for many years chairman of the Straits Settlements Association, and since his retirement to London in the early nineties he has always taken a lively interest in promoting the welfare of the colony. He has been a director of the P. & O. Company for many years, and was chosen to serve on the Commission appointed by the Colonial Office to inquire into the Straits currency. In the early days, when Singapore was famed for its amateur theatricals, Mr. Adamson gained a reputation as a light comedian. He was a member of the Municipal Council for many years and did good work in that capacity, and he was decorated C.M.G. for his many public services. Mr. Gilfillan was one of the original promoters and founders of the now famous Tanjong Pagar Dock Company, which first made its appearance in 1863, and Mr. Earle was for some years a member of the Legislative Council and did a great deal of public work.

H. SCHAEFER & CO.

A great variety of goods is to be seen at Messrs. Schaefer & Co.'s premises in Prince

ment was opened in 1905 by Mr. H. Schaefer. Piece goods from the United Kingdom, Europe, and America are extensively dealt in, but rough goods, cotton goods, wines, spirits, preserves, hardware, and, in fact, everything from the West which is required in the East, may also be numbered amongst the firm's imports. Messrs. Schaefer & Co. hold the sole agency in the Malay Peninsula and Dutch Indies for the Panhard and Levasseur motor-cars. They are agents also for Rachal's Piano Company, of Hamburg, for Hoeg's ship's-bottom paints, and for "Old Taylor" whiskies. Their godowns are situated on Raffles Quay.

Mr. Schaefer is a native of Witten, Westphalia. He gained his experience in important houses in Stettin, Hamburg, and Hanover, and was at one time employed in the famous works of Krupp in Essen. In 1890 he came out East and joined the firm of Puttler & Co., in which he became a partner after twelve years' service. In conjunction with that house he opened business on his own account in 1905. Associated with him as directors are such well-known gentlemen as General Combarieu (chairman), the Baron de Courcel, Mr. M. Mauselin, and Mr. H. Combarieu. Mr. Schaefer is a member of the Sporting and Cricket Clubs, and of the Masonic Lodge St. George.

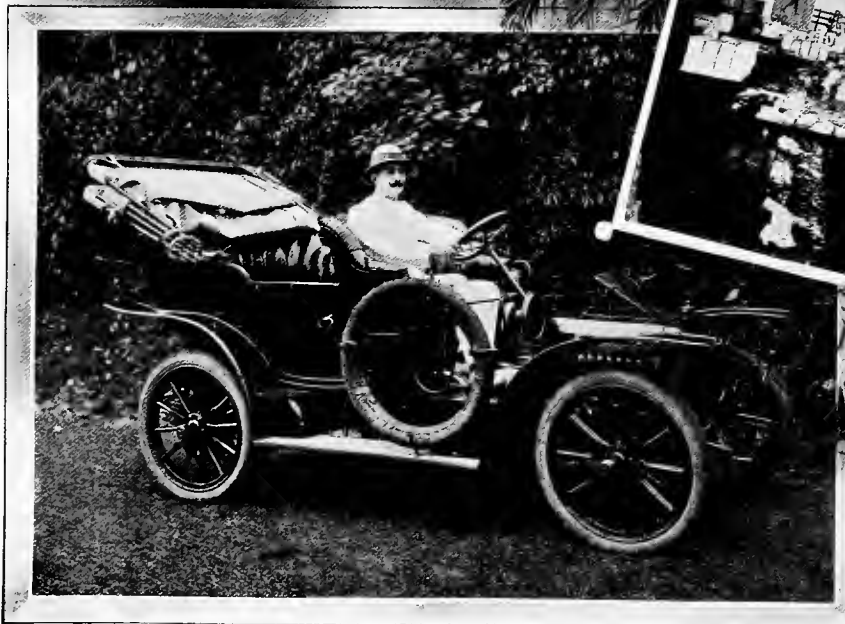
MESSRS. RAUTENBERG, SCHMIDT & CO.

One of the leading firms of importers and exporters in Singapore is Messrs. Rautenberg,

Mr. Henry Charles Rautenberg and Mr. Frederick George Schmidt, of Hamburg, did not long enjoy the privilege of working together, for on April 17, 1851—two years after they joined forces—Mr. Rautenberg, the senior partner, and Mr. Hurtlaus, junior assistant with Messrs. Behn, Meyer & Co., went out in a small boat and were drowned in a squall about two miles off Singapore. The surviving partner, Mr. Schmidt, was joined in 1858 by Mr. Gustav Cramer and Mr. Adolf Emil Schmidt. They were followed by Mr. Franz Kustermann in 1863, and by Mr. Conrad Sturzenegger in 1865. The imports of the firm comprise everything imaginable from rough, soft, and piece goods to provisions, and every kind of local produce is exported to Europe and America. Messrs. Rautenberg, Schmidt & Co. represent the Austrian Lloyd Steam Navigation Company, of Trieste, do a fair business in chartering, and act as agents for the Bremen and Antwerp underwriters and for a number of insurance and mercantile companies in the United Kingdom, Europe, and America. The present partners are Mr. Robert Sturzenegger, at Singapore; Mr. Martin Suhl, at Pinang; Mr. Rutger Klunder, at Hamburg; and Mr. Conrad Sturzenegger, at Schaffhausen.

MESSRS. BARLOW & CO.

A leading place in the importation of Manchester cotton goods, so extensively used for clothing by almost every section of the community, is occupied by Messrs. Barlow



PANHARD CAR.



INTERIOR OF H. SCHAEFER & CO.'S PREMISES.

Street, Singapore. The head office is No. 19, Rue Richer, Paris, where business is carried on in conjunction with the Indian & Eastern French Trading Company, with whom Messrs. Schaefer & Co. are amalgamated. The local establish-

Schmidt & Co. This firm also embraces the houses of Messrs. Schmidt, Kustermann & Co., Pinang, and Messrs. Schmidt and Kustermann, Hamburg, as well as an establishment at Schaffhausen in Switzerland. The founders,

& Co., a branch from Messrs. Thomas Barlow & Bro., of Manchester and London. Their business connection with Singapore dates back over thirty years, but for a number of years they traded through agents here, and it was



RAUTENBERG, SCHMIDT & CO'S OFFICES, INTERIOR, MERBAN ROAD GODOWN, AND INTERIOR SHOWING RATTAN PICKING.



BARLOW & CO'S PREMISES AND MANCHESTER HOUSE GODOWNS.

not until January, 1891, that they opened a branch of their own in the colony. In addition to their extensive trade in cotton goods, they import hardware, metals, and sundries, generally known as rough goods. For many years they have been connected with the planting industry of the Malay Peninsula, and at the present time they are the agents for some sixteen rubber companies, which include some of the largest planting concerns of Malaya. Among these are the Highlands and Lowlands Company, the Sungei Rengam and Sungei Way Company, the Bukit Rajah Company, and the Consolidated Malay Company. Messrs. Barlow & Co. are the local representatives of the Native Planters' Association, and also hold the agencies for the Compania Transatlantica line of steamers, the Imperial Insurance Office, the Union Marine Insurance Company, and the National Bank of China.

Mr. Edward Bramall, who represents Messrs. Barlow & Co. on the Singapore Chamber of Commerce, received his business training at the Manchester office of that well-known firm of cotton goods merchants. He came out to the Singapore branch about fifteen years ago, and in the early part of 1905 was appointed manager in succession to Mr. J. M. Allinson, who was for many years a well-known figure in social and commercial circles in the colony, and was a member of the Legislative Council. Mr. Bramall is a member of the Straits Association and of the principal clubs. His chief recreation is golf.

CALDBECK, MACGREGOR & CO.

In so hot and trying a climate as that of Singapore a refreshing drink is as much appreciated, perhaps, as anything else, and amongst those who do not adhere to teetotal principles the "Stengah" whisky-soda is a favourite beverage. Hence the importance of a firm which imports really good wine and spirits is at once evident. Such a firm is that of Caldbeck, Macgregor & Co., whose head office is in Rangoon Street, Crutched Friars, London (with branches at Glasgow, Hongkong, Shanghai, Tientsin, and Pinang, and agencies throughout the Federated Malay States, Siam, Java, Borneo, China, and the Philippine Islands). This is the only firm of wine and spirit merchants in the Far East which trades solely as such. They hold numerous agencies for the best wine and champagne firms of France and the Continent. Amongst their local customers are his Excellency the Governor, the chief Government officials and clubs, the Army and Navy messes, planters, hotels, and principal residents of the Federated Malay States. They also appear largely in the wholesale liquor trade of the colony. At Finlayson Green the firm has commodious cellars and stores (filled with the choicest wines from Europe) which serve as a distributing centre to their agents in the surrounding colonies and countries. Mr. Kenneth A. Stevens, the local managing partner, is a native of Devonshire, and landed in Singapore in 1876, coming out as an electrician on the staff of the Eastern Extension Australasia and China Telegraph Company. After serving for fourteen years with them he joined his present firm. He has travelled extensively over practically all parts of the world, is one of the Governor's nominees on the Municipal Council, a Justice of the Peace, a member of all the leading clubs in Singapore, and a keen motorist, being, in this latter connection, the originator of, and prime mover in, the Automobile Club of the Straits.

KELLY & WALSH, LTD.

During the last twenty-five years the local branch of this prominent European firm in Singapore has advanced by leaps and bounds. It is more than half a century ago since Messrs.

Kelly & Walsh established themselves in China and Japan. They carry on business as book-sellers, stationers, printers, publishers, lithographers, bookbinders, account-book makers, die engravers, newsagents, tobacconists, &c. Many standard works on the Chinese, Japanese, and Malayan languages, as well as other works of general interest, have issued from their press.

on under the same name as the branch at Singapore. It is some thirty years since Mr. J. Brinkmann founded the Singapore business at 12, Collyer Quay. Having its origin in the cotton and worsted centres of Lancashire and Yorkshire, it is only natural that the firm should make a speciality of the piece goods for the manufacture of which Manchester and



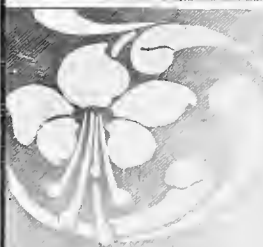
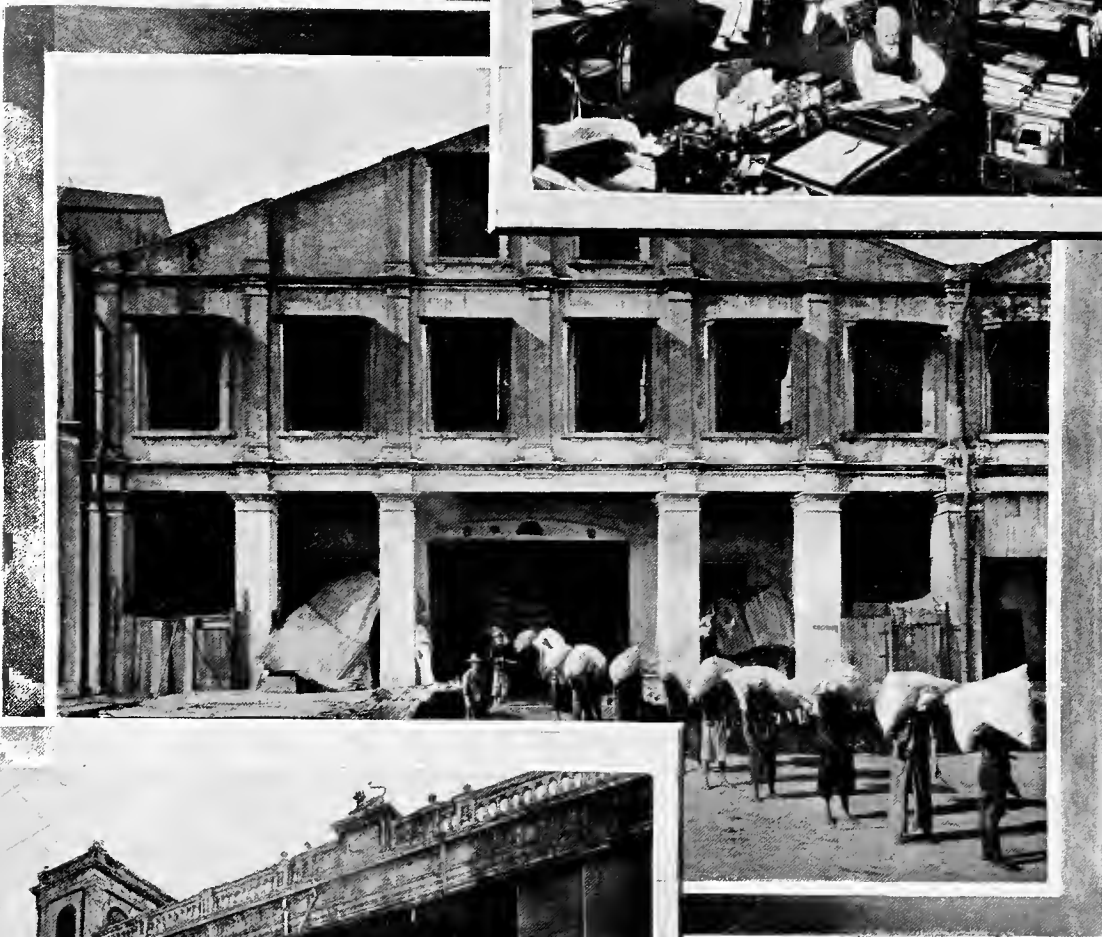
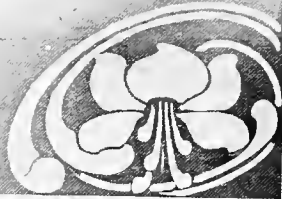
CALDBECK, MACGREGOR & CO'S PREMISES.

The company's premises are in Raffles Place and Orchard Road. Mr. W. J. Mayson is the manager.

BRINKMANN & CO.

No better illustration of the wide scope of the operations of the large European firms in Singapore could be found than that furnished by Messrs. Brinkmann & Co. This firm have a head office at Manchester and a branch office at Bradford, conducted under the style of Messrs. Hiltermann Bros., an agency in Hamburg styled Messrs. Mecklenburg & Co., and an office in London, at 7, Mincing Lane, carried

Bradford are so famous. But their operations extend far beyond this. They import ironware, rough goods, and other sundries from the United Kingdom and the Continent of Europe, and export gambier, peppers, rattans, canes, pearl sago, rubber, gutta, copra, sago-flour, tapioca, hides, and other local produce to all parts of the world. A large trade is done with the Chinese population in the island, who in turn supply the Federated Malay States and the neighbouring Dutch possessions. Besides the commodious building in which the Singapore offices are located on Collyer Quay, the firm have four large godowns at Kampong Malacca and one in Anson Road. The



BRINKMANN & CO'S ESTABLISHMENT.

EXTERIOR.

GODOWN AT KAMPONG MALACCA.

THE OFFICE, SINGAPORE.

manager at Singapore is Mr. Percy Cunliffe, a native of Manchester, who is on the committee of the local Chamber of Commerce. Messrs. Brinkmann & Co. employ at Singapore ten European assistants, some thirty native and Chinese clerks, and a host of other natives. Among the important agencies held by them are the Sun Insurance Office, the Liverpool and London and Globe Insurance Company, and the Thames and Mersey Marine Insurance Company, Ltd.

THE AUSTRALIAN STORES.

In tropical climates more difficulty is usually experienced in obtaining good food than is the case in the temperate zone. In Singapore, however, there are some first-class stores, and not the least important of these is the local branch of the Australian Stores of Messrs. Thompson, Thomas & Co., which was established in 1902. The business was commenced in a small way in Cecil Street by Mr. G. Shallcrass, who came over from Australia with consignments of fresh fruit. Being encouraged by a rapid sale, he opened a small office, and, later, started a retail store with a godown in Robinson Road. As at the Colombo branch,

residents of Singapore and the adjacent islands, planters in the Federated Malay States, and residents of Borneo, Java, and Sumatra. The local branch is under the charge of Mr. N. Thomas, who is a native of South Australia. He received his business training in Australia, India, and Ceylon, coming to Singapore in 1906. Mr. C. H. Mason is the principal assistant.

SAUNDERS & CO.

The three partners in this firm—Messrs. J. D. Saunders, A. E. Mulholland, and J. G. Mactaggart—carry on an extensive business as exchange and share brokers in Singapore. Mr. Saunders, who established the business in 1892, is a native of Surrey, in which county he was born in 1865. Having been educated privately, he commenced his business career in the Old Oriental Bank, removing to Hongkong in 1886 when the bank failed. He remained in Hongkong a year, went to Shanghai for two years, and subsequently entered the service of the New Oriental Bank in Singapore. He remained until this bank failed in 1891, and then returned home for a year. Coming again to Singapore in 1892, he founded the present business. He is a member

member of the Sports Club, London, and of most of the local clubs.

Mr. J. G. Mactaggart was born at Blackheath and educated at the Charterhouse. He entered the firm of Boustead & Co., and in 1898 joined Latham & Co. as a partner. In 1902 he severed his connection with Latham & Co. and was admitted a partner in the firm of Saunders & Co. He, also, is a member of the Sports Club, London, and of various local clubs.

L. HERMENT.

Mr. L. Herment is a general broker and commission agent who commenced business on his own account in Singapore in 1905. He was born in Bordeaux in 1869, and at the age of seven was taken to Java, where he remained at school until he had reached his eighteenth year, when he returned to France to complete his education. He was employed by a Bordeaux firm for two years, after which he again went to Java and served there for three years in a bank. In 1897 he came to Singapore as an assistant in an import and export office, was, later, manager, and, as previously stated, commenced business on his own account in 1905.



INTERIOR OF THE AUSTRALIAN STORES.

business increased by leaps and bounds, until in 1905 the firm was compelled to move into their present commodious premises in Stamford Road, views of which accompany this sketch. In addition to the supply of manufactured Australian produce, which the firm receive from the head office in Melbourne, all the requirements of a first-class grocery and provision trade are directly imported from Europe, America, India, &c. Amongst the firm's numerous customers are the principal

of the Singapore Club, the Sporting Club, and other local clubs, and the Sports Club, London.

Mr. A. E. Mulholland was born in 1878 in Singapore, where his father was the manager of the Borneo Company, Ltd. He was educated privately in England, and returned to Singapore in 1899 in the service of the Borneo Company, Ltd. He remained with this company for four years in Singapore and Sarawak. In 1903 he joined the firm of Saunders & Co., and was made a partner in 1906. He is a

JOHN LITTLE & CO., LTD.

Plans have recently been approved for the reconstruction of the large block of buildings in Raffles Place occupied by Messrs. John Little & Co., Ltd., whose name is known to every European who has visited Singapore. The area to be built over is nearly an acre in extent, and the floor-space should amount to about 100,000 square feet. A very light and free Renaissance style, based on a study of Spanish

and Flemish work, has been followed for the front of the building. The aim of the designers has been to give the maximum amount of floor-space with a minimum of wall and column area, and with this in view the modern system of steel-frame construction has been adopted. It was laid down by the occupiers that light and ventilation were to be the first considerations, and though, perhaps, this has

take this course by his elder brother, Dr. Little, who had practised in Singapore for many years and was one of the first unofficial members of the Legislative Council. For the first eight years the style of the firm was Little, Cursetjee & Co., and their premises were situated where the present godown stands. The auctioneering part of the business was not long continued, the energies of the

tracts executed include the complete furnishing of the Hotel de l'Europe and the Adelphi Hotel; renewal and part refurnishing of Government House on the occasion of the visit of T.R.H. the Prince and Princess of Wales; the complete furnishing of the Johore Hotel, the Hotel van Wijk, various residences of the Sultan of Johore, and two palaces for the Sultan of Perak. Heavy and household ironmongery,



PLAN OF NEW PREMISES IN COURSE OF CONSTRUCTION FOR JOHN LITTLE & CO., LTD.

entailed the loss of some valuable space, greater comfort has been secured to the customers and assistants. The building is to have three storeys and a very large show-front. The ground floor will consist of one large showroom in front, with packing and despatch rooms at the back, and may be said to be walled with plate-glass and ventilators. From this will rise an elaborate staircase to the upper floors, with passenger and goods lifts, and the general lay-out of the floor is one that should make shopping a matter of ease and the display of goods as nearly as possible the best that could be got under the circumstances. This floor will be lighted and ventilated by a large well in the centre. The upper floors are to be very similar, the top being carried higher in the centre and lighted by an elaborate ventilating roof. The architects are Messrs. Swann & Maclaren.

Messrs. John Little & Co.'s business has been established in Singapore for over half a century. To be precise, it was in 1845 that Mr. John Martin Little, the second of three brothers, all of whom were closely associated with the commercial and social life of Singapore, came out East, and, in conjunction with Mr. Cursetjee Framjee, took over the business of general storekeeper and auctioneer from Mr. Francis S. Martin. He was led to

founders being concentrated on the extension of the general storekeeping department. Giant strides were made, but in 1853 the partnership of Little & Cursetjee was dissolved, and Mr. Matthew Little, the youngest of the three brothers, joined his brother and the style of the firm was altered to that of John Little & Co. Steady development followed, and the business is now one of the foremost retail establishments in the East. Its magnitude may be gauged by the numerous departments into which it is subdivided. In the wine and spirit department the firm hold the sole agency for such well-known brands as Pommery & Greno, St. Marceaux, and Pol Roger champagne; Dienhard's hocks and moselles; Meyniac & Co.'s clarets and burgundies; "Big Tree" Californian wines; T. Mosley & Co.'s ports and sherries; Burke's stout and ales; Andrew Usher & Co.'s, John Dewar & Sons', Daniel Crawford's, and John Walker's whiskies. In provisions a speciality is made of tinned foods, which, by reason of frequent shipments and quick sale, they are able to supply in the best condition. An important recent development has been the opening of a well-stocked furniture department. At the company's factory in Tanglin about a hundred and fifty cabinet makers, carvers, and polishers are regularly employed. Some of the large con-

crochery, &c., are adjuncts of the furnishing department. There is a watch and clock department under the control of an experienced watchmaker, and the firm has for many years been sole agents for J. W. Benson, Ltd., whose watches have stood the test of 150 years. Other departments are athletic outfitting, book and stationery, arms and ammunition, gentlemen's outfitting, tailoring, ladies' outfitting, curio and saddlery, each of which has a complete and attractive stock. Indeed, it would be very hard to name a single want that the firm does not supply. A considerable proportion of the business done is carried on with outposts, and from Rangoon to Australia, from Achin to the Philippines, and from Java to Saigon every mail brings its quota of orders. All the departments are controlled by trained European assistants, and the firm keeps in touch with its scattered clientele by means of compendious catalogues. In the course of the company's long existence there have necessarily been many changes in the *personnel* of the management. Mr. John Little, the founder, retired from Singapore in the early sixties, but continued as senior partner in London until his death in 1894; and Mr. Matthew Little went home and joined the London office in 1877 and continued there until his death in 1902. On his retirement from Singapore, Mr. Alex. M.



PREMISES OF JOHN LITTLE & CO., LTD., IN 1854 AND AT SUBSEQUENT DATES.

Martin succeeded to the management and held that position until he left for London in 1886, when Mr. S. R. Carr became senior partner at Singapore. It was during this gentleman's management that the firm was converted into a limited liability company, an alteration made solely for the convenience of the transmission of interests in the firm. In the same year (1894) Mr. Carr joined the London directorate, and was succeeded as managing director at Singapore by Mr. W. Hutton, who was followed in 1903 by Mr. E. Scott Russell. The present directorate is as follows: Messrs. S. R. Carr (managing director), Mr. W. Hutton, Mr. E. Scott Russell, London; and Messrs. R. Little, C. W. Banks, R. Scoular, Singapore. Mr. W. Blunn is the secretary at Singapore.

ROBINSON & CO.

The cases in which one man has commenced business in a small way and developed it into

foundations, and to-day the business embraces departments for drapery, hosiery, haberdashery, complete house furnishing, motors and cycles, photographic apparatus, and sport requisites. Messrs. Robinson are sole agents for the arms and ammunition of Messrs. Kynochs, of Birmingham. Their well-stocked showrooms have recently been enlarged. Mr. S. R. Robinson and Mr. A. W. Bean, the present partners, both reside in Singapore, and the company's headquarters are in Raffles Square.

McALISTER & CO.

The rubber industry is a rapidly growing one in the Malay Peninsula. A large number of estates are under cultivation, and new tracts of land are continually being cleared. This, of course, gives a fillip to local trade. Planters want tools and other requisites, and these they purchase from neighbouring towns. A firm that makes a speciality of catering for this

well as all kinds of implements used on rubber estates. A large business is done in heavy mining machinery. The company deal extensively in produce, and have representatives in Australia, Antwerp, and various other parts of the world. They are agents for shipping, insurance, cycle, machinery, coal, rubber, tin mining, motor, gas-engine, cement, oil, fodder, wine, spirit, and other companies. Messrs. McAlister & Co. are closely allied with McIlwraith, McEacharn & Co., Prop., Ltd., of London and Australia, who act as their London agents and are represented on the local board by Sir Malcolm McEacharn and Mr. Andrew McIlwraith, of London. The business was established in 1857, and was converted into a limited liability company in 1903. The company's premises—Gresham House, Battery Road—are amongst the most imposing of the mercantile buildings in Singapore. The company have a godown by the riverside, and employ about a hundred hands in Singapore. They have branches at Pinang, Ipoh, Kuala Lumpur, and Tongkah. The directors of the company are Sir Malcolm D. McEacharn, Mr. Andrew McIlwraith, Mr. A. D. Allan, and Mr. G. Derrick. Mr. Allan is chairman of the board and managing director. He came to Singapore from Australia, where he had been in charge of the various houses of McIlwraith, McEacharn & Co., Prop., Ltd.

J. TRAVERS & SON, LTD.

This well-known firm of merchants carry on an extensive general import and export business at D'Almeida Street. An important feature of their operations is a pineapple-canning business, which is the only concern of the kind owned by a European firm in the colony.

KATZ BROS., LTD.

"There is a tide in the affairs of men," says Shakespeare, "which taken at the flood leads on to fortune," and if proof were needed of the truth of this assertion, it would be afforded by the history of Messrs. Katz Bros., Ltd. The inception of the firm dates from 1864, when Hermann Katz, a naturalised Englishman, then a young man of slender means, fresh from Europe, together with Mr. Hieber, took over Messrs. Kattenbach, Engler & Co.'s retail business and carried it on under the style of Hieber, Katz & Co. This partnership was dissolved in 1865, when Mr. Hermann Katz was joined by his brother and the firm started business under the present style. The two brothers displayed great energy and ability, and as a reward their business grew rapidly. From being solely shopkeepers they became also wholesale and commission agents and built up a general import business. In 1872 war broke out between the Achinese and the Dutch, and Messrs. Katz Bros., seizing their opportunity, promptly secured the contract for supplying the Dutch army with the whole of their commissariat requirements for three years. The volume of business which this contract brought necessitated, in addition to the existing means of transport, the purchase and charter of four large vessels for the firm's local requirements. This huge undertaking was successfully accomplished, and in 1878 Mr. A. Katz retired, leaving his brother sole partner. The business continued to thrive, and the firm began to export produce to Europe and elsewhere. Among other deals they "cornered" the supply of local pepper. A branch house was opened in Pinang in 1888, and several ice manufactories were started in Singapore about the same time. To-day the firm control the whole production of ice in the port and have the agency for one of the largest oil refineries in Asia. In 1896 Mr. Katz found that, with advancing years, the burden of so big a business was too heavy for him to bear, and he



ROBINSON & CO.'S PREMISES.

an emporium are much more numerous in the colonies than they are in the Mother Country. Singapore offers many illustrations of this. Take, for example, the business of Messrs. Robinson & Co., which has grown in half a century from small beginnings to one of the leading establishments in the settlements. It was in 1858 that Mr. Philip Robinson, the founder of the firm, commenced to lay the

class of business is Messrs. McAlister & Co., of Gresham House, Battery Road, Singapore, who were awarded a first prize for rubber planting tools at the 1906 exhibition. Though primarily shipping and general agents, they have a number of other departments, and are in a position to supply carriages, motor-cars, fire-arms, machinery, ships' requirements, Australian produce, and engineers' furnishings, as



McALISTER & CO.'S SINGAPORE PREMISES, STAFF, AND KUALA LUMPUR PREMISES.



J. TRAVERS & SON, LTD.

THE OFFICES.
THE ELECTRICAL DEPARTMENT.

(See p. 684.)

G. A. BUSH.
H. ADAMSON.



THE SHOW ROOMS.

J. TRAVERS & SON, LTD.
 HAVELOCK ROAD GODOWNS.
 (See p. 684.)

COTTON GOODS DEPARTMENT.



KATZ BROS., LTD.

1. THE STORES AND OFFICES.

2. SALES ROOM.
(See p. 684.)

3. ICE WORKS

turned the concern into a limited company with a capital of 1,000,000 dollars. Mr. Katz is the chairman of the board. The company has continued to prosper, its stock has been

The manager, Mr. R. T. Christopher, a native of Lincolnshire, is a member of the Pharmaceutical Society of Great Britain, Medalist of Muter's College, and secretary of the local

North Bridge Road. This is open from 8 a.m. to 10 p.m. In the evening it is under the charge of Mr. Lu Si Li, who was the first Chinese chemist to qualify in the colony.



MAYNARD & CO., LTD.

THE NORTH BRIDGE ROAD BRANCH DISPENSARY, WITH VIEW OF THE INTERIOR.

an absolutely safe investment, and the dividends have been regular and uniform. There are European branches at London and Frankfurt-on-Main.

MAYNARD & CO., LTD.

One of the most flourishing concerns of its kind in the colony is that trading under the name of Maynard & Co., Ltd., wholesale and retail chemists and druggists, at 14, Battery Road, and 598, North Bridge Road. The business was started many years ago by Mr. Maynard, on whose retirement it was turned into a limited liability company. It was formed again in 1900. The present directors are Dr. P. Fowlie (chairman), Mr. E. F. H. Edlin and Mr. J. G. Mactaggart. Mr. Alex Gentle is the secretary and R. T. Christopher the manager. Two qualified English chemists and two qualified Chinese chemists are employed, besides a numerous staff of Chinese and Malays. The firm import direct from Europe and America. They carry a comprehensive stock of drugs, chemicals, patent medicines, surgical instruments, toilet and sanitary requisites, chemical apparatus and spectacles. They do a large business with the estates and mines in the Federated States, and supply drugs and surgical dressings to several hospitals. Their business connections extend to Borneo, Java, Johore, Saigon, the Cocos Islands, and several of the Dutch possessions. They hold also a contract for the supply of drugs and dressings to the municipality. The usual dividend paid by the company is 20 per cent.

Pharmaceutical Association. Mr. F. W. Davies (assistant) is a native of South Wales, a member of the Pharmaceutical Society of Great Britain,



H. A. CADER.

and late student of the Pharmaceutical Department of Victoria University, Manchester. About eighteen months ago a branch was opened in

WHITEAWAY, LAIDLAW & CO.

European residents in Asia owe a debt of gratitude to such pioneer concerns as Messrs. Whiteaway, Laidlaw & Co., who have branches in almost every Eastern city. Their Singapore branch was established in November, 1900, in D'Almeida Street, Finlayson Green, and when those premises were taken over by another firm the business was removed to its present imposing quarters at the corner of Hill Street and Stamford Road. This magnificent building, which is one of the show places of Singapore, was specially built to suit the firm's requirements, and covers no less than 18,000 square feet. Messrs. Whiteaway, Laidlaw & Co. are so well known that it would be superfluous to describe in detail the character of the huge volume of business which they transact. Suffice it to say that in Singapore, as elsewhere, they have made a name for themselves as the leading drapers of the place, and a glance at the accompanying illustration, showing their spacious showroom, will best give an idea of the variety and immensity of the business. Only high-class European trade is done, and the firm's clientèle is composed principally of resident and touring Europeans and the better class Malays and Chinese. In addition to being drapers and general outfitters, the firm has boot and shoe and crockery departments, and deals in every kind of household necessary. The manager at Singapore is Mr. F. MacDougall, who has had wide experience both of Western and Eastern trade at Edinburgh, London, Melbourne, Calcutta,



WHITEAWAY, LAIDLAW & CO.'S ESTABLISHMENT.

1. THE PREMISES.

2. THE SHOWROOM.

and Bombay. The staff at Singapore numbers fifty-five assistants, European and Chinese, and extra assistance is obtained from time to time as required.

THE PHARMACY.

It is of particular importance in a tropical climate that there should be opportunities for purchasing medicines and drugs of the highest quality. To supply such a want there was established in Singapore, six years ago, the Pharmacy, opposite the General Post Office, and by keeping only the purest materials this institution has maintained a high reputation and has received the support of the medical men of the city. In 1903 the Pharmacy was removed to its present handsome premises in the Chartered Bank building, Battery Road. A wholesale and retail business as dispensing chemists, druggists, and opticians is carried on under the direction of a fully qualified British chemist, assisted by a native staff. The chemicals are imported principally from Europe and America, and in addition to supplying the local trade, an export business is done with Borneo, the Federated Malay States, and neighbouring islands.

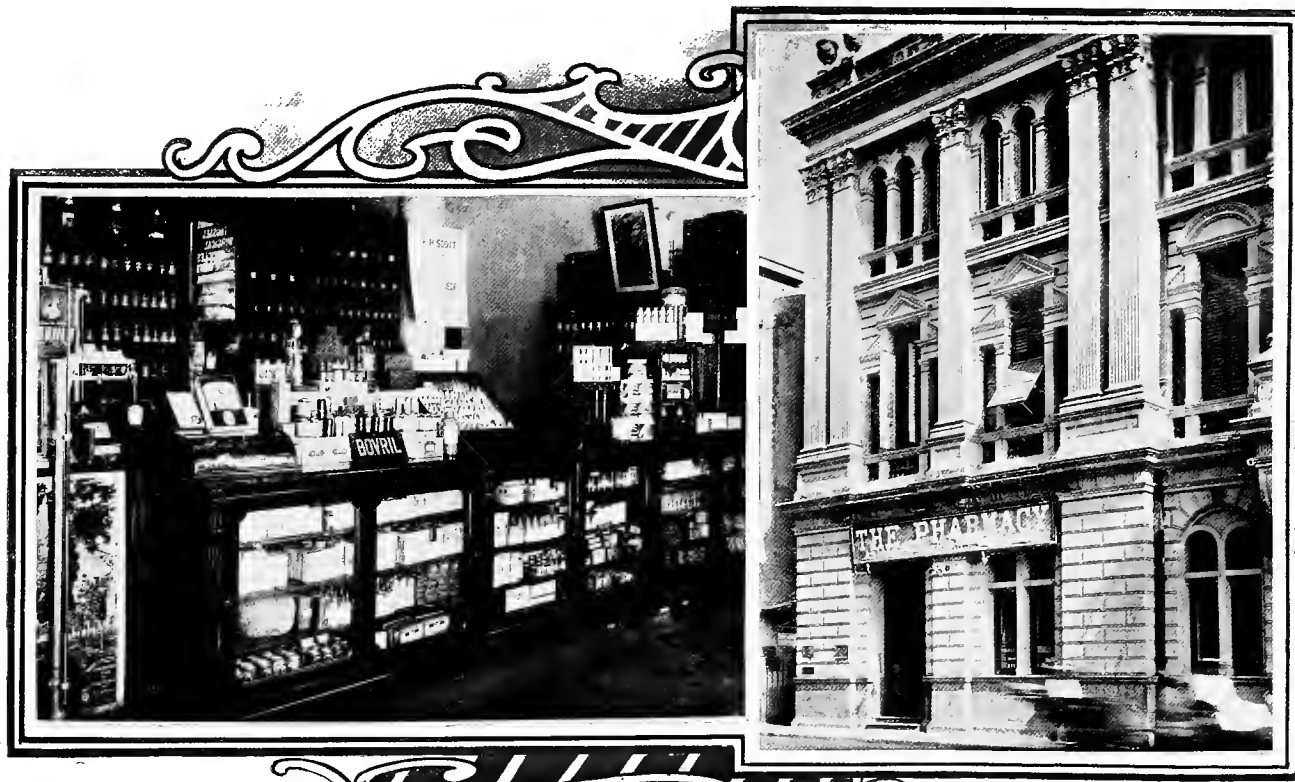
Mr. G. Whyte Crawford is a native of Ross-shire, Scotland, and was educated at the Glasgow School of Pharmacy. He obtained his diploma as a member of the Pharmaceutical Society of Great Britain on October 7, 1901. After having served with various large chemists and druggists in Glasgow he journeyed East in 1902, and since 1906 has been manager of that well-known establishment in Battery Road, the Pharmacy.

MESSRS. KUHN & KOMOR.

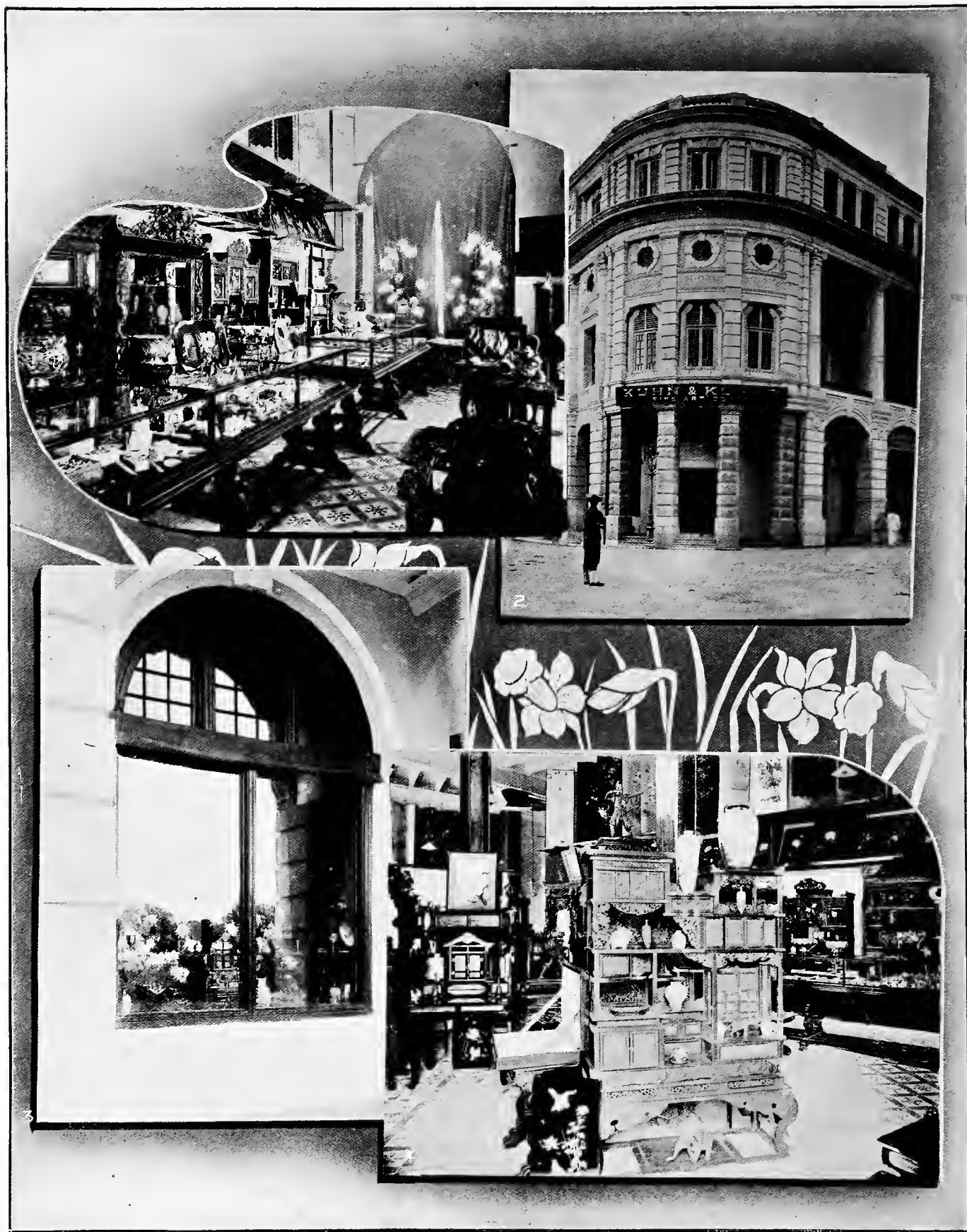
It would be difficult to find any store which would more readily "loosen the purse-strings" of even the most careful than one containing



THE PHARMACY OF DR. GOONETILLEKE, NORTH BRIDGE ROAD.



THE PHARMACY.



KUHN & KOMOR'S PREMISES AND SHOWROOMS.

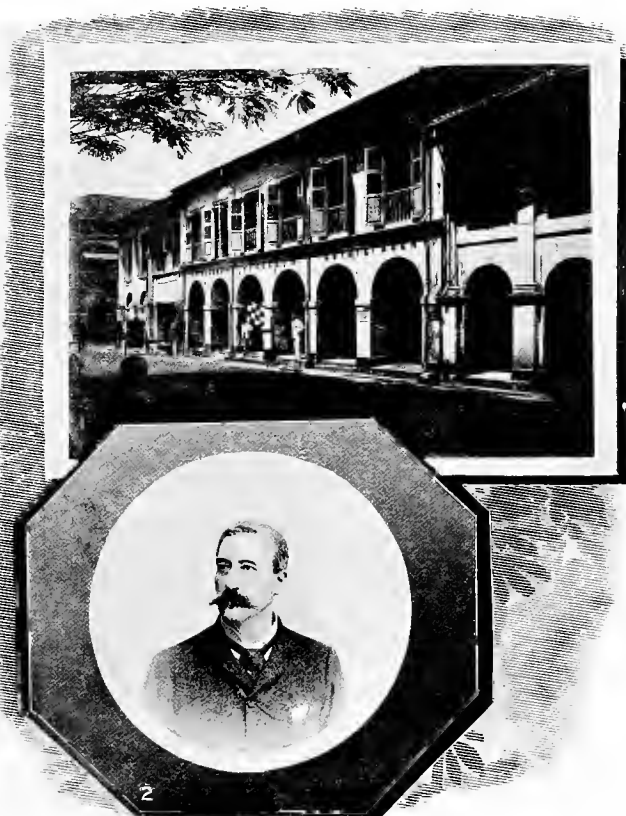
an array of Japanese fine art goods; and of the hundreds of such stores scattered throughout the East, few can surpass the branches of Messrs. Kuhn & Komor. For forty years this firm has maintained a high reputation for the quality of its stock. It was in 1867 that Mr. M. Kuhn, a Hungarian, opened the business in Hongkong. Later on, as the trade increased, Messrs. A. Kuhn and S. Komor took over the business and established branches at Shanghai, Yokohama, Kobe, Singapore and Calcutta. Quite recently they opened a large wholesale and retail establishment in Yokohama. They employ a number of the best craftsmen for the manufacture of silver and gold lacquer, Satsuma and cloisonné ware, carved furniture, bronzes, &c., for the supply of their retail shops. Messrs. Kuhn & Komor first commenced business in Singapore at Raffles Place in 1902, but they subsequently closed the branch owing to the unsuitability of the premises. Their present handsome and commodious shop in Adis Buildings was opened in 1907, under the management of Mr. S. Donnenberg, who has charge of the business in India and the Malay Peninsula.

POWELL & CO.

"Going, going, gone!" cries the auctioneer as his hammer falls and some article changes hands because at that stage there is no further advance. Some business firms go in a correspondingly rapid manner—there is no advance for them. With others it is quite the reverse; they mount higher year by year. Such a firm is that of Powell & Co., which has been in existence now for more than forty years. It was established in 1863 by Mr. H. T. Powell, who was at the time secretary of the Singapore Exchange. The firm now carry on business in Singapore, Johore, and the native States as real estate auctioneers and valuers, suppliers of billiard tables, &c. During the past twenty-five years they have also conducted land sales



H. L. COGHLAN & CO'S PREMISES.



POWELL & CO'S OFFICES.

J. T. LLOYD (Proprietor).

on behalf of the Colonial Government and sales of unserviceable stores on behalf of the War Office, Singapore Municipality, Public Works Department, and the police. They arrange mortgages, make valuations, collect rents, and are agents for the Lancashire Insurance Company and three firms of piano-makers. Mr. H. T. Powell, who was for some time auditor to the Tanjong Pagar Dock Company, retired from the business in 1878, being succeeded by Mr. J. T. Lloyd and Mr. C. Dunlop as partners, the latter retiring eighteen years later and leaving Mr. Lloyd as sole partner. Mr. Lloyd has resided in the Far East for nearly thirty-seven years and is amongst the oldest Europeans in Singapore, having come out in 1870. He was born in 1850 and educated at St. Michael's, Chatham, Kent. He is a member of the Singapore, Sporting, Tanglin, Cricket, and Catholic Clubs. In his younger days he was an ardent volunteer, and a few years ago became attached to the Maxim detachment of the Singapore Volunteer Artillery, and he is now on the reserve. He has written for the local journals, amongst his contributions being "Where Fortunes were Made" and "William Geoffrey's Profit," &c., which were appreciated by the reading public of the colony.

H. L. COGHLAN & CO.

No one is better able to feel the pulse of trade and finance, or to know the value of property better in a place like Singapore than an old established firm of auctioneers, surveyors and estate agents such as Messrs. H. L. Coghlan & Co., of 5, Raffles Place, who have one of the most extensive connections in the Straits. The business was founded by Mr. Henry Lake Coghlan, a gentleman of Irish parentage, who was born at Cowes in the Isle of Wight in 1870, and has been in Singapore for nearly

twenty years. Mr. Coghlan did good work during the great arbitration case for the expropriation of the Tanjong Pagar Dock Company, when he acted as land expert and valuer on behalf of the Colonial Government, and for his services in this capacity he was specially commended by those in charge of the case for the Government. Again, in 1906, when fixity of exchange became law in the colony, Mr. Coghlan personally carried out a revaluation, on the new exchange basis, of several million dollars' worth of real estate held in trust by various corporations in Singapore. Since 1905 Mr. Coghlan, who has always taken a keen interest in all matters affecting the public welfare, has represented the Kallang Ward in the Municipal Council. He joined the Singapore Volunteer Artillery on its formation, and received his company in 1905. He is a director of the Singapore Y.M.C.A., an elder of the Presbyterian Church, and Past Master of the Zetland in the East and No. 508, D.G.R., Masonic Lodges. He is also a director of several local

branch establishment at the corner of North Bridge Road and Bras Basah Road. Both dispensaries import direct from the United Kingdom, the U.S.A., and Germany, keep a large assortment of drugs and sanitary requisites, and make up prescriptions of all kinds. They trade largely with estates in the native States and surrounding islands, are contractors to various important shipping lines, and supply both the trade and general public. In attendance are Dr. E. de Vos, M.D., and Dr. C. Werner, M.D., and three qualified European apothecaries.

WEILL & ZERNER.

A wealth of gems and jewellery is to be seen at the shop of Messrs. Weill & Zerner in Stamford Road. Diamonds are imported in loose packages and as set gems from the celebrated mines in Kimberley, South Africa, and many valuable stones which adorn the Rajas of the East and the royal family of Siam have come

experience. Much of the firm's business is transacted by four European representatives, who travel between India and China and are always prepared to accept orders for special designs to be manufactured at the Singapore premises or sent to London or Paris for execution. The showroom of the firm at 19, Stamford Road contains stock worth many thousands of pounds. The firm was established in the year 1903 by Mr. M. Zerner and Mr. Alfred Montor. Mr. Zerner received his education and business training locally, and was for six years in the Civil Service. During the past eighteen years his interest has lain in its present sphere.

CHINA MUTUAL LIFE INSURANCE COMPANY, LTD.

Whilst in China some few years ago Mr. J. A. Wattie, a Canadian, conceived the idea of establishing a local life insurance company, and the result was the foundation of the China



1. MEDICAL HALL, BATTERY ROAD.

MEDICAL HALL.

2. MEDICAL OFFICE, CORNER OF NORTH BRIDGE AND BRAS BASAH ROADS.

companies and the promoter of a number of rubber estates in the Federated Malay States. His residence is at "Burwood," Tanglin.

THE MEDICAL HALL.

One of the most flourishing businesses of its kind is the Medical Hall, founded as far back as 1882 as a firm of dispensing chemists, at the well-known corner opposite the General Post Office. The founders were Dr. Koehn and Mr. Wiespaur, but after passing through various hands the business was eventually taken over by Mr. K. Struve and Dr. E. de Vos, who are sole proprietors to-day. There is a

through this firm from Brazil and Borneo. Pearls are obtained from Ceylon, the Moluccas, the Philippines and China; rubies and sapphires from Burma and Siam, and emeralds from India, whilst a great quantity of jewellery is purchased from England and France. Watches and chronometers of every description are offered for sale, and a particularly heavy trade is done in the Roskopf patent watch. A large wholesale business is done with the trade. Mr. Chas. Weill, the senior partner, is resident in Paris and has had twenty years' experience of the jewellery trade in the East, whilst Mr. Zerner and Mr. Alfred Montor, the partners in Singapore, have had an almost equally long

Mutual Life Insurance Company, Ltd., in 1898. At the end of the first year's working the reserve fund amounted to 10,070.05 dollars, the assets to 86,470.58 dollars, and the insurances in force to 796,288.89 dollars. To-day the total insurance in force amounts to over 30,000,000 dollars and the total security to policy-holders over 5,000,000 dollars (a dollar being, roughly, 2s.). A branch was opened in Singapore in 1899, and its business now runs into many thousands of dollars yearly and extends over the whole of the settlements, Johore, Borneo, the Netherlands Indies (Java and Sumatra), the Celebes, the Moluccas, Timor, Siam, the Federated Malay States, and the Siamese native



WEILL & ZERNER.

1. CAMILLE WEILL.

2. M. ZERNER,

3. CHARLES WEILL.

4. A. MONTOR.

5. G. BLOCH.



WEILL & ZERNER'S SHOWROOM.



CHINA MUTUAL LIFE INSURANCE COMPANY.

THE SINGAPORE OFFICE, WITH VIEW OF THE INTERIOR.

JAMES ALEXANDER WATTIE.
(Managing Director and Founder of the Company.)

States. The company have also written a large amount of European business and are extending their operations to Ceylon, India, and Egypt. Policies are issued—subject to medical referee—at the Singapore office, where also payments are made on claims, surrenders, loan values, and matured policies. The actuarial and official staff of this office and all representatives are British. Mr. Stanley Knocker is the local manager.

ATKINSON & FORBES.

In the early part of 1907 was established in Singapore the firm of Messrs. Atkinson & Forbes, who took over the older firm of Messrs. Lindsay & Atkinson. Their principal business is the sale of the "Oliver" typewriter, which has proved so popular amongst business and professional men in America and Europe.

The new No. 5 and No. 6 machines, which have recently been put on the market, represent the last word at present in typewriters, and several new neat labour-saving devices have been added, which give the "Oliver" a still further increased value over all other machines. Mr. Henry Atkinson, the senior partner, is an engineer of over twenty-one years' experience, and has been at the head of his English business for nearly nine years. He served the major portion of his apprenticeship with the well-known engineering firm of John Penn & Son, Ltd., of Greenwich, and was elected to the Institution of Mechanical Engineers at the age limit. About three years ago he entered into partnership with Mr. James A. Lindsay, who had spent some time in Singapore, and who was convinced of the excellent opportunities there were of running a successful engineering business, and this was carried on

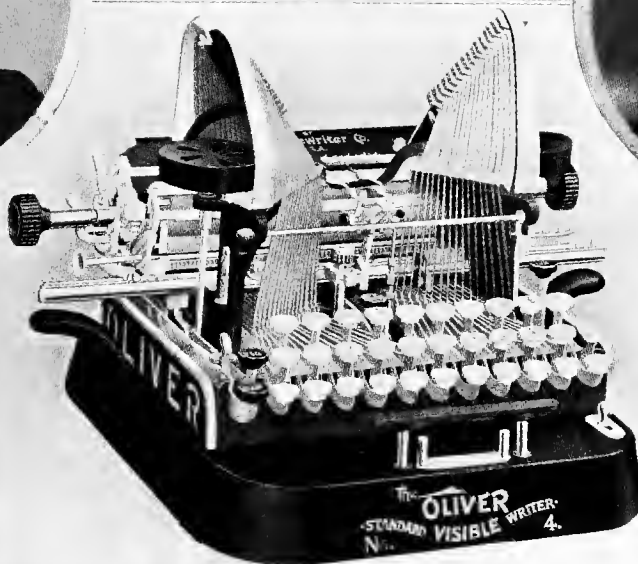
writer Company in London just ten years ago there were only four men on the staff there, while at the present time over two hundred hands are employed in Great Britain. The firm also represent the Startevant Engineering Company, Ltd., the Crosby Steam Gauge and Valve Company, and Messrs. B. R. Rowland & Co., Ltd.

THE BRITISH DISPENSARY.

This well-known establishment was founded in 1896 by Dr. Galloway at No. 12, Battery Road as a wholesale and retail dispensing chemist's and druggist's business, with an optical department. Since the beginning of this year the headquarters of the firm have been moved to No. 4, Battery Road, erected at a cost of 107,000 dollars. These well-equipped premises are fitted throughout with electric light and fans, and contain rooms for the storage of drugs,



H. ATKINSON.



THE OLIVER TYPEWRITER.



R. H. FORBES.

The "Oliver" possesses very real improvements upon older forms of typewriter, and an extensive sale has been the well-deserved result. Among the special advantages of the machine are these: that every letter appears in plain sight immediately it is printed; there is no necessity to lift the carriage, nor are there any constructional parts to peer over; the unique construction of the typebar, which, binding the type on both sides and with a broad base bearing, gives perfect and permanent alignment. The principal aim in the manufacture of the machine has been to construct it as simply as possible, avoiding with the utmost care the use of both complicated and superfluous mechanism. As a result of these efforts the "Oliver" possesses only one-third the number of parts usually to be found on a standard typewriter, but it will perform all the functions of any other machine and a great many additional ones.

until the ill-health of Mr. Lindsay unfortunately rendered a dissolution of the partnership necessary. The highly successful results of the business, however, induced Mr. Atkinson to continue it, and having found a business man of exceptional ability in Mr. Forbes, he entered into partnership with him early in 1907 under the present name.

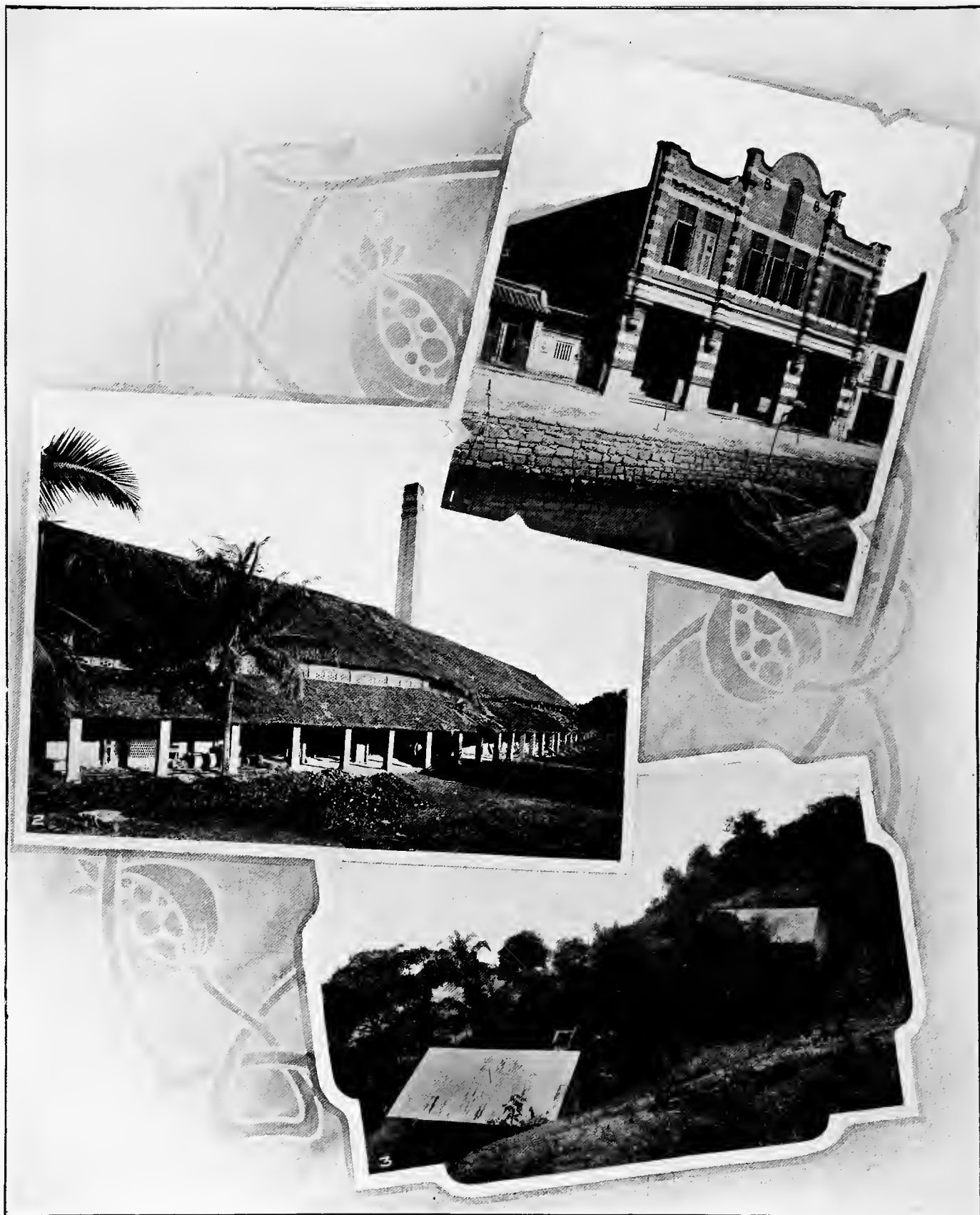
Mr. R. H. Forbes, the other partner in the firm, was born in Dublin in 1872 and educated at Wesley College in that city. Before joining the Oliver Typewriter Company in London he served under several prominent firms of engineers, including Messrs. Maguire & Gatchell, Ltd., the Grappler Pneumatic Tyre Company, Ltd. (as secretary), also Sir Maurice Dockrell (of Thomas Dockrell Sons & Co., Ltd.), and Messrs. Alf. Goslett & Co., Ltd., London.

When Mr. Forbes joined the Oliver Type-

chemicals, and sanitary appliances of all descriptions; consulting rooms where Drs. Galloway, More, and Leitch are in daily attendance, &c. All drugs are imported direct from the United Kingdom, and the firm ranks undoubtedly amongst the premier opticians in the colony, having a huge stock of spectacles and glasses of all descriptions and making a feature of eye-testing. They export largely to Java, Johore, the native States, Siam, and Sarawak. They also have a contract with the Prisons Department for the supply of disinfectants. The manager, Mr. David Turner, is a member of the Pharmaceutical Society of Great Britain.

THE BORNEO COMPANY, LTD.

The Borneo Company, Ltd., was formed in 1856, and took over the old established business in Singapore of Messrs. Morgan, McEwan &



THE BORNEO COMPANY, LTD.

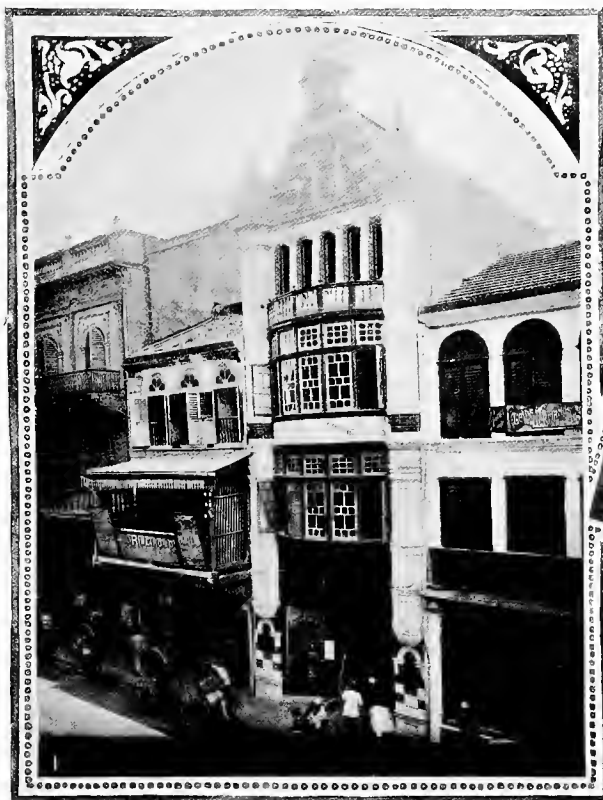
1. MACKENZIE ROAD GODOWNS.

2. ALEXANDRA BRICK WORKS.

3. NOBEL'S EXPLOSIVES STORE AT BLAKANG MATI.



THE SINGAPORE OFFICES OF THE BORNEO COMPANY, LTD.



THE BRITISH DISPENSARY.

(See p. 697.)

Co. Since then they have done one of the leading export, import, and agency businesses in Singapore, and in Siam, Java, and Borneo, where they are also established.

JAMES MOTION & CO.

Fifty years ago, when the trade of Singapore was in its infancy, there were only two or

often saw on the island samburs, wild pigs, tigers, porcupines, plandoh, and kejangs (barking deer). He is as keen as ever on his favourite pastime.

RAVENSWAY & CO.

One has no need to dream of "dwelling in marble halls" in Singapore, for all the big

the Singapore Carriage Works in Orchard Road. This undertaking was carried on until 1904, when William Lambert, eldest son of the late R. Lambert, who had been managing the business for close upon twenty years, opened the now well-known premises behind the old premises in the same road. He received an excellent training for the business, for, after being educated at various Government col-



JAMES MOTION & CO.'S PREMISES, EXTERIOR AND INTERIOR.

three watchmakers in the town, and there was naturally ample scope for Mr. Motion, who at that time started in business as watchmaker, jeweller, and nautical instrument maker. Upon his death in 1893 Mr. Lawson took over the business, and he was succeeded four years later by Mr. Maw, the present proprietor. This gentleman hails from Scotland, and before joining Messrs. Motion he was for fifteen years with Messrs. John Little & Co., Ltd. The original building occupied by the firm was pulled down and re-erected in 1880, in Flint Street, opposite the Post Office. The firm are makers of chronometers, clocks, and watches, and all kinds of nautical instruments, as well as being jewellers. Mr. Maw is a certificated compass adjuster, and is recognised by the Board of Trade. Consequently compass-adjusting forms a special feature of the firm's business. They are also agents for Lord Kelvin and Heath's nautical instruments. A large and valuable stock is always kept on hand. Mr. Maw is a noted sportsman. He was the first European to shoot tigers in Singapore by driving them out of the jungle into the open and shooting them on foot. Seven of these beasts of prey have fallen to his gun. Years ago the island of Singapore was a big-game hunter's paradise, and, as recently as ten years ago, Mr. Maw

hotels and many of the European houses have dining halls paved with white marble. The reason is, of course, that marble is very plentiful in the Malay States, from which it is largely exported. Foremost among the firms engaged in this trade are Messrs. Ravensway & Co., whose Singapore branch, 187, Orchard Road, was established in 1881. They keep a large stock of monuments, tombstones, and marble work of every description. A staff of between forty and fifty masons is employed, and orders are executed with despatch. The marble used comes from Ipoh, in Perak, from quarries which were taken over about three years ago from a limited liability company by Mr. Ravensway. The marble quarried there is of the best quality, and of different colours—white, black, pink, black and white, blue and black, &c.—and it is cut, polished, and moulded by steam-driven machinery of the latest type. A staff of over two hundred and fifty is employed at the quarry, the products of which are exported to Singapore, Pinang, Sumatra, Java, India, and other parts of the East.

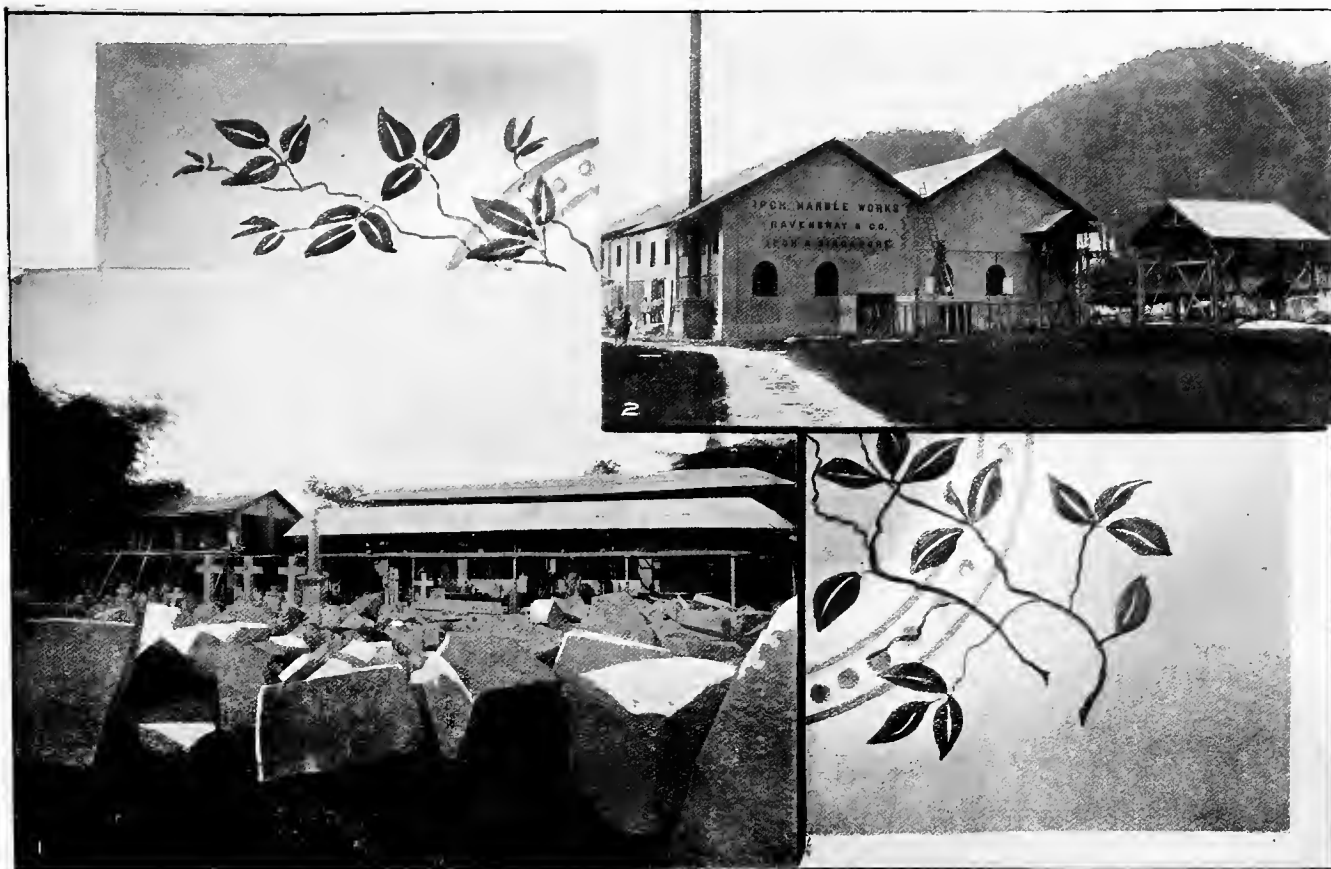
W. LAMBERT.

As long ago as 1862 Messrs. Lambert Bros., realising the public need of some facility for getting about the town of Singapore, established

leges in Berlin and at Professor Dr. Schoenstaedt's Academy, he passed through several famous "houses" in Berlin until 1889. He then returned to Singapore and entered his father's works. The business of the firm is now done on a much larger scale than heretofore. Carriages of all descriptions are built—landaus, phaetons, carts, &c.—and in every case the best English steel springs, imported from Birmingham by the firm, are used. A number of horses and carriages are kept on the premises ready to supply the wants of the public at the shortest notice. Horses are sold on commission. There is a shoeing department, and a department for the sale of horse-food, the latter consisting of Indian crushed paddy, and grain, chaff, hay, oats, and bran from Australia and other places. The drivers employed by the firm are men of experience who know every part of the town. Vehicles of various descriptions are exported to the native States, Pinang, Sumatra, China, &c. Mr. Lambert is making a bold bid for the patronage of the colonial public.

E. S. NATHAN.

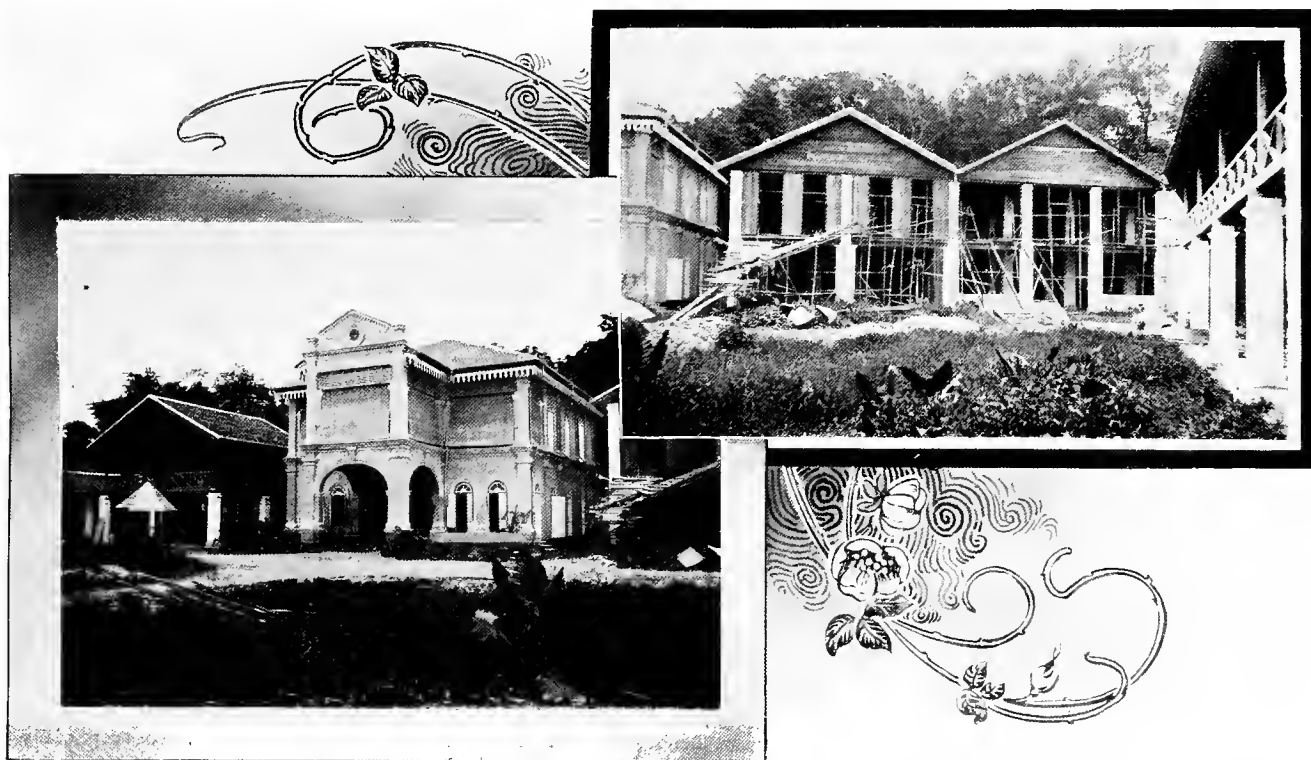
Mr. E. S. Nathan, senior partner of the firm of Nathan & Son, share and exchange brokers, of 13, Change Alley, was born in 1884 in



RAVENSWAY & CO.

1 MARBLE READY FOR DRESSING.

2 IPOH MARBLE WORKS.



W. LAMBERT, CARRIAGE BUILDER AND LIVERY STABLES.

NEW PREMISES IN COURSE OF ERECTION.

Singapore. After being educated at Cheltenham College he returned to Singapore to assist his father, who was then head of the firm. Later he was made a partner, and now controls the business, which was started in 1882.

LEVY HERMANOS.

Almost everyone who travels East for the first time is tempted to purchase articles of Oriental jewellery, either for personal use or for presents, by reason of their comparative cheapness. In every Eastern port, therefore, there are firms who make special arrangements to supply these goods, and Messrs. Levy Hermanos are prominent among them. The head office of the firm is in Paris, where it was

management of Messrs. F. Dreyfus and B. Engelke. They deal in jewellery and all descriptions of gold and silver ware, both of European and Eastern manufacture. They also make jewellery to order, and import every kind of precious stone from Europe, India, and Ceylon. They are agents for the well-known Omega watch, the Aspirator Company (vacuum cleaner), and the International Talking Machine Company, and they have on show fresh novelties by almost every mail. In addition to a large resident and travelling European clientèle they do an extensive business with Rajas of the native States, and they keep their own staff of workmen, including specially trained watch-makers. At Singapore, special features are musical instruments of all descriptions and

C. F. F. WEARNE & CO.

The excellent roads that have been constructed in the Malay Peninsula and the primitive means of locomotion which still prevail in many parts of the Federated States combine to offer a large scope for such an enterprise as that upon which Messrs. C. F. F. and T. J. B. Wearne embarked, when in 1906 they opened a large motor engineering works in Orchard Road, Singapore. Mr. C. F. F. Wearne received his engineering training first at the Keppel Harbour Works, Singapore, then at sea, and later in Australia. His brother is also a practical engineer of large experience afloat and on shore and holds an extra first-class Board of Trade certificate, which he obtained at Liverpool. The firm supply every requisite and do every kind of work connected with the motor industry. In their garage, which measures nearly 200 feet by 100 feet, there is storage room for twenty-five cars. Messrs. Wearne & Co. are sole agents in Singapore for the Star, Frick, Oldsmobile, and Reo cars, trolleys, &c. Motor cars and wagonettes may be hired at short notice, with careful and experienced drivers. Quite recently the firm have started a regular service of motor-buses from Tanglin to Raffles Place. Cars are being sold to the principal local residents—notably to the Chinese—and to people resident in Borneo. A supply of petrol for motors is always kept in stock.

H. P. DYSON HOLLAND.

The opportunities which a colony like Singapore offers in the way of business promotion are exemplified in the career of Mr. H. P. Dyson Holland, who, at twenty-five years of age, occupies the responsible position of manager and secretary of the Oriental Company, Ltd., which has the monopoly of the hoarding-advertisement business in both the Straits Settlements and the Federated Malay States. Born in London on November 5, 1882, Mr. Dyson Holland was educated at Bedford Modern School, after which he acted as assistant to the Town Clerk of Bedford for two years. Coming to Singapore in order to improve his position, he soon obtained an appointment as secretary to Mr. L. D. Tandy, general manager of the Singapore Tramways, when the tramways were first opened. He had only occupied that position for two years when his present post was offered to him. The Oriental Company, Ltd., have the exclusive right of advertising on all the trams, railway stations, and hoardings in Singapore and the principal towns of the Federated States. Their agents at Pinang, Messrs. Cunningham, Clark & Co., have a similar monopoly there. The chairman of the company is Mr. H. J. M. Ellis, of Messrs. Ellis & Co., American manufacturers' agents.

G. R. LAMBERT & CO.

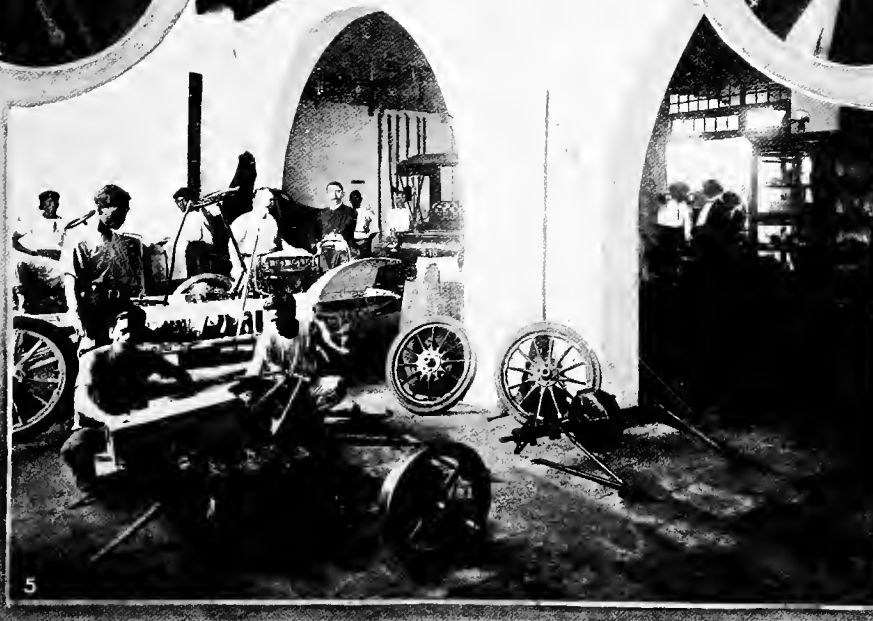
Many of the best photographs reproduced in this volume are the work of Messrs. G. R. Lambert & Co., the leading photographic artists of Singapore. Their business was started in 1875 by Mr. G. R. Lambert, of Dresden, Germany, and until recently it was the only European establishment of its kind in the colony. They have the distinction of being photographers by special appointment to his Majesty the King of Siam and to his Highness the Sultan of Johore. In 1885 the concern was transferred to Mr. A. Koch, who conducted it with great success until 1905, when he retired to Europe. Since that date Mr. H. T. Jensen, of the famous firm of Reutlingers, Paris, has managed the concern with conspicuous ability. The scope of Messrs. Lambert's operations includes carbonisation processes, notably that for the production of photographs in natural colours by purely chemical and mechanical means. Messrs.



LEVY HERMANOS'S PREMISES.

founded thirty-five years ago. So great has been its growth that it now embraces most of the countries of the Far East, having branches at Manilla, Iloilo (Philippines), Hongkong, Shanghai, Tientsin, Port Arthur, Kharbin, Bombay, and Singapore. The Singapore branch was opened in 1904, and is under the

ornamental statuary, and in addition they represent the makers of the Renault Frères and Brasier motor-car, Ste. Trèfle à Quatre Feuilles, which twice won the Gordon-Bennett Cup (1904-5) as well as the reliability trials in India last year. The authorised capital of the firm is ten million francs.



C. F. F. WEARNE & CO.'S ESTABLISHMENT.

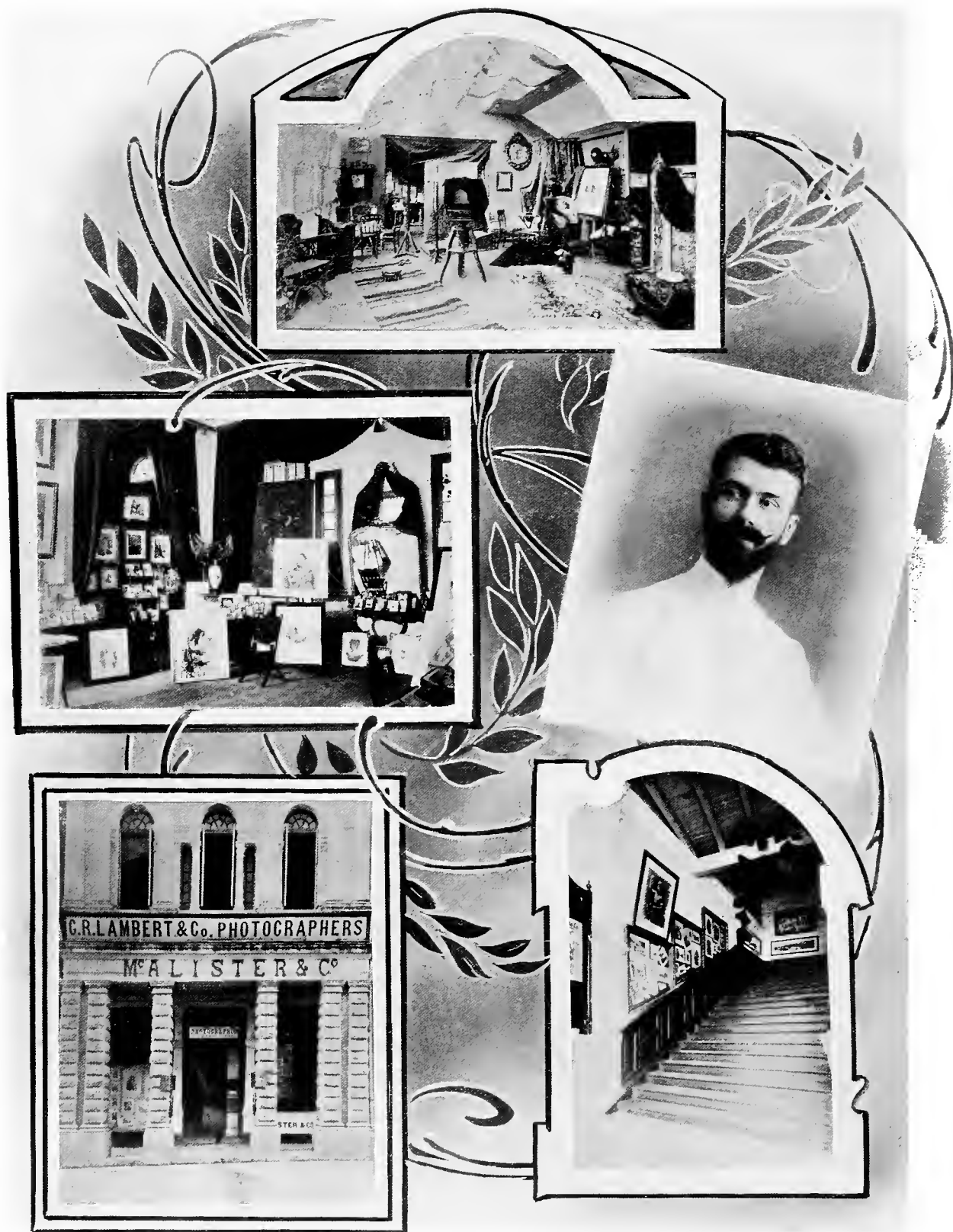
1. EXTERIOR.

2. C. F. F. WEARNE.

3. "FRICK" MOTOR BUS.

4. MR. WEARNE, JUN.

5. INTERIOR.



G. R. LAMBERT & CO.—H. T. JENSEN, MANAGER.

Lambert have maintained a high reputation for artistic portraiture, and of landscapes they have one of the finest collections in the East, comprising about three thousand subjects relating to Siam, Singapore, Borneo, Malaya, and China. An extensive trade is done in picture postcards, the turnover being about a quarter of a million cards a year. A large stock of apparatus for amateurs is always kept on hand. Messrs. Lambert & Co.'s head office is at Gresham House, Battery Road, and they have branch studios in Orchard Road and at Kuala Lumpur.

C. A. RIBEIRO & CO.

Civility to customers and reasonable prices are foundations upon which the success of many businesses has been built, among them that of Messrs. C. A. Ribeiro & Co., of Singapore. Although established only about sixteen years ago, they are now in the front rank of Singapore stationers, printers, and bookbinders. The firm commenced business in Malacca Street solely as philatelists, and in this line they speedily acquired a high reputation among stamp collectors. At the end of five years they entered into the general stationery and rubber stamp business, and soon afterwards moved into more extensive premises in Battery Road. There, at the request of numbers of their constituents,

stationery departments. The last-named is replete with every description of stationery, and it is now proposed to purchase new printing plant.

ORIENTAL.

TAN JOO TIAM.

Seven years ago the Gambier and Pepper Society was formed to promote and protect the important gambier and pepper trade between Johore and Singapore, and ever since that time Mr. Tan Joo Tiam has been the president of the society. For thirty years he has been one of the leading gambier and pepper planters in Johore, and he personally manages the business carried on at 20, Taichew Street, Singapore, under the chop of Wah Heng, which has now been established for upwards of half a century. He is also the proprietor of a shop in Kling Street, and has numerous other business interests. His estates in Johore produce 1,000 piculs of gambier a month and about 3,000 piculs of pepper. Recently he has acquired a new and valuable estate, known as the Teck Wah Eng Kang, and has taken up the planting of rubber. Mr. Tan Joo Tiam, who came from China to the Straits thirty-five years ago, has had the honour of being presented with an Order by the Sultan of Johore. He

and one of the largest firms dealing in it is that of Heng Chun, at No. 17, Boat Quay. This business was established about sixty years ago by Mr. Khoo Cheng Tiong, father of Mr. Khoo Teck Seang, the present managing partner of the concern. Mr. Khoo Cheng Tiong had a wide acquaintance in Singapore, where he was



KHOO CHENG TIONG.
(Father of Khoo Teck Seang.)



C. A. RIBEIRO & CO.'S ESTABLISHMENT.

they added printing and bookbinding departments, and these were attended by such success that in 1901 it was found necessary to acquire more plant. Two years later it became so difficult to cope with the increasing work that the stamp business was given up in order that the firm might concentrate on the printing and

owns considerable property in his native country, and has four sons and two daughters.

KHOO TECK SEANG.

In the extensive rice trade of Singapore the Saigon product commands an important place,

for some time president of the Chinese Charitable Hospital and the recognised head of the Hokien community in the colony. His son is one of the oldest and best known rice merchants in the colony. The firm have large mills at Saigon, and deal entirely in rice from that port. Mr. Khoo Teck Seang's elder brother entered the Chinese Government service as a cadet, and has now retired with the rank of a Totai of the second degree. Mr. Khoo Teck Seang was born in Singapore, but does not speak English.

Mr. Koh Seck Tian.—When the Singapore Tramways Company was formed, and an able man with considerable capital behind him was required as compradore, Mr. Koh Seck Tian received the appointment on the recommendation of one of the leading Chinese residents in the colony, and he has held it ever since with conspicuous success. That the position is no sinecure may be gathered from the fact that the hundreds of Chinese employed by the company are all under the control of Mr. Koh Seck Tian. In the early days of the company's history, when the ricksha coolies displayed great antagonism to the new means of locomotion, Mr. Koh Seck Tian had to be provided for several weeks with special protection, owing to the numerous threats upon his life and the coolies' avowed intention of burning his house by way of vengeance. Mr. Koh Seck Tian comes of a family who have been settled in Malacca for six generations, and he himself was born in that place, where his father, Mr. Koh Seng Hoon, was a successful merchant. He received his education at Raffles Institute, Singapore, and speaks English fluently. He is married and has two sons, both of whom are being educated in English.

ALSAGOFF & CO.

To the commercial development of Singapore many Arab traders have made important contributions. Among them are Messrs. Alsagoff & Co., whose business was established about sixty years ago by Abdulrahman Alsagoff.



O. ALSAGOFF.

ALSAGOFF & CO.
THE FIRM'S PREMISES.

THE STAFF.

When this gentleman first left Arabia he traded between Malacca and Java in his own vessels. His son Ahmed married Raja Sitti, the daughter of Hadjee Fatima, Sultana of Gowa, in Celebes, who carried on a large trade, owning many vessels and prahus. It was not until she died that the business was carried on under the name of her son-in-law, Syed Ahmed, although he had managed it during her lifetime. The business developed largely, and Syed Ahmed died in Singapore a very rich man. He was succeeded by his son, Syed Mahomed, and the present proprietor of the concern is Syed Omar Alsagoff, nephew of Syed Mahomed and grandson of Abdulrahman Alsagoff. It is impossible in the space at our disposal to do more than give the bare outline of Messrs. Alsagoff's extensive operations. They do a large business in the export of every kind of local produce and woods to Arabia and Europe, including the products—rubber, sago, coconuts, coffee, cocoa, and pineapples—of their own large estate at Cocub, Johore. The Perseverance Estate, the Straits Cycle and Motor Company, and the Express Saw Mill Company—one of the largest saw-mills in the East—are the property of this firm, who also import spices from Banda, Moluccas. As many as two hundred men are employed at Cocub and forty in Singapore. The firm convey many Mahomedan pilgrims every year to Mecca, and it is noteworthy that Messrs. Alsagoff & Co. are the owners of the Raffles Hotel buildings.

B. P. DE SILVA.

Few Eastern jewellers can honestly claim to have received the patronage of royalty as often as Mr. B. P. de Silva, of High Street, who numbers amongst his patrons the Duke of Connaught, the King of Siam, and the Sultan of Johore. The business was established in 1860 by Mr. Silva's father. All kinds of precious stones, jewellery of rare and unique design, and silverware in various styles of native workmanship are to be seen at this shop. Mr. de Silva also does a considerable



B. P. DE SILVA.

import and export trade, and with his large and experienced staff is in a position to execute all kinds of work connected with his business.

EBRAHIMBHIOY PABANEY.

A representative firm of Bombay merchants in Singapore is that of Messrs. Ebrahimbhioy Pabaney, who carry on an extensive business as commission agents at No. 5, Malacca Street. The principal partner is Sir Currimbhoy Ebrahim, and the other partners in the concern are Messrs. Mahomedbhoy Currimbhoy Ebra-

him, Fazulbhoy Currimbhoy Ebrahim, and Gulamhuseinbhoy Currimbhoy Ebrahim. The founder of the firm began his commercial career at the early age of sixteen in Bombay, the firm's headquarters, and soon opened a branch at Calcutta. The business was extended

A. G. HOUSEN & CO.

This business was established in 1889 by Messrs. F. M. Poonawalla and A. Adamjee, who are both natives of Surat, India, and received their business training at Karachi and



KHOW JOO CHOE.

WEE KAY POH.

KHOO SIAN TAN.

(For biographies see "Opium" article.)

to Hongkong, where a branch has been established now for over half a century, and a marine trade was carried on with Arabia and Zanzibar. One success led to others, with the result that to-day there are branches at Kobe (Japan) and Shanghai, in addition to the places previously mentioned. The Singapore branch has been open four years. Sir Currimbhoy Ebrahim's success has been so great that he is a millionaire, and is one of the best-known of Bombay's merchant princes. He is the owner of several very large cotton mills, and holds a prominent position in the Mahomedan community as vice-president of Anjuman-i-Islam and as a member of the Mahomedan Educational Conference. He is a Justice of the Peace, and was recently knighted. His two eldest sons are also Justices of the Peace, and are members of the Bombay Municipal Corporation. Sir Currimbhoy Ebrahim has given liberally to numerous charitable institutions, and made a donation of three lakhs of rupees towards the establishment of the new Museum at Bombay.

Hongkong. They are general importers, dealing in piece goods, fancy goods, haberdashery, watches, &c., which are mostly obtained from the United Kingdom, Germany, France, and Italy. To India the firm export all kinds of local produce. A staff of ten hands is employed by them, and they have a branch establishment at Surabaya, Java. Both the partners are members of the Borah community.

G. OTOMUNE & CO.

One of the oldest firms engaged in the Japanese curio trade in Singapore is Messrs. G. Otomune & Co., whose headquarters are at Osaka, Japan, where they have been established for nearly a century. It was about thirteen years ago that Mr. T. Tahara was sent from Japan to found a branch in Singapore. A small beginning was made in the firm's present premises in Raffles Place, and by the careful selection of goods, courtesy, and attention to details, the business developed steadily, and Mr. Tahara, after seeing the branch firmly

established, was able to return to Japan at the end of five years, and is now the manager of Messrs. Otomune's headquarters. The business at the present time is divided into two departments, wholesale and retail, which are stocked with all descriptions of Japanese glass, silver, copper, bronze, and porcelain ware and lacquer goods. The firm's customers include

and the proprietor of the Singapore Cold Storage retail depôt. Mr. Yeo is married and has a family of ten children, five sons and five daughters, and his eldest son, Yeo Boon Guan, looks after his father's many business interests. Mr. Yeo Swee Hee is a member of the committee of the Straits Chinese British Association, an honorary member of the Singapore

a humble way in Kling Street as an importer of Indian goods of all descriptions and an exporter of local produce. To-day operations are conducted on a very large scale. Mr. Essooffjee Ebramjee Angullia carried on the business after his father in a godown in Malacca Street, and he was succeeded by his son, Mr. Mohamed Salleh Essooffjee Angullia,



TWO VIEWS OF G. OTOMUNE & CO.'S ESTABLISHMENT.

large numbers of the passengers passing through the port and the most prominent residents of Singapore and the Federated Malay States. The manager is Mr. K. Kaidzu, who has held the position for about eight years. He is a native of Osaka, and, after being educated at the Osaka Higher Commercial School, he entered Messrs. Otomune's service at headquarters. He remained there for two years and then came to Singapore.

YEO SWEE HEE.

Many Chinamen holding responsible positions with European firms in Singapore have themselves extensive business interests, and in some cases, like Mr. Yeo Swee Hee, the subject of this sketch, they own considerable property. Mr. Yeo Swee Hee is the son of the late Mr. Yeo Kwan, and his ancestors came to the colony close upon a century ago. He was born in Singapore in 1861 and was educated at Raffles Institution, after which he entered the employment of Messrs. Huttenbach Bros. & Co., whom he has faithfully served for thirty-one years as general assistant, having passed through the shipping, insurance, coal, petroleum, and other departments, and thereby gained wide business experience. He is a property owner, a mining contractor, part owner of a steamer, a director of the Singapore Foundry, Ltd., a merchant and commission agent carrying on business in Orchard Road,

Chinese Volunteer Corps, a member of the Chinese Recreation Club, and a trustee of several schools.



CHI HONG CHENG.

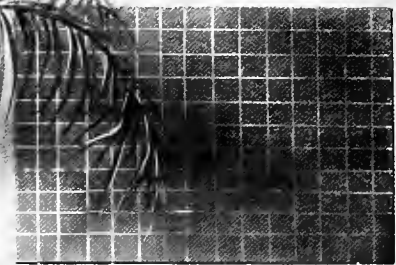
(For biography see "Opium" article.)

M. S. E. ANGULLIA & CO.

Seventy years have passed since Mr. Ebramjee Mohamed Salleh Angullia came to Singapore from Surat, India, and commenced business in

who, after occupying premises at Raffles Place for some twenty-five years, removed to the present fine offices, No. 1, Collyer Quay. His son, Mr. Ahamad Mohamed Salleh Angullia, is the present proprietor. The firm trade as general merchants and commission and estate agents. From India they import yarns of all kinds, cotton, teas, curry stuffs, &c.; from Rangoon, Saigon, Bangkok, and other centres, rice; from China and Japan, native products; and from Europe and America, rough and soft goods, hardware, &c. To India, Burma, Egypt, Arabia, Syria, China, Japan, and the Netherlands Indies the firm send tin, betelnuts, gambier, pepper, tapioca, rubber, copra, gutta, and other products of the colony. The stores and godowns of the firm in Robinson Road, Collyer Quay, Market Street, and Malacca Street testify at all times to the large trade done. There are branches of the business in Bombay, Calcutta, Bangkok, Samarang, and Kobe (Japan).

Mr. Ahamad Mohamed Salleh Angullia is one of the most enlightened and up-to-date Mahomedans of Singapore. He was born in 1873, and received his education at Raffles Institution and the Anglo-Chinese School. He entered his father's business at an early age, and has been a partner since 1897. On the death of his father in 1904 he became sole proprietor. He owns extensive plantations in Sumatra and the ancestral properties in Singapore and India. He is a member of the Arab



M. S. E. ANGULLIA & CO.

E. M. S. ANGULLIA.
THE RESIDENCE.

BUSINESS PREMISES.

A. M. S. ANGULLIA.

Club and a trustee of the Moslem Trust Fund. He resides at No. 240, Bencoolen Street.

LEONG CHEONG & CO.

A large proportion of the European residents have their clothes made by Chinese firms, and a considerable share of their patronage is enjoyed by Messrs. Leong Cheong & Co., high-class tailors, outfitters, haberdashers, &c., of High Street. The business was established six years ago by Mr. Lee Leong Kie, the sole proprietor, who came from Canton, and he has attained considerable success by reason of his skill and reasonableness. The premises occupy a corner position and cover 2,000 square feet. Twenty hands are employed. Soft goods are imported from England and silk from China. Mr. Lee Leong Kie, before coming to Singapore, was in business with his father at Hongkong and Canton, and all three businesses are connected, although each is run on its own merits. During Mr. Lee Leong Kie's absences from Singapore his business is managed by his brother, Mr. Lee Kok Peng.

MR. THAM HENG WAN.

A well-known figure in the business community of Singapore is Mr. Tham Heng Wan, a general merchant and importer and exporter of flour, who trades under the "chop" of Hup Hing at 6, Teluk Ayer Street. The house was established by the present proprietor's father about sixty-four years ago. Mr. Tham Heng Wan is now the sole proprietor, and has personally conducted the business for about twenty-three years. His operations are very extensive, and he deals direct with some of the largest houses in Australia and America. During the last few years the trade with the former country has developed enormously. The firm owns a

bakery in Upper Circular Road, where bread is made by the latest machinery. Mr. Tham Heng Wan is a member of the Chinese Women and Girls' Protection Society (Po Leung Kuk).



WEE KAY SIANG.

(For biography see "Opium" article.)

TAM AH POON.

One of the best-known merchants engaged in the timber trade of Singapore is Mr. Tam

Ah Poon. This gentleman came from China to Singapore upwards of twenty years ago, and has built up a large and flourishing business. On the island of Nathunas he holds tracts of jungle, 60 miles long and 30 miles broad, from the Dutch Government, and has a staff of some four hundred men continually at work preparing timber for the market. The logs are shipped direct by steamer to all parts of the Far East, the ports taking the largest quantities being Bangkok, Hongkong, Shanghai, and Peking. Under contract with the Chinese Government Mr. Tam Ah Poon supplied the timber used in rebuilding the Imperial Palace at Peking after it had been destroyed in the Boxer rebellion. The extensive character of his operations may be gathered from the fact that the annual export of timber from his holding in Nathunas amounts to between fifty and sixty thousand tons. Mr. Tam Ah Poon, who is a married man with a family resident in Singapore, is also interested in various other businesses, and owns a good deal of property in his native city in China.

ALKAFF & CO.

Probably the largest property owners in Singapore are Messrs. Alkaff & Co., who have the distinction of being assessed at a higher figure than any other ratepayers, except the Tanjong Pagar Dock Board. The business was started in the early days of the colony by Syed Shaik Bin Abdulrahman Alkaff, who, during a thirty years' residence in Singapore, accumulated great wealth. The present senior partner is his nephew, Syed Abdulrahman Bin Abdullah Alkaff. This gentleman, who has resided in Singapore for about twenty years, was born in Hadramaut, Yemen, Arabia, in 1867, and since his residence in Singapore he has



LEONG CHEONG & CO.'S PREMISES.



ALKAFF & CO.

1. THE RESIDENCE.

2. S. A. ALKAFF.

3. OFFICE STAFF.

paid frequent visits to his native land. He is married and has six children, all sons. A block of his property occupied by a large shipping company and some of the principal merchants of the colony is shown in the accompanying illustration.

TAN KAH KEE.

An example of the prosperity which flows from industry and thrift is furnished by Mr. Tan Kah Kee, rice merchant, who trades as Kiam Eik. A native of Amoy, he is a son of Mr. Tan Kee Peck, who has retired from business and now resides in China. After completing his education Mr. Tan Kah Kee entered his father's firm. Fifteen years later

been able to make excellent selections, and the result has been a steady increase in the amount of business transacted. Messrs. Yamato stock in great variety Satsuma, cloisonné, bronze, silver, and lacquered ware, silks, Japanese furniture, screens, pictures, and, in fact, every description of curios and works of art for which Japan has become famous. They are the sole agents for the Tokio Seikosha watch and clock factory, the products of which they supply wholesale to the local trade, and for Yamatoya's Japanese crêpe shirts, for which there is an ever-increasing demand. Expert packers are employed who pack the most delicate tea sets, glass, frail furniture, &c., so perfectly that its safe arrival at any port in the world can be guaranteed. Messrs. Yamato are

and Pahang-Kwantan opium, spirit, and pawn-broking firms. He is the owner of considerable house and landed property, and has varied business interests, trading in Chinese merchandise (principally in silk), bedsteads, rattans, furniture, &c. He also owns a bakery and a brick factory, is a sauce manufacturer, and has shares in numerous other undertakings. He still takes an active part in the administration of his business affairs, in which he is assisted by his son and manager, Mr. Loh Chim.

LIM LOON HOCK.

Mr. Lim Loon Hock, who is the manager of the firm of commission agents trading under the style of Chop Seng Hong in Cecil Street,



YAMATO & CO.'S PREMISES.

he commenced business on his own account, and he now conducts three pineapple preserving factories, the fruit for which comes from his own plantation of 600 acres. He also owns an estate of 400 acres planted with Para rubber trees one year old. With Hongkong and Shanghai, as well as locally, he does a large trade in rice and sugar. He is a member of the Chinese Chamber of Commerce, and is connected with the Toh Lam Chinese School in Teluk Ayer Street.

YAMATO & CO.

Messrs. Yamato & Co., curio dealers, have the distinction of being under the patronage of T.R.H. the Duke and Duchess of Connaught. At their spacious premises, 41, High Street, they display a very fine collection of Japanese goods. The proprietor is Mr. S. Nagano, who came to the colony in 1897. Having had a wide experience in curios before leaving Japan, he has

contractors for the supply of furniture, &c., to the Japanese Navy and the fleet of the Nippon Yusen Kaisha.

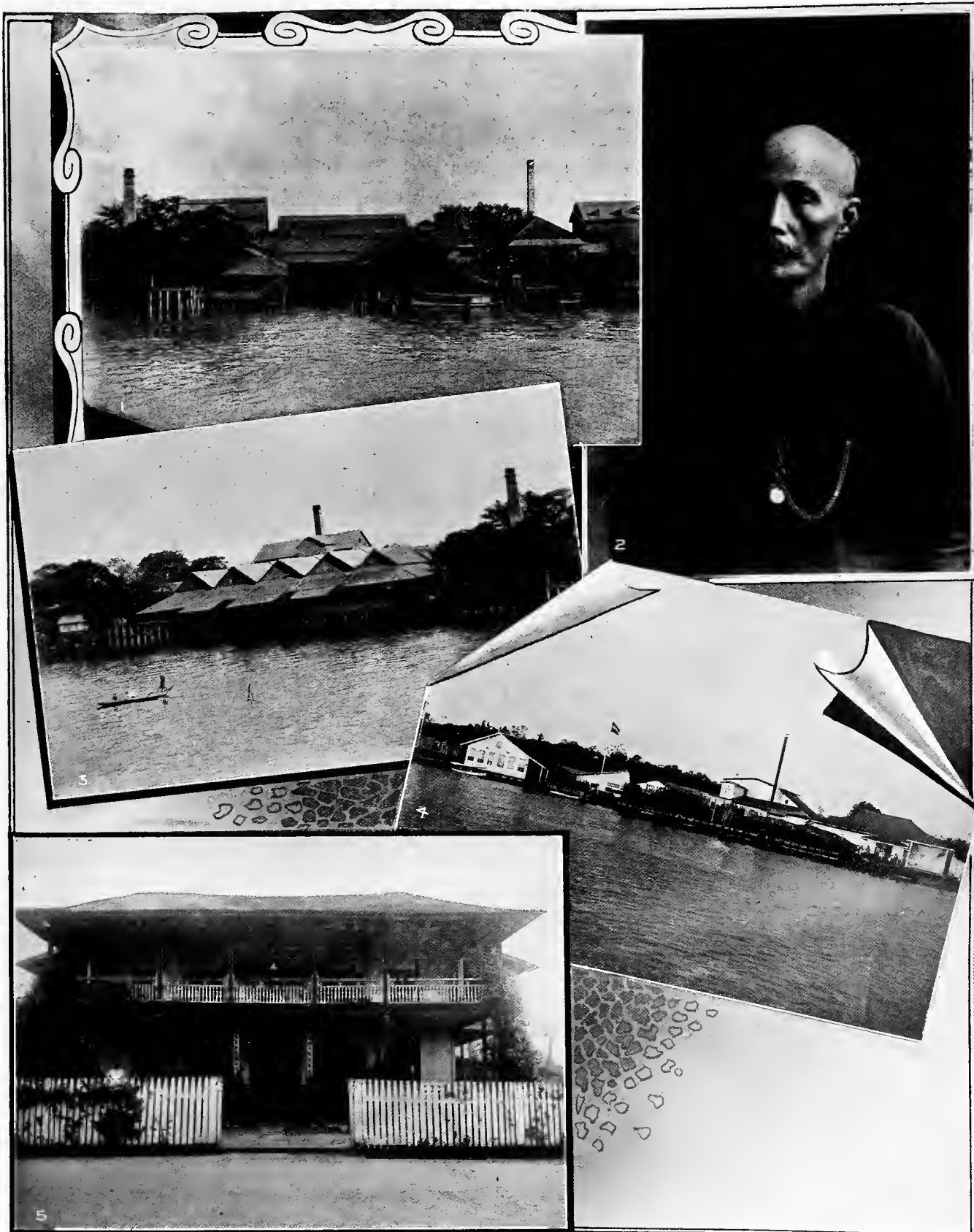
LOH LUM.

Mr. Loh Lum's connection with Singapore goes back over half a century, and he remembers the place when it was a comparatively unimportant settlement, and when thick jungle and swamps were to be found where are now busy thoroughfares with electric trams running through them. Upon his first arrival in Singapore Mr. Loh Lum commenced business as a merchant. Later, he concerned himself in the Singapore opium and spirit farms, and afterwards in the opium and spirit farms in Hongkong. He took considerable interest in insurance companies, and was a director of the Straits Marine and Fire Insurance Company for a number of years. About twenty years ago he was the largest shareholder in the local

was born in Singapore in 1883. After being educated at Raffles Institution he went to the firm of Seng Hong in 1900 as assistant, and was promoted manager in 1906. His father was the late Lim Kwee Seng, manager of the Heng Hong rice mills. Mr. Lim Loon Hock is a member of the Straits Chinese Recreation Club, the Chinese Chamber of Commerce and the Straits Chinese British Association.

SIM KHENG HOO.

For many years past Mr. Sim Kheng Hoo has been a conspicuous figure in the commercial world of the Straits Settlements and the Federated Malay States, and he is equally well known in Siamese and Dutch territory. His interests are large and varied, and his judgment in business is highly valued by his fellow countrymen. When the Chinese Chamber of Commerce was founded the business community of the colony paid him



SIM KHENG HOO.

1 & 3. RICE MILLS AT BANGKOK.

2. SIM KHENG HOO.

4. OIL MILLS AT PONTIANAK.

5. HEAD OFFICE, KOTEAH (DUTCH COLONY).

the high tribute of electing him first president of that important body, but the many calls upon his time precluded him from accepting the honour. He carries on business under the style of Chop Ban Seng Soon—a chop which is known and respected wherever Chinese traders are to be found in the East. It is in Bangkok that Mr. Sim Kheng Hoo's interests are mostly centred. There he is the proprietor of two of the largest rice mills in the city, under the chops of Ban Seng Chiang and Ban Seng Chan. Hundreds of thousands of bags of rice pass through the mills annually, the average turnover being about thirty thousand bags a month. The prepared grain is brought to Singapore in steamers specially chartered for the purpose, and is disposed of on the local market. Mr. Sim Kheng Hoo is the son of Mr. Sim Tai Seng, a prosperous Swatow merchant, and is sixty-seven years old. He has at all times taken an interest in public affairs, and he is a member of the Chinese

and plundered trading vessels, and Mr. Ah Heng's life was always in jeopardy when he sailed in one of his junks along the west coast of the peninsula. Fortunately, however, he was on very friendly terms with one of the old Rajas of Selangor, and this ruler presented him with a Malay spear, a kris, and a golden image. He had only to place these gifts in a conspicuous position when Malay pirates approached to indicate that he was under the Raja's protection and his vessel was unmolested. He died in Malacca at the early age of thirty-two, leaving a son, who became the father of Kim Yam, only six months old. This gentleman, Mr. Wee Ah Hood, was born in Circular Road, Singapore, in 1828, and began life as an assistant in a cloth-dealer's shop in Teluk Ayer Street. By means of diligence and sagacity he was soon promoted manager, and on his master's retirement he commenced business on his own account, dealing in Straits produce of all kinds. He was very successful

Hong) and Khoo Lee & Co., and it is noteworthy that his office is the shop in which his father first commenced business on his own account. He is closely identified with Chinese public affairs, being a member of the Chinese Advisory Board, of the committee of the Tan Tock Seng Hospital, and of the Po Leung Kuk Guild. He is also an inspecting visitor to the St. John's Quarantine Station, and is on the committees of the Chinese Chamber of Commerce and the Straits Chinese British Association. The extensive business of Messrs. Kim Yam & Co. and Khoo Lee & Co. is now managed by Mr. Wee Hean Boon, Mr. Wee Kim Yam's son, who was born in November, 1877, in Hill Street, Singapore, and educated at Raffles School.

KAME & CO.

Messrs. Kame & Co. have been established in Singapore as Japanese merchants for twenty



KAME & CO.'S PREMISES.

Advisory Board. In his native country he has the rank of Mandarin of the second order (red button) and the Peacock's Feather. He has three sons and one daughter, one of the former of whom married a daughter of Mr. Seah Liang Seah.

WEE KIM YAM.

Mr. Wee Kim Yam, the proprietor of the Singapore firm of Kim Yam & Co., is the grandson of a Teochew trader named Wee Ah Heng, who hailed from the Haiyanghsien district of Chaochaofu prefecture in the province of Kuangtung, China, and went to reside at Malacca about the year 1810. Mr. Ah Heng owned several Chinese junks, and traded between Selangor and Singapore. In those early days Malay pirates frequently attacked

in his transactions and became one of the biggest gambler and pepper merchants of his time. He was highly respected by the European firms with whom he dealt, and from several of them he received mementoes in the shape of gold watches and silverware duly inscribed. His death took place in 1875, when he was forty-eight years old, at his residence in Hill Street. This house, which is one of the four well-known typical Chinese mansions of Singapore, is now occupied by the Chinese Chamber of Commerce. Mr. Wee Kim Yam, the subject of this sketch, is the eldest of Mr. Ah Hood's family of four sons and one daughter. Born in 1855 in Upper Chinchew Street, Singapore, he secured the opium and spirit farms of Singapore and Johore in the years 1886-88, and is now the sole proprietor of Messrs. Kim Yam & Co. (Chop Khooon

years. The proprietors came from Yokohama, and they import high-class Japanese wares and curios of every description from Yokohama and Kobe, including Satsuma, silver, cloisonné, bronze, and ivory ware, Japanese lacquer work, bamboo goods, silks, picture frames, kimono, &c. The firm has a fine large showroom, as will be seen from the accompanying illustration, and another feature worthy of note is the trade done in Japanese jinrickshas of different designs.

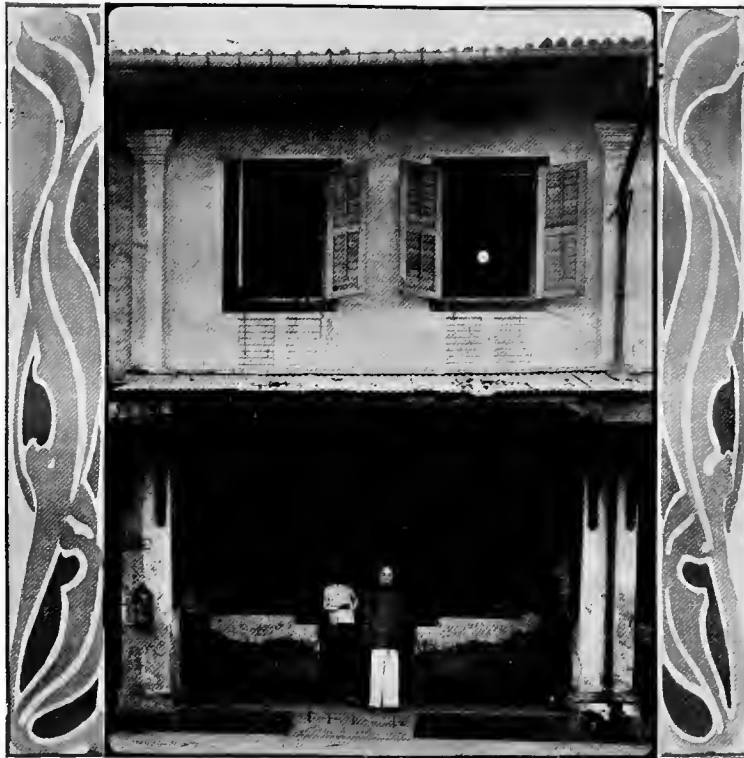
CHOY TSZ YONG.

Some of the most successful Chinese business men of Singapore are to be found among those whose first arrival in the colony dates from the seventies, when trade was at its height. One who was attracted from home and has been richly rewarded for his enterprise is Mr. Choy



BUSINESS MEN OF SINGAPORE.

- | | | | | | | |
|--------------------|--------------------|-------------------|-------------------|---------------------|--------------------|--------------------|
| 1. POEY KENG SENG. | 2. SEET TIANG LIM. | 3. LIM LOOM HOCK. | 4. TEO HOO LYE. | 5. THAM HENG WAN. | 6. YEO SWEE HEE. | 7. TAN TECK CHENG. |
| 8. LIM TEIK SIONG. | 9. LIONG MAN SAU. | 10. TAN KAH KEE. | 11. TAN ENG WAH. | 12. KOH TONG CHIAN. | 13. CHE TZE CHING. | 14. WEE KIM YAM. |
| 15. LOK LAM. | 16. TEO TEOW PENG. | 17. SZE TO YEE. | 18. OH SWEE KIAT. | 19. TAM KIM SANG. | 20. TAM AH POON. | |



CHOY TSZ YONG'S PREMISES.

Tsz Yong, proprietor of the well-known silk shop carried on under the style of Seng Watt, at No. 244, South Bridge Road. After being educated in his native province of Kwang Tung, he traded in Tientsin as Tiow Guan in sugar, medicines, and sundries, which were exported to Swatow. This venture proved successful, and a few years later he commenced business as a commission agent and sugar merchant, for at that time Swatow was famous for the manufacture of brown and white sugar. He also established businesses in Shanghai and Hankow, but in 1874, hearing of Singapore's prosperity, he decided to emigrate to the Straits Settlements. The management of his interests in China he left with his brother, and bringing to Singapore a large capital, he opened shops in South Bridge Road and Upper Circular Road as a silk merchant. Here he has traded ever since in silks of all kinds, Japanese china, earthenware, &c. The business has prospered to such an extent that the present turnover amounts to upwards of a million dollars a year. Mr. Choy has extended the scope of his operations by trading, in partnership with others, under the chop of Guan Watt, as rice and sugar merchants. This concern has a yearly turnover of about five million dollars. In Siam Mr. Choy has four rice mills, producing upwards of ten million dollars' worth of rice annually, half of which is brought to Singapore and the other half exported to Hong-kong. Mr. Choy is now a prominent member of the local Chinese community, and in recognition of his interest in public affairs he was appointed by the Government to the Chinese Advisory Board in 1896, and on the occasion of a royal visit to the colony a few years later he was one of the gentlemen selected by the Protector of Chinese to superintend the street decorations of the Chinese community. He acted in a similar capacity during the recent visit of T.R.H. the Duke and Duchess of Connaught, and in all public movements for many years past he has been to the fore as the head of the Tachew clan. Mr. Choy Tsz Yong

has always been ready to succour those in distress. On the occasion of a rice famine in the Swatow district some years ago he headed a movement which resulted in thirty thousand

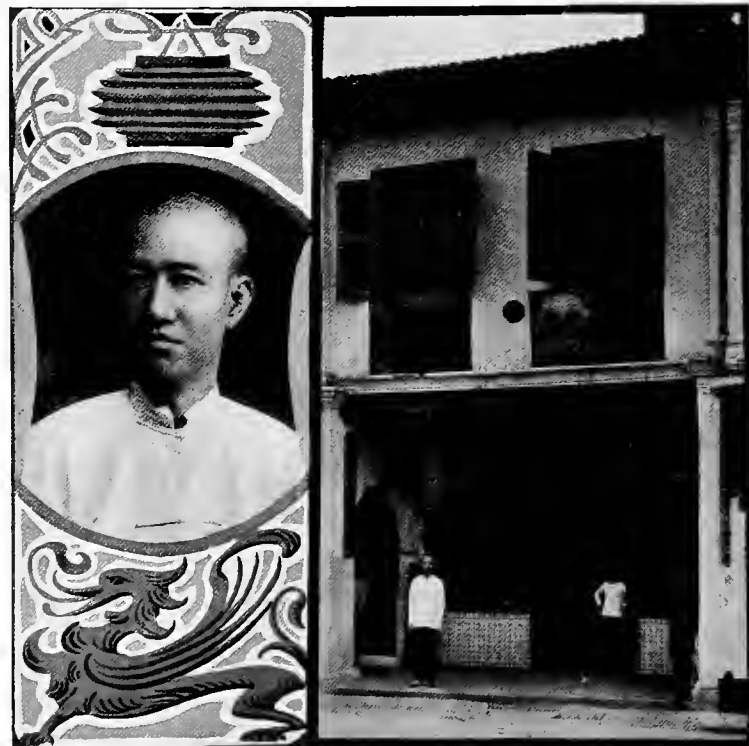
dollars' worth of rice being distributed among the people in that district at cost price. He is now president of the Chinese Chamber of Commerce, and is president and one of the founders of the Tuan Mong School, at which 150 Tachew boys annually receive free education.

KIM HIN & CO.

One of the most important Chinese firms engaged in the liquor trade is Messrs. Kim Hin & Co., of 7, Kling Street, Singapore. The business was established in 1893 by Mr. Lim Soon Tee, uncle of Mr. Lim Teck Siong, the present managing partner, and its chief transactions are with the coast ports and the hinterland of the Federated Malay States. Formerly Messrs. Kim Hin & Co.'s warehouse was at No. 51, Teluk Ayer Street, but the growth of their trade necessitated removal to a larger warehouse at 22 and 23, South Canal Road. The firm represents many of the principal manufacturers of wines and spirits in Europe. Mr. Lim Teck Siong has had charge of the business for the last twelve years, during which it has developed considerably. He is a Straits-born British subject, and the sound English education which he had received is of material advantage to him in the conduct of his business.

CHOP YONG KWA.

South Bridge Road is well worth a visit by any one requiring gold or silver ware. Many of the "houses" here are old established, and amongst them is the chop Yong Kwa, which was founded some thirty-eight years ago by Mr. Tan Tai Hong, who was born in Singapore and trained for the business. His father came to the Straits from China, and was a very successful man of business. The firm employs about thirty skilled workmen, and though the bulk of the work is in gold, silver work is also turned out when required. The proprietor has four sons, who are being educated in English and Chinese schools.



TAN TAI HONG'S PREMISES (CHOP YONG KWA).
THE PROPRIETOR.

CHONG FEE & CO.

The patronage of such notabilities as H.E. the Governor (Sir John Anderson), Sir W. C. F.

nership as Tiang Lim Bros. (Chop Kimmoh) twenty-two years ago as merchants and commission agents. They have estates in Negri Sembilan and Malacca, where they grow



CHONG FEE & CO'S PREMISES.

Robinson, G.C.M.G., Sir F. A. Weld, G.C.M.G., Sir C. C. Smith, G.C.M.G., and Sir F. A. Swettenham, G.C.M.G., former Governors of the Straits Settlements, is a recommendation which can be claimed by Messrs. Chong Fee & Co., who have the further distinction of being the oldest established tailors in the colony, the commencement of their business dating from 1860.

Mr. Thong Siong Lim, the manager of the concern, employs two assistants, two expert cutters, two assistant cutters, and over a hundred tailors, who are accommodated in a work-room adjoining the shop. As will be seen from our illustration, the firm's premises are prominently situated at the corner of the North Bridge and Bras Basah Roads.

MESSRS. TIANG LIM BROS.

In charitable undertakings the wealthy Chinamen of Malaya have ever been prominent. One who was never reluctant to help a needy fellow-countryman was Mr. Seet Cheow Keong, father of Messrs. Seet Tiang Lim and Seet Tiang Chuan, the proprietors of the well-known firm whose name heads this sketch. He gave liberally to deserving charities, and many a man had cause to be thankful for his help in time of affliction. Mr. Seet Cheow Keong's father, Mr. Seet Boon Tiong, was one of the early Chinese settlers in Singapore. He commenced business for himself in 1825, and, after twenty-three years' trading, retired to his native place, Malacca, in 1848. A British subject, he was shortly afterwards honoured by being appointed a Justice of the Peace. For many years before he died at the ripe age of eighty-one he was one of the best known Chinese business men in the Straits. Mr. Seet Boon Tiong was for many years an intimate friend of Mr. A. L. Johnston (after whom Johnston's Pier is named) and of Mr. James Fraser. Both Messrs. Seet Tiang Lim and Seet Tiang Chuan have followed their father's example in the matter of liberality. They went into part-

tiapoca and Para rubber, and are interested in gold-mining concessions at Galas, Ulu Kelantan.

WEE TIONG HOCK.

In Singapore there are many firms trading as timber merchants. Among the chief of

Tiong Hock, a son of the late Mr. Wee Liong Pow, was born in Singapore on June 24, 1865, and educated at Raffles School. He went to sea as supercargo and remained for eighteen years, being twelve years on the Ocean Steamship Company's steamer *Hydra* and six years with the Norddeutscher-Lloyd on the same steamer, *Hydra-Kedah*. Subsequently he took charge of the firm which his brother-in-law and he founded about eighteen years ago. Their business is not only local, but embraces also Java, Hongkong, Shanghai, Borneo, &c. They have a branch in Beach Road. Mr. Wee Tiong Hock owns houses and land and a coconut estate in Tanah Merch Kichie.

HIP HING & CO.

Singapore's shops contain many agreeable surprises for those who visit them. Often the exterior is not very imposing or attractive, but a valuable stock is kept inside and a flourishing business is done. This is the case with the establishment carried on under the chop of Hip Hing at 54, North Bridge Road by Mr. Tam Kim Sang, the proprietor. Since this business was started eight years ago it has gained a well-deserved reputation as high-class jewellers, watchmakers, and gold and silver smiths. As a proof of the excellence of the goods produced, it may be mentioned that on the occasion of the visit of the Duke and Duchess of Connaught, the souvenir presented to their Royal Highnesses by the Singapore Municipal Commissioners was manufactured by Messrs. Hip Hing & Co. Mr. Tam Kim Sang is a native of Canton, but has resided in Singapore for twenty-three years. He has numerous other business interests, including a share in a timber business in one of the neighbouring Dutch colonies. His two sons, Tam Wei and Tam Qui, are receiving an English education at the Anglo-Chinese School in Singapore.

YAP WHATT & CO.

To the late Mr. Cheong Choon Kim, founder of the firm of Yap Whatt & Co., belongs the dis-



CHOP KIM ENG CHOON & CO.

(The premises of Wee Tiong Hock in Havelock Road.)

these is the business of Mr. Wee Tiong Hock and his brother-in-law, Mr. Tan Tiong Lay, who trade as Kim Eng Choon & Co. Mr. Wee

tion of being the first Straits-born Chinese to commence a commission import and export trade in the colony. This was fifteen years



YAP WHATT & CO.'S PREMISES.

ago. Mr. Cheong Choon Kim died three years since, after having been to Shanghai to open a branch. He has been succeeded in the man-

agement of the firm of Yap Whatt & Co. by his brother, Mr. Cheong Choon Beng, who is very popular with all travellers, and is ably

assisted by his brother-in-law, Mr. Wee Tiong Chai, and Mr. Cheong Chic Koon, son of the late Mr. Cheong Choon Kim, who has recently joined the firm. The operations of Messrs. Yapp Whatt & Co. extend almost all over the world, and are conducted mainly with the Continents of Europe and America. Mr. Beng and his deceased brother were known as being among the most hardworking tradesmen in the colony, and their success has been well merited.

CHOP HANG SENG.

The business carried on under this style is known throughout the Straits Settlements as one of the largest and most modern goldsmiths' establishments in the colony. The firm's commodious premises at 36, New Bridge Road are a hive of industry, for over seventy skilled goldsmiths are employed from early morning until late at night beating gold into leaf. It is upwards of thirty years since the business was established by Mr. Loy Kuan Foon, the sole proprietor, and in that time branches have been established at Kuala Lumpor, Hongkong, Shanghai, and Canton. The Kuala Lumpor branch has developed until now it is equal in importance to the parent business at Singapore and gives employment to a staff of close on a hundred. The gold is mostly purchased in Hongkong, through the firm's branch there, and there is a great demand for the leaf. Mr. Loy Kuan Foon is a native of Canton, and came to Singapore thirty-six years ago. He has two sons. The elder has been educated in English, and the younger will shortly commence a similar training.

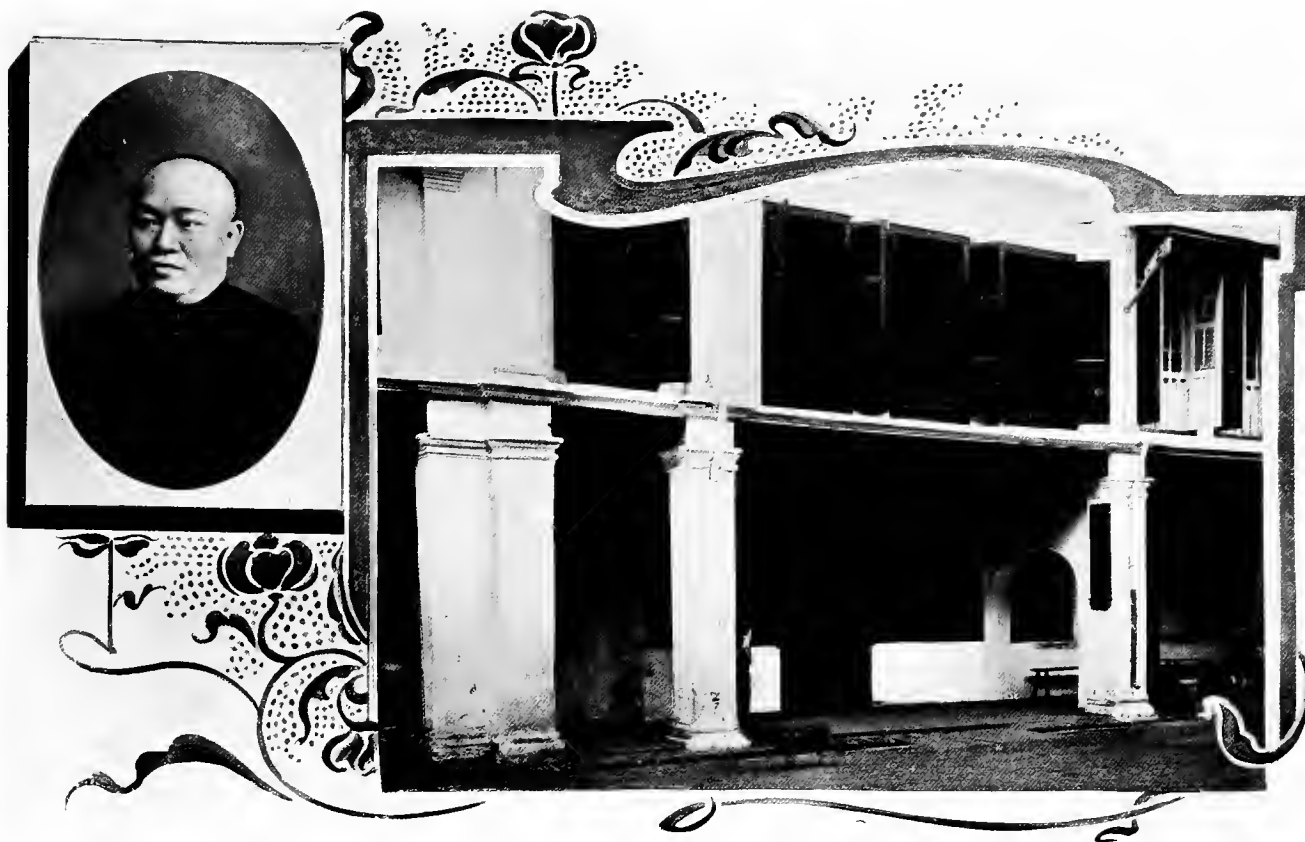
YOW NGAN PAN.

The subject of this sketch, Mr. Yow Ngan Pan, is an example of a successful Chinese



CHOP HANG SENG, GOLDSMITH.

LOY KUAN FOON (Proprietor).



YOW NGAN PAN (Manager).

CHOP LOH KEE SENG.

merchant who has won respect by reason of his honest and straightforward dealings. As a merchant he is engaged in a very busy and prosperous concern. He is the manager of the firm of Loh Kee Seng, the well-known importers and exporters, which has been established in Singapore for over sixty-five years. Further testimony to his business and financial ability is borne by the fact that he is the attorney of Towkay Loke Yew, the famous mining millionaire of the native States, and is a director of the Straits Steamship Company, one of the most important coasting shipping concerns in Singapore, and a director of the Belat tin mines. He is well known for his generous gifts and services to public institutions. He is a member of the Chinese Advisory Board, and of the committees of the Po Leung Kuk and the Tan Tock Seng Hospital, a visitor of the Reformatory and St. John's Island (quarantine station), and one of the promoters of the Medical School of the Straits Settlements. Born and educated in Singapore, he is a citizen who does credit to the place.

CHEH YEE WO.

A good idea is afforded of what hives of industry the native shops are by paying a visit to the premises of Messrs. Cheh Yee Wo, gold and silver smiths. For twelve years this firm has carried on business at No. 217, South Bridge Road, and the manager, Mr. Cheh Yee Cheong, is an eminently practical man. With a staff of about twenty men constantly employed, the firm have a large output of highly finished articles. The head office is in Kuala Lumpur, and there is a branch at Canton. Mr. Cheh Seng Tong, father of the present proprietor, was the founder. Mr. Cheh Yee Wo was born in the Straits Settlements and takes a great interest in the affairs of the

colony. He is a member of the Chinese Reading Room and of the Chinese Y.M.C.A.

SENG HENG & CO.

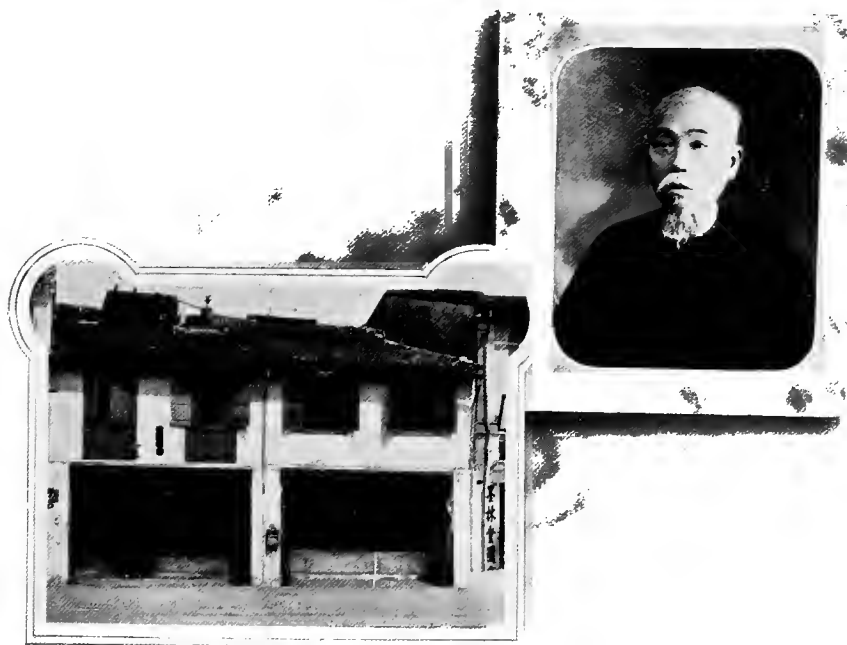
An old-established Chinese goldsmiths' shop is that of Seng Heng, Nos. 13-14, South Bridge

Road. Members of the family of the present proprietor have carried on this business for upwards of fifty years, and twenty-five or thirty expert workmen are now employed. The proprietor is Mr. Yeo Khia Hee, who came from China as a boy and took over the management. He has now retired from active work,



CHOP CHEH YEE WO.

CHEH YEE CHEONG (Manager)



CHOP SENG HENG.

YEO KHIA YEE (Manager).

however, and the business is carried on by his brother, Yeo Khia Yee, and his son, Yeo Ghee Siew. Mr. Yeo Khia Hee has had conferred upon him the Chinese title of Mandarin of the

fifth button, and is a member of the Chinese Chamber of Commerce. He has four sons, three daughters, eleven grandsons, and five granddaughters.

MESSRS. KWONG YAN HIN.

An extensive business as growers and general merchants is carried on under the above name at 16 and 17, North Canal Road. The proprietor is Mr. Lui Joon Sang, a Straits-born Chinaman. Only the best class of foreign provisions is dealt in, and a large trade is done in Australian and American flour. The firm have three other establishments of the concern in Singapore, the principal one being in North Bridge Road, where hundreds of thousands of lamp chimneys, for which the firm is noted, are manufactured yearly. There are branches also at Pinang (Chop How Heng Loong), Bangkok (Chop Kwong Yun Hin), Hongkong (Chop How Heng), Canton, and Sainam-pouth, China. A very extensive trade is done by the firm in English and American cigarettes; indeed, from this source alone the proprietor has amassed a considerable fortune.

BAN SOON LEONG.

Although no silk is produced in Singapore or the surrounding districts, a large trade is done in that commodity in the colony. The principal silk shops of Singapore are in South Bridge Road, and one of the best known is that conducted at No. 242 by Mr. Goh Noi Hong, under the chop of Ban Soon Leong. Hearing of the success which his countrymen were meeting with in the Straits, Mr. Goh Noi Hong came to Singapore in 1877 to try his fortune. The colony was then in a very prosperous condition, and from the first he met with considerable success as a merchant, exporting Singapore produce to Shanghai, Canton, and Saigon. Casting around for a new outlet for his capital, Mr. Goh Noi Hong



EXTERIOR.



KWONG YAN HIN.

LUI JOON SANG (Proprietor).



INTERIOR.

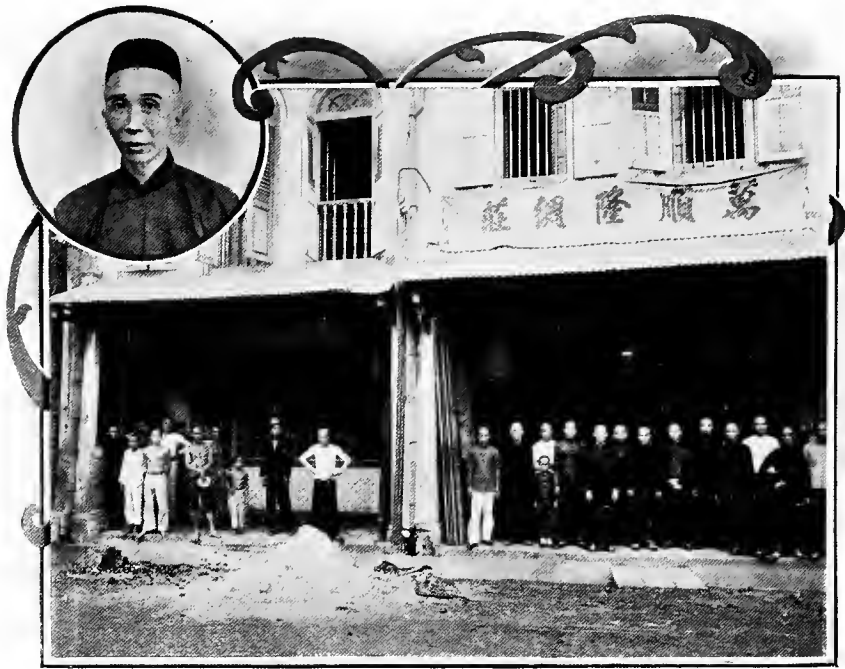
found that every kind of business was represented in Singapore except the silk trade, and, realising the possibilities in this direction, he opened his present shop in 1887. He imported the silk from Shanghai, Canton, and other manufacturing centres, and found there was a great demand for it. Branches of the business were then established in China, and silk of the best quality was purchased there for the Singapore trade, which grew steadily year after year. The shop is now patronised by the leading Chinese residents and by the European community. Only the best quality of silk is kept, and with his facilities for purchasing in China Mr. Goh Noi Hong can execute any orders for special material at reasonable prices and at short notice.

YONG LEE SENG & CO.

One of the pioneer Chinese firms who loom large in the commercial life of Singapore is that of Messrs. Yong Lee Seng & Co., 27, Kling Street. It is now some twenty-three years since the business was commenced in a small way by Mr. Lim Choon Seng, who has since had the satisfaction of seeing the concern develop into one of the leading houses of its kind in the colony. The firm are merchants and general retail storekeepers, and both the headquarters and the branch, 170-173, Orchard Road, are capacious and well-stocked establishments. Being direct importers from London and the Continent of Europe, they are able to supply high-class goods at moderate prices, and consequently they receive a large share of the trade of European residents. All the firm's assistants are Straits-born Chinese who speak English fluently, and it is interesting to note that they are, without exception, Christians. Messrs. Yong Lee Seng & Co.

have for some years held large Government contracts, and have always given every satisfaction. The contract for the supply of bread alone to the military runs to some two thousand

pounds a day, and in order to cope with this demand the firm have recently installed the latest bread-making machinery. The latest of Messrs. Yong Lee Seng's many enterprises is



CHOP BAN SOON LEONG.

GOH NOI HONG (Proprietor).



KLING STREET PREMISES.

YONG LEE SENG & CO.

ORCHARD ROAD BRANCH.

the opening of a branch at Bangkok, where a thriving trade is now being done.

CHEE ENG & SONS.

In Europe there is a surprising lack of knowledge of the real requirements of white men resident in the East, and consequently the outfits which many new arrivals bring with them are quite unsuited to the climate and have frequently to be replaced by others. Fortunately the expense of doing this is not very heavy, by reason of the cheapness of native labour, and a good proportion of the trade is given to native outfitters, such as Chee Eng & Sons, who have for nearly half a century conducted a high-class tailoring business in the colony. During that time they have had the patronage of many high military and civil officials, who have

and the 95th Russell Infantry, as well as to several companies of the Royal Engineers and many high naval and military officers who have been stationed at Singapore.

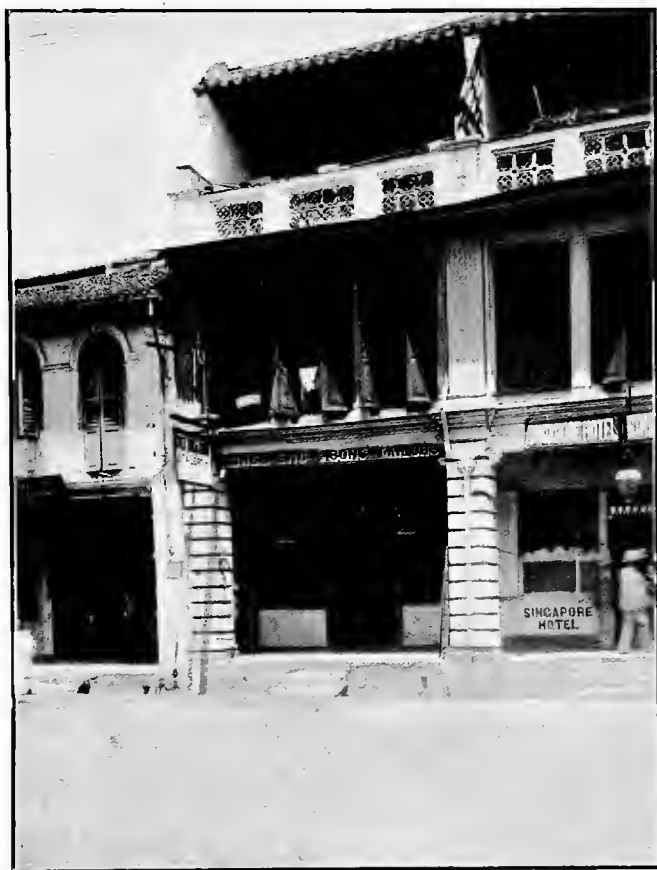
KOH & CO.

Philatelists in Singapore have exceptional facilities for obtaining uncommon stamps. Among the dealers are Messrs. Koh & Co., who carry on business at 90, Bras Basah Road (Raffles Hotel Buildings), as booksellers, stationers, drapers, &c. In addition to a large variety of foreign stamps, they stock the latest fiction, historical works, school text books, and stationery of every description. Tourists, for whom the firm largely caters, will find a good selection of picture postcards, including the famous Raphael Tuck series, and postcard

The premises are situated at the corner of Raffles Place and Battery Road. The firm import all their materials and drapery direct from the United Kingdom, and they keep a competent staff of cutters and tailors at 9, Hock Lam Street, where they are prepared to undertake the making of all kinds of clothing on the shortest notice. They keep in stock a large quantity of gentlemen's linen, underclothing, &c., and ten assistants are employed in their salerooms. There are seven partners in the firm, with Mr. Ho Siak Ki as the manager.

SZE TO YEE.

The Chinese are adept carpenters, and there are in Singapore not a few large firms run both with Chinese capital and Chinese labour. One of the best-known of these is Messrs.



CHEE ENG & SONS' PREMISES.



KOH & CO.'S PREMISES.

testified to the satisfaction given by the firm. The present proprietor and manager is Mr. Chiang Choon Fatt, son of Mr. Chee Eng, who founded the business in 1859, and he is a Cantonese native of Hongkong. Sir William Taylor, K.C.M.G., for some time Acting Governor of the colony, writes that the firm has always done good work for Government House and given every satisfaction; while Captain Laurie, of the King's Own Regiment, writes: "Chee Eng is the best Chinese tailor I have come across in the East." The present proprietor was educated in English at Raffles Institution, obtained his knowledge of tailoring at his father's shop, and was instructed in military work by the master tailor of the R.G.A. Messrs. Chee Eng & Sons have now held the contract for volunteer uniforms for four years, and have at different dates been tailors to the 25th, 26th, 49th, and 56th Companies of R.G.A.,

albums. All local and home newspapers and perfumery (imported from London, Paris, and the best houses in the rest of Europe and in America) may be obtained from the firm, who also act as commission agents for the purchase of Malay curios desired by tourists or residents. The proprietor, Mr. Koh Hoon Teck, who established the business in 1905, is a Singapore-born Chinese.

WAI SENG & CO.

The firm trading under the above name was established in 1895 by Ho Siak Ki, a native of Canton, who was educated at Raffles Institution, Singapore, and trained for business locally. He traded for some time in Ipoh, Perak, but subsequently laid the foundations of the present firm, which has tailoring, outfitting, hat, and general trading departments.

Kwong Yik Seng & Co., general carpenters and house builders, 4, Connaught Road, which has been established for twenty years. The proprietor, Mr. Sze To Yee, employs no fewer than a hundred and fifty skilled carpenters, and, in addition to conducting his own business, he holds the appointment of head carpenter to Messrs. John Little, Ltd. He was born in China, and came to Singapore some twenty-five years ago, and he has carried out several large contracts in the colony. He has numerous financial interests in the colony, and owns property in his native village.

CHIN HAUT HIN OIL TRADING COMPANY.

One of the largest firms of oil merchants in Singapore is the Chin Haut Hin Oil Trading Company, which was established over ten years



WAI SENG & CO.
BUSINESS PREMISES.

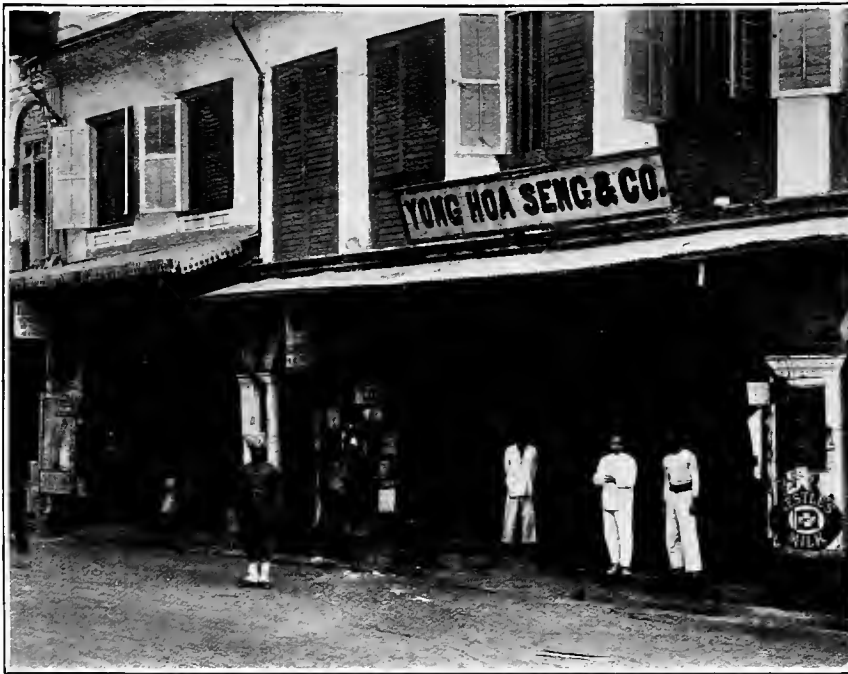
THONG SUI YONG
(otherwise known as THONG YEN)

HO SIAK KI
(Managing Partner).



CHIN HAUT HIN OIL TRADING COMPANY.
PREMISES IN SOUTH BRIDGE ROAD.

SIM KIA JAN (Managing Partner).



YONG HOA SENG & CO.'S PREMISES.

as general merchants and commission agents. Mr. Sim Kia Jan is Straits born and received his education at Raffles Institution, Singapore, and Mr. Seah Pek Seah is a member of one of the most famous Chinese families in the Straits. Besides his connection with the Oil Trading Company, he carries on a banking business.

YONG HOA SENG.

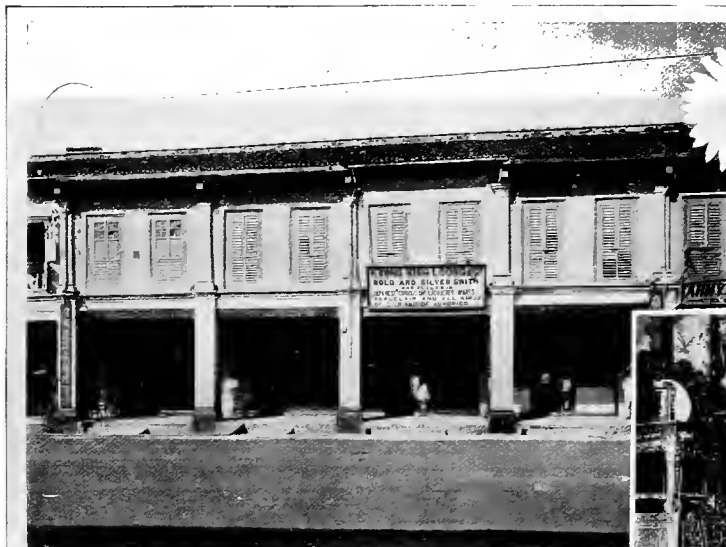
A remarkable feature about the population of Singapore is the immense preponderance of the Chinese. Every kind of trade in the colony is engaged in by them. Thus it comes to pass that some of the largest stores of Singapore are owned by Chinamen, and amongst them Messrs. Yong Hoa Seng & Co. occupy a prominent place. Their business at 28, Kling Street was established in 1891 by the present proprietor, Mr. Chia Kim Huat, who is a native of Swatow, and came to Singapore at an early age. Commencing business in a very small way, he made gradual but consistent progress by means of his honesty and careful attention to details, and now he has become an important trader. The firm deal principally in groceries, which they import direct from British and Continental houses and supply mostly to Europeans and Straits-born Chinese in Singapore, the Federated Malay States, and Borneo. A staff of twenty-one assistants is employed in dealing with the volume of business transacted.

KWONG HING LOONG & CO.

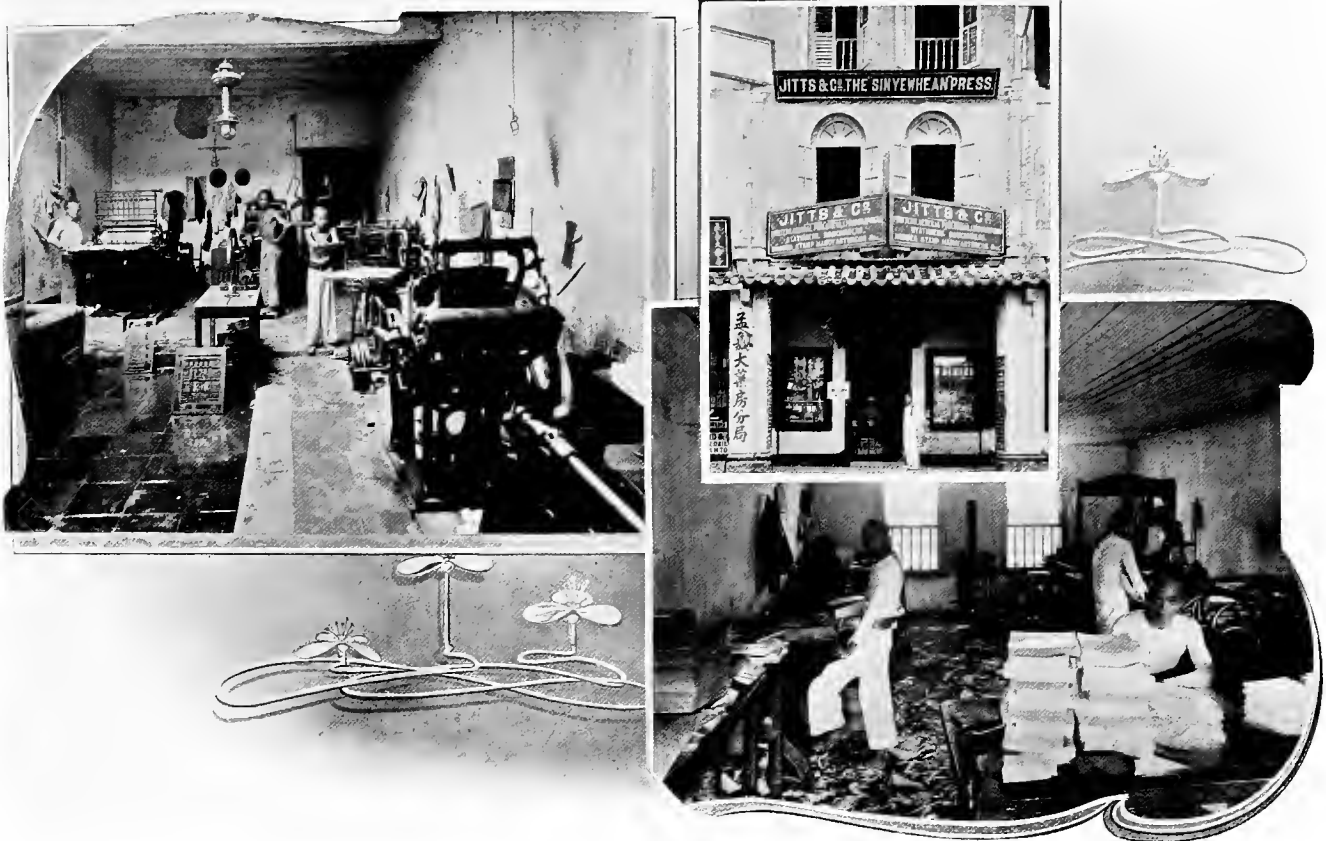
A firm which occupies extensive premises in High Street and carries on a large business is that of Kwong Hing Loong & Co., at Nos. 47, 48 and 49. The speciality here is the Canton blackwood, for which the firm has long been famous. It is from this shop that many well-known Chinese gentlemen have furnished their

ago. Mr. Seah Pek Seah is the senior partner, and Mr. Sim Kia Jan the managing partner. They distribute oil principally over the east coast of Siam, the Federated Malay States and British North Borneo. They are agents for the

Singapore Oil Mills, the Standard Oil Company, the well-known Dragon brand of Sumatra oil, which is famous throughout the East, and for the Sperry Flour Company of California. In addition to all this, the firm carries on business



KWONG HING LOONG & CO.'S PREMISES.



JITTS & CO.'S PREMISES.

houses so beautifully with blackwood furniture, inlaid with mother-of-pearl. High-class jewellery, Japanese and Chinese silver-ware, and all descriptions of watches and Japanese curios are kept in stock. Matting and the best rubber-tyred Japanese rickshas are also to be obtained here. The firm employ about one hundred skilled gold and silver smiths.

JITTS & CO.

Of recent years the demand for picture post-cards has become universal, and new and beautiful designs are constantly being brought out to meet it. In Singapore all the latest kinds may be obtained from Messrs. Jitts & Co., who carry on business at No. 598, North Bridge Road as printers, general publishers, lithographers, stationers, bookbinders, account-book makers, machine rulers, rubber-stamp manufacturers, and commission agents. They make a speciality of their postcard department, and weekly obtain from home the best picture cards of all descriptions. They do a large amount of general printing, and employ a staff of upwards of thirty compositors, thus being able to execute speedily any work entrusted to them. The partners in the firm, which has been established twenty years, are Messrs. O. S. Jitts, O. Jitt Kwong, O. Gek Eng, O. Mark, O. Jitt Sing, and O. Jitt Yedw. Mr. O. S. Jitts acts as manager.

KIM CO.

Prominent amongst the booksellers in Singapore are Messrs. Kim & Co., who carry on business also as stationers, printers, bookbinders, newsagents, rubber-stamp makers, and commission agents at Nos. 1 and 2, Armenian Street, Singapore. Their premises are situated at the corner of Armenian Street and

Stamford Road. The proprietors are three Straits-born Chinese of experience. Their business is growing so rapidly that they are faced with the necessity of enlarging their premises a second time, and the managing partner has recently paid a visit to the native

States with a view to establishing branches in them. The firm always welcome an inspection of their stock, which is both large and varied. It comprises guides to professions, works relating to China, Japan, &c.; directories, dictionaries, reference books, business books,



KIM & CO.'S PREMISES.

books on languages, including Esperanto, &c. The firm are agents for *The World's Chinese Students' Journal*, Shanghai; *Singapore Free Press*, *Straits Times*, *Eastern Daily Mail*, and *Straits Echo*, Pinang, as well as for many other newspapers and magazines and periodicals. They have a good selection of picture postcards on view. The telephone number of the firm is 1,031, and their telegraphic address "Celerity," Singapore.

T. E. CHIN & CO.

Among the great variety of Oriental goods to be found in Singapore shops, nothing is more popular with the ladies than the famous Swatow drawn-thread work and embroidery, which is made by Christian Chinese women in the convents at Swatow. Notable among the

Road under the well-known style of Cheong Soon, with branches at Pinang (Chop Cheong Long), Canton, Kuala Lumpur, Ipoh, Deli, Langat, and other Eastern centres. Mr. Yeong Wai Heng, a relative of the proprietor, acts as manager. The Singapore business was established by the father of the present proprietor, Mr. Yeong Sow Yin, thirty years ago. There are twenty skilled workmen engaged at the Singapore business, but the total number of the firm's employees is nearly three hundred—all of whom are Fo Gord goldsmiths. The work turned out has a very high reputation.

TAN SAY LEE.

One of the staple trades of Singapore is that done with Siam in rice, and the merchants engaged in it are known as Siam traders. Of

Messrs. Tan Say Lee, who also have a branch at Hongkong, are the sole proprietors of the famous tea produced in Amoy and known as Nghee Hiang throughout the Far East.

WING SANG & CO.

Only those who have seen for themselves can realise what a large amount of skill and ingenuity is displayed by Eastern peoples in the manufacture of curios. In Singapore one of the best-known firms of Chinese and Japanese curio merchants is Messrs. Wing Sang & Co., whose premises are at 59 and 60, High Street, where the business was established twenty years ago. They deal in all classes of Eastern curios, such as Satsuma and cloisonné ware, Japanese silks, ivory ware, lacquered ware, porcelain, tea sets, vases, bronzes, &c. Chinese curios they import from Hongkong, Shanghai, Canton, Swatow, Fuchow, Amoy, and all the principal manufacturing centres of South China. Of these goods they keep an attractive assortment, from which visitors and residents can select presents of all kinds and at all prices. The firm also deal in Japanese rickshas and matting, and are mercers and outfitters.

KOH BENG CHUA.

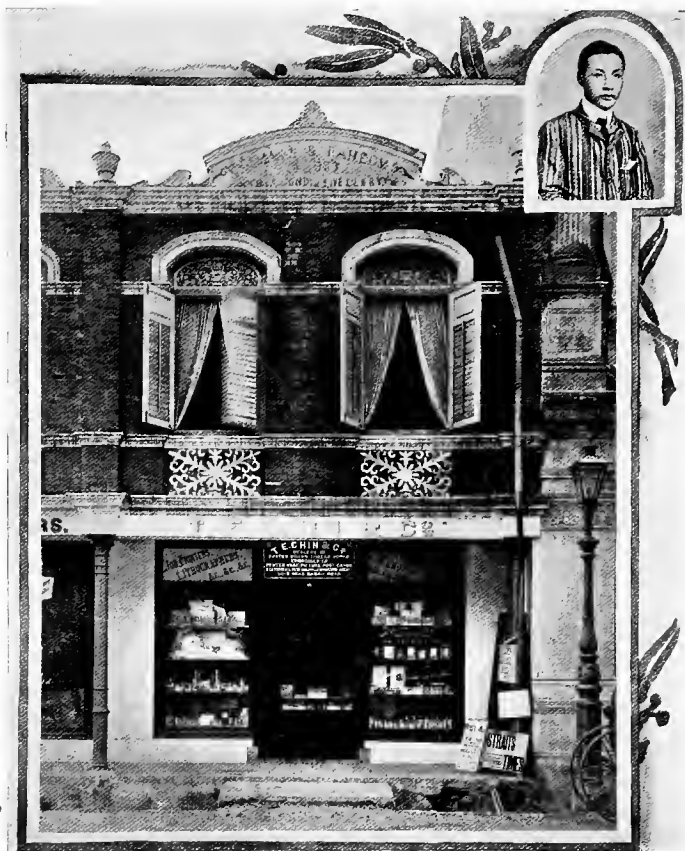
Mr. Koh Beng Chua is a well-known gentleman in Singapore, and a prominent member of the Chinese Chamber of Commerce. He was born in 1880 in Singapore, and educated at the Eastern School. In 1900 he became a partner in his father's firm, which deals in copra, paddy, rice, kerosene, and coconut oil. The firm was founded thirty years ago by Mr. Koh Tong Chian, Mr. Koh Beng Chua's father. The principal customers are local traders, though goods are also shipped to Malacca and Muar. Mr. Koh Beng Chua is married and has one daughter. His four brothers, Messrs. Koh Beng Woon, Koh Beng Puan, Koh Beng Tong, Koh Beng Liew, and his uncle, Koh Nine Kiang (trustee of the firm) are all well-known.

HENG HIN & CO.

The noted wines of France, the popular whisky of Scotland, and the well-known cigars and tobacco of the Philippine Islands are imported direct by Messrs. Heng Hin & Co., who carry on business at 12, Market Street, Singapore. Established in 1856 by Mr. Lim Soon Tee, the firm to-day hold a leading position in local mercantile circles. Besides doing a large trade in Singapore, they export to the native States, Borneo, and the surrounding islands. Their licensed warehouse is No. 51, Teluk Ayer Street, where several thousands of cases of spirits, free of duty, are almost always in stock. They are agents for several world-renowned brands of champagne and other wines. They also import rattans, rubber, gutta-percha, hides, betel-nuts, &c., which they sell to local traders, and own a saw-mill at No. 3, Syed Alwee Road.

ANN LOCK & CO.

An important business house carrying on an import and export trade in Singapore is that of Ann Lock & Co. It was founded by Messrs. Chia Ann Lim and Chia Ann Lock, natives of Singapore, who commenced business as merchants and general importers in Battery Road. When they died, Mr. Chia Ann Liew took over the business, and later on he was succeeded by Messrs. Chia Keng Chay and Chia Keng Chin, who traded under the style of Ann Lock & Co. Their business is that of wine, spirit, and liquor merchants, and they obtain much of their stock direct from the United Kingdom and France. They deal also in provisions, and make a speciality of saddlery and harness, which they import from Walsall. They have a large local



T. E. CHIN & CO.

T. E. CHIN.

emporiums stocking this beautiful work is that of Messrs. T. E. Chin & Co. at 82-3, Bras Basah Road. This is an advantageous position in Raffles Hotel Buildings, and has already become a popular resort of tourists and residents. The proprietor and manager is Mr. Tan Eng Chin. Besides drawn-thread work he keeps an excellent stock of Swatow pewterware, stationery, and fancy goods, which is replenished every fortnight. A speciality is made of picture postcards, and foreign stamps are kept in great variety. Mr. Chin also carries on business as a general printer, rubber-stamp manufacturer, and commission agent.

CHEONG SOON & CO.

Close upon three hundred goldsmiths are employed by Mr. Yeong Hang Shek, who carries on business at No. 168, South Bridge

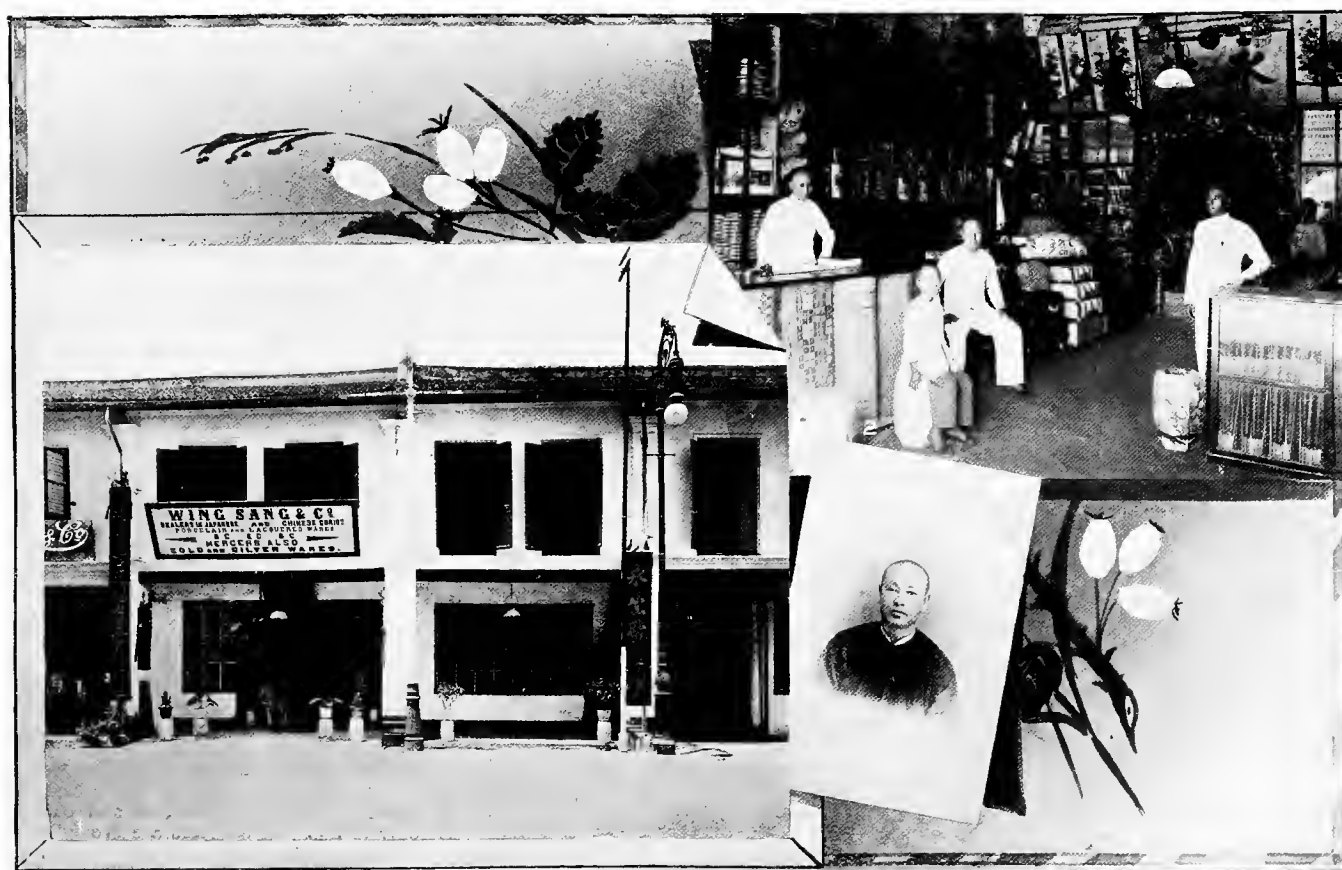
these Tan Say Lee is one of the best known. For twenty-two years the firm, whose head office is at 63, Kling Street, has done an extensive trade with Siam in the staple food of the poorer classes of Malays, Chinese, and Indians. Mr. Tan Choo Inn is the largest shareholder in the concern, and at Bangkok he is one of the largest traders, and has, among other interests, two rice mills. He is a native of Swatow, and, like many other Chinese business men from the South of China, he rapidly acquired an important place in the local business world on coming to the Straits. The Singapore managing director is Mr. Loh Sin Khay, a capable and popular man, who is a member of the Chwoo Hoi Lim Club, admission to which is restricted to prominent business men. He is also a member of the Chinese Chamber of Commerce and of the Siam Traders' Association. In addition to their Siam trade



CHOP CHEONG SOON.
YEONG WAI HENG (Manager).



CHOP TAN SAY LEE.
LOH SIN KHAY (Managing Director).



WING SANG & CO.
HOW KIANG CHOON (Proprietor).

trade, cater for canteens, and supply liquors to the neighbouring islands, &c. They have about eighteen employees. Mr. Chia Keng Chin, the managing partner, was educated at Raffles Institution. He was one of the founders and an ardent supporter of the Recreation Club, and is a member of the Weekly Entertainment Club.

TAN TECK CHENG.

One of the largest Chinese carriage-building establishments in Singapore is Chop Peng Seng, 84 to 91, New Market Road. Born in China, Tan Teck Cheng, the proprietor, came to Singapore when he was twenty-one years of age, and by dint of thirty-one years' careful business management has built up a very flourishing business. On an average some two hundred carriages of various kinds are constructed in his works every year, a staff of eighty workmen being employed. The materials from which the vehicles are built are imported direct from Europe, and all the work is done under the personal supervision of Mr. Tan Teck Cheng, who has had a wide experience of the trade since boyhood. For many years he has had the patronage of leading local residents, and has gained a high reputation throughout the Straits Settlements for the excellency of his work. Another branch of the business is the manufacture of ships' mattresses, pillows, and cushions.

Mr. Tan Eng Wah is the compradore to Messrs. D. Brandt & Co., Battery Road, and as such has control of the Chinese and export business of the firm. He was born at Singapore and received his education at Raffles Institution. Entering the employment of Messrs. Brandt upon leaving school, he has remained with them ever since, his trustworthiness, energy, and ability winning for him steady promotion to his present responsible position, which he has held for seventeen years. Through his hands all the export of jungle produce and rubber passes, and he is well up in his own particular line of business. Mr. Tan Eng Wah is married, and his family resides in Singapore.

Oon Chong Siew.—The responsible position of compradore to Messrs. Guthrie & Co., which entails complete charge of their Chinese department, is held by Mr. Oon Chong Siew, a highly-respected member of the Chinese community of the colony. His connection with Messrs. Guthrie extends over thirty years, and, as he has a staff of more than a hundred under his personal supervision, it may reasonably be assumed that great ability is required to manage the large business which the company do with Chinese and natives in the Straits Settlements and Federated Malay States.

Mr. Oh Swee Kiat, the head storekeeper for Messrs. Paterson, Simons & Co., has been with that firm from his boyhood, and is now nearing the completion of half a century's faithful service. The son of the late Mr. Oh

Quay Guan, of Malacca, he was born in Singapore in 1844, and entered the firm of Paterson, Simons & Co., which was then quite a small concern, when he was fourteen years of age. For many years he has had charge of the godowns and produce department. Throughout his forty-nine years' service he has given his employers every satisfaction, and he is held in high esteem by the members of the firm. He has two sons, Messrs. Oh Kee Chuan and Oh Chuan Seng (who are both being educated in English), and two daughters.

Mr. Lim Loon Hock, who is the manager of the firm of commission agents trading under the style of Chop Seng Hong, in Cecil Street, was born in Singapore in 1883. After being educated at Raffles Institution, he went as assistant to the firm of Seng Hong in 1900, and six years later was appointed manager. His father was the late Mr. Lim Kewee Seng, manager of the Heng Hong Rice Mills. Mr. Lim Loon Hock is a member of the Straits Chinese Recreation Club, the Chinese Chamber of Commerce, and the Straits Chinese British Association.

Mr. Wee Kay Seck, the principal clerk to Messrs. Alsagoff & Co., was born in Malacca, where his ancestors were among the very earliest settlers, and carried on business as merchants. After being educated at Malacca High School, Mr. Wee Kay Seck, who speaks English fluently, came to Singapore in 1885, and a few years later entered the service of Messrs. Alsagoff.

PINANG.

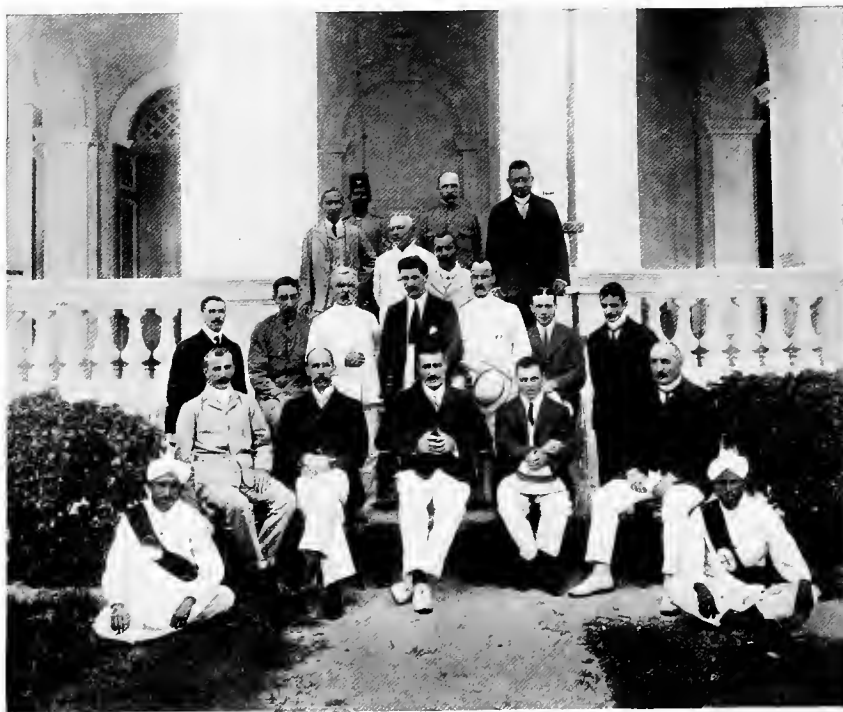
PINANG has a subtle fascination that it is difficult to define. It lacks the variety to be found in Bangkok or Tokyo; it has not the same degree of Orientalism to be found in

Pekin or Canton; and it does not present the same deep contrasts as are to be met with in Durban, where the rays from the arc of an electric lamp may shine on to a path-

way through the jungle. Nor is it a modern Pompeii, teeming with associations of the distant past; while even those "places of interest" so dear to the heart of the common or garden guide-book manufacturer are remarkably limited in number. And yet, withal, its charms attract the "exile" from home as easily as do the disadvantages of, say, Manila repeat.

Should the visitor arrive by steamer from Europe or Singapore at an early hour in the morning, before the Port Health Officer has had time to come out in a neat little steam launch to examine the passengers, he will find but little in the vista before him to anticipate anything out of the common—that is, if already he has had on his voyage a surfeit of tropical scenery. As his vessel takes up her place in the channel separating the island of Pinang from the Malay Peninsula, the capital, Georgetown (called after George, Prince of Wales) seems to be only a long, thin line surmounted on the left by a range of hills gently sloping upward, apparently almost from the water's edge. Calm and tranquillity appear at that moment to reign supreme, and the lines of Goldsmith's "Deserted Village" are recalled involuntarily.

Presently, however, a veritable little fleet of sampans (or shoe-boats), steered by dusky upright Tamil figures, come swiftly out from the jetty as at some given word of command, and swarm round the steamer on all sides. The moment the last native passenger is "ticked off" by the Port Health Officer the sampans are crowded with a very mixed "cargo" of Asiatics and luggage of endless description. The visitor probably expects to witness a series of accidents and collisions, only to find that his fears are groundless, for the swarthy Kling sampan-men are no novices at their work, and, after depositing their assorted freight at the nearest jetty or land-



MUNICIPAL STAFF.



HON. MR. R. N. BLAND.
(Resident Councillor.)



MRS. R. N. BLAND.

ing-place, are back again within an incredibly short time for another "load."

Whilst he awaits the shipping agent's launch or a diminution in the demand for sampans, the visitor has time to look around him. He

other Oriental and European habitations, besides a bird's-eye view of the village of Butterworth and the tin-smelting works of the Straits Trading Company. Any speculations he may indulge in as to what lies

producing or consuming place; its own exports and its own imports are as a mere drop in the bucket; but it is a distributing centre to and from the vast and rapidly developing hinterland of the Federated Malay States and Siamese Malaya, and to and from the Dutch East Indies, while it further acts as an intermediate feeder for Indian trade. Ample evidence of the nature of Pinang's products (including those of Province Wellesley) may be seen from a cursory glance at the contents of the innumerable *tongkangs*, or lighters, moored alongside the merchant vessels, the principal being tin, gambier, pepper, copra, gutta-percha, gum copal, tapioca, and rubber. Good as the trade of Pinang is, however, it might easily have been very much larger had there been greater facilities for carrying on the trade of a transit port. Within the past quarter of a century the trade of Pinang has increased by over 400 per cent.

As the visitor approaches Victoria Pier—a small covered-in jetty—he will see on his right-hand side Swettenham Pier, named after Sir Frank Swettenham, the previous Governor. This latter pier was opened in 1905, is 600 feet in length, and, it is said, has taken "nearly twenty years of representation" to get constructed. Adjoining it are old barn-like structures called goods-sheds, which are leased out by the Government to landing and shipping agents. Close at hand, however, is a block of newly-built goods stores, or *godowns*, which have a more modern appearance.

Opposite the jetty sheds, as they are termed locally, a great block of buff-coloured Government buildings sweeps from Weld Quay into King Edward Place and Beach Street, and thence round into Downing Street. They comprise the General Post Office, the Government Telegraph Office, and the Government Telephone Exchange; the Governor's Office, for the use of his Excellency when visiting Pinang; the Resident Councillor's Office, the Audit Office, the Public Works Department, the Land Office, the Marine Department, including the Harbour Master's Office, and the Office of the Solicitor-General.

Directly opposite the main entrance of the post office in Downing Street is another buff-coloured edifice, which is shared by the Pinang Chamber of Commerce, the Pinang Turf Club, and the Town Club.

Like Weld Quay, Downing Street is by no means one of the finest streets in Pinang, notwithstanding its rather high-sounding name, reminiscent of its famous namesake in London. But were the visitor to judge Pinang, or, to be more particular, Georgetown, by its streets alone, he would perhaps carry away with him impressions far from favourable. Of the fifty odd public roads and streets within municipal limits there are few within the business part of the town of any special note. The majority are badly laid out, and, strange to say, the greatest offender in this respect is Beach Street, the very "hub" of local trade and commerce. It stands at right angles to Downing Street, and is long, narrow, irregular, and ungainly—some parts, especially in what is known as the Chinese quarter, being extremely narrow—and altogether ill-suited for the requirements of a go-ahead business community. In years gone by, before the present development of Pinang was ever dreamt of, Beach Street, as its name naturally implies, was not a street but a sea-shore; and as, by the evolution of Nature, the sea receded and the land was reclaimed, first one row of shops and houses and then another arose in rapid succession, but without any apparent idea of symmetry on the part of the builders. The natural effect of this haphazard arrangement is seen in the Beach Street of the present day.

All the streets west of Beach Street follow a



PINANG IN 1828.

is agreeably surprised to find that the harbour is very capacious, and that its maritime trade, judging by the flags of many nationalities, is of an international character, both as regards small coasting vessels and large ocean liners.

hidden from view in the hinterland beyond are disturbed, however, by the arrival of a steam-launch, which swiftly bears him on his mission—not to "see Naples and die," but to see Pinang, and live ever afterwards with only



PINANG IN 1837.

A cursory glance over at the mainland—at Province Wellesley (which is part of the settlement of Pinang)—will unfold to him a beautiful coast-line fringed with graceful palm-trees, and dotted here and there with Malay or

the most pleasant memories of his visit, be it long or brief.

The short run between the steamer and the Victoria Jetty will in itself be a "voyage of discovery." Pinang, taken as a unit, is no great

rectangular design, which renders the task of finding one's way about the town simplicity itself, and within those streets nearest to Beach-street are to be found the best studies of Oriental arts and industries. At night this neighbourhood is badly lighted, for the electric lighting system, which is a feature of other portions of the town, has not yet been extended to Beach Street, despite its commercial importance. As the northern half is confined to European shops and warehouses, there is not, of course, the same need for electric light. At the other end, the proverbial industry of the Chinese is well emphasised; for, long after his European rival in business has not only gone home for the day, but retired for the night as well, the Chinaman has his shop brightly lit up with great hanging lamps, and an army of assistants, clerks, and coolies are hard at work.

And then there are Asiatics of other nationalities, who have, metaphorically speaking, "pitched their tents" in Pinang in order to gain a livelihood—the Indian money-changers, whose stalls are to be seen on every pavement; the Chetty money-lenders, whose habitations are to be found clustered together in a row in Pinang Street and King Street; the Sinhalese silver-ware dealer and vendor of lace; the "Bombay merchant," who stocks everything from curios to cottons; and the Japanese, whose special "lines" are curios, hair-dressing, photography, or tattooing. All these and more are to be met with in Pinang, which is nothing if not cosmopolitan. Of the 131,917 persons who made up the estimated population of Pinang in 1906 (excluding Province Wellesley), there were 1,056 Europeans; 1,759 Eurasians; 75,495 Chinese; 33,525 Malays; 18,162 Indians; and 1,920 of "other nationalities." The total population within municipal limits was estimated in 1906 at 99,400.

A touch of picturesqueness is lent to the streets at the busiest parts of the day by the throngs of Orientals of all races, clad in garments peculiar to their respective countries. The "nonias" or wives of the "towkays" are usually resplendent in jewellery worn over a neat-fitting garment of some bright hue that envelops them from neck to foot; but it is seldom that they discard their own clumsy-looking Chinese wooden shoes for those of European pattern. The Malay females also are fond of colour. They follow their men-folk so far as the "sarong" is concerned, but they wear a short cotton jacket, above which they have a circular piece of cloth with which they enshroud their heads and faces when they appear in public.

House rent in Pinang is ridiculously high, and the European may be considered fortunate if he can get a fairly comfortable bungalow, lacking many "modern conveniences," for between 70 and 100 dollars per month. As the Europeans, generally speaking, come to the tropics to make money and not for the benefit of their health, it naturally follows that their houses are never extravagantly furnished. Their "household gods" are mostly made of rattan or cane, which is cheap, cool, and light. Hitherto they have not enjoyed the advantage of any special quarter of the town in which to reside by themselves, so interwoven with their houses are those of Eurasians and Asiatics. Now, however, a European residential quarter is springing up in the vicinity of the Sepoy Lines—once upon a time the *local* of a British regiment's barracks. The finest sites and the most palatial residences in Pinang are monopolised by the wealthy Chinese, many of whom also live in the heart of the business portion of the town. The houses of these latter do not, from an external point of view, betray the affluence of their occupants; but inside they are palaces on a miniature scale, with the most costly furnishings and fittings, both of Oriental and Occidental manufacture. Other Chinese, again, in common with the majority of the

Malays and Tamils, live in mere hovels, in huts built on piles, or huddled together in cubicles of the filthiest possible nature. And it is a striking anomaly that some of the most

greatest mortality occurs in the hottest months—May, June, and July. Pinang, at the same time, has never the same stifling, oppressive heat that is experienced in, say,



THE HOSPITAL.

wretched-looking habitations of the natives are to be found alongside a huge Chinese club or residence, or adjacent to a European bungalow.

Bangkok, the temperature rarely reaching 94°, while it is sometimes as low as 72°. The average maximum is about 80°5', the average minimum 74°2', and the mean tem-



CHINA STREET.

Still, notwithstanding the poverty and squalor of the large majority of its inhabitants, the average annual death-rate of the Municipality is no higher than 39·43 per mille. The

perature is about 80°60'. Then, besides the continual cooling breeze from the sea, there is an abundant rainfall, the average for the last 23 years being 125·43 inches. It will thus be

concluded that there are many worse places east of Suez than Pinang for the European to reside in.

Georgetown is fortunate in having a Municipal Commission, of whose beneficent administration there is ample evidence on every hand. The streets are generally well kept ; the drain-

If the latter begins his "tour of inspection" from Swettenham Wharf, the first objects to attract his attention after passing the Government buildings in King Edward Place (to which reference has already been made) will be the clock tower and Fort Cornwallis. The clock tower was presented to the town in 1897

although there appears to be no reliable data as to when it was built or how much it cost. In the official records relating to the settlement the last document bearing the signature of Capt. Francis Light, the founder of Pinang, is dated Fort Cornwallis, January 25, 1794. When the military rule of Pinang was superseded by a civil administration, and, subsequently, when the British regiment was withdrawn from the island, the Fort lost much of its importance, and at the present day is used only as a signal station for the shipping of the port, as quarters for European and Sikh police, and as a Drill Hall for the local volunteer corps. The ancient landmark is shortly to disappear, however, by order of the Straits Government, to make more room near Swettenham Wharf for the claims of commerce, and at the time of writing the Legislative Council have passed a vote of 22,500 dollars for the purchase of a vacant site in Northam-road on which to build a new Drill Hall and Government quarters.

South of Fort Cornwallis—at the end of Beach Street, properly speaking—are the Police Offices, adjoining which, again, are the Police Courts with a frontage to Light Street. The Police Courts are three in number, and both internally and externally are but ill-suited for the needs of the place.

West of Fort Cornwallis is the Esplanade, a comprehensive name which includes a large ground on which football, cricket, lawn-tennis, and bowls are played, and also the promenade along the sea front. On the Fort side is the pavilion of the Pinang Recreation Club, whose membership mainly comprises Eurasians ; on the opposite side is the pavilion of the Pinang Cricket Club, on whose membership roll are chiefly Europeans. At the south side of the athletic ground is a bandstand, where a Filipino band plays for an hour or so on Mondays, Wednesdays, and Fridays, besides on special occasions. The ordinary "band night" sees the



PINANG FROM THE HARBOUR.

age, though not perfect, is receiving greater attention year by year ; there is an excellent, though as yet limited, electric lighting system ; there is an eleven-mile electric tramway, with a service of eight cars at intervals of eleven minutes ; and there is a good supply of potable water from the waterfall at the Botanical Gardens.

With regard to the topography there is much to interest the resident and visitor alike.

by Mr. Chea Chen Eok, J.P., one of Pinang's Chinese millionaires, as a permanent memorial of the late Queen Victoria's Diamond Jubilee. It is sixty feet in height—a foot for each of the sixty years of her Majesty's reign up to 1897—and cost the donor some thirty-five thousand dollars. Adjoining the clock tower is Fort Cornwallis, surrounded by a moat. In the early days of Pinang the Fort occupied a prominent position in the affairs of the town,



THE GOVERNMENT OFFICES.

Esplanade thronged with rickshas and carriages, while the southern portion of the recreation-ground is for the nonce transformed into a public park in which Europeans, Eurasians, and Asiatics alike stroll to and fro listening to the music. Seaward from the Esplanade a beautiful panoramic view is presented, a clear blue sky, the sea dotted with fishing craft and steamships and the hillocks and tropical scenery on the mainland opposite forming an ideal background.

At the north-west corner of the Esplanade stand the Municipal Offices, an imposing whitewashed edifice, which is one of the architectural beauties of the town. Further along, nearer Light Street, is the Town Hall, which, like the Municipal Offices, is fitted with electric light and electric fans. For many years it was unkempt and antiquated, but it has recently undergone considerable renovation and improvement, on which 10,000 dollars were expended in 1905 and over 19,000 in 1906.

Passing the Town Hall and a grass-plot, in the centre of which is a miniature fountain, we re-enter Light Street, which, as the name implies, is called after the founder of Pinang. Immediately to the right is Edinburgh House, the domicile of a rich Chinaman, but so named after H.R.H. the Duke of Edinburgh and Cornwall, who visited Pinang in 1901 and stayed in this house. Opposite Edinburgh House is Aurora House, also the residence of a wealthy Chinaman; its interior is sumptuously furnished and is well worth visiting, if only to see how closely the educated Chinese are following Western ideas.

At the junction of Light Street and Pitt Street is the new Supreme Court, which was opened in 1904 on the site of its predecessor, which

had done duty since 1809, previous to which, again, the Court was held in Fort Cornwallis. The present edifice is a very handsome one, with a statue of Justice gracefully occupying the topmost niche of the main portico roof. There are two divisions of the Court proper,

In the southern portion of the Supreme Court building is the Pinang Library, which receives an annual grant from the Government and is exceptionally well equipped with books. As the annual subscription is only five dollars, the library may be considered one of the

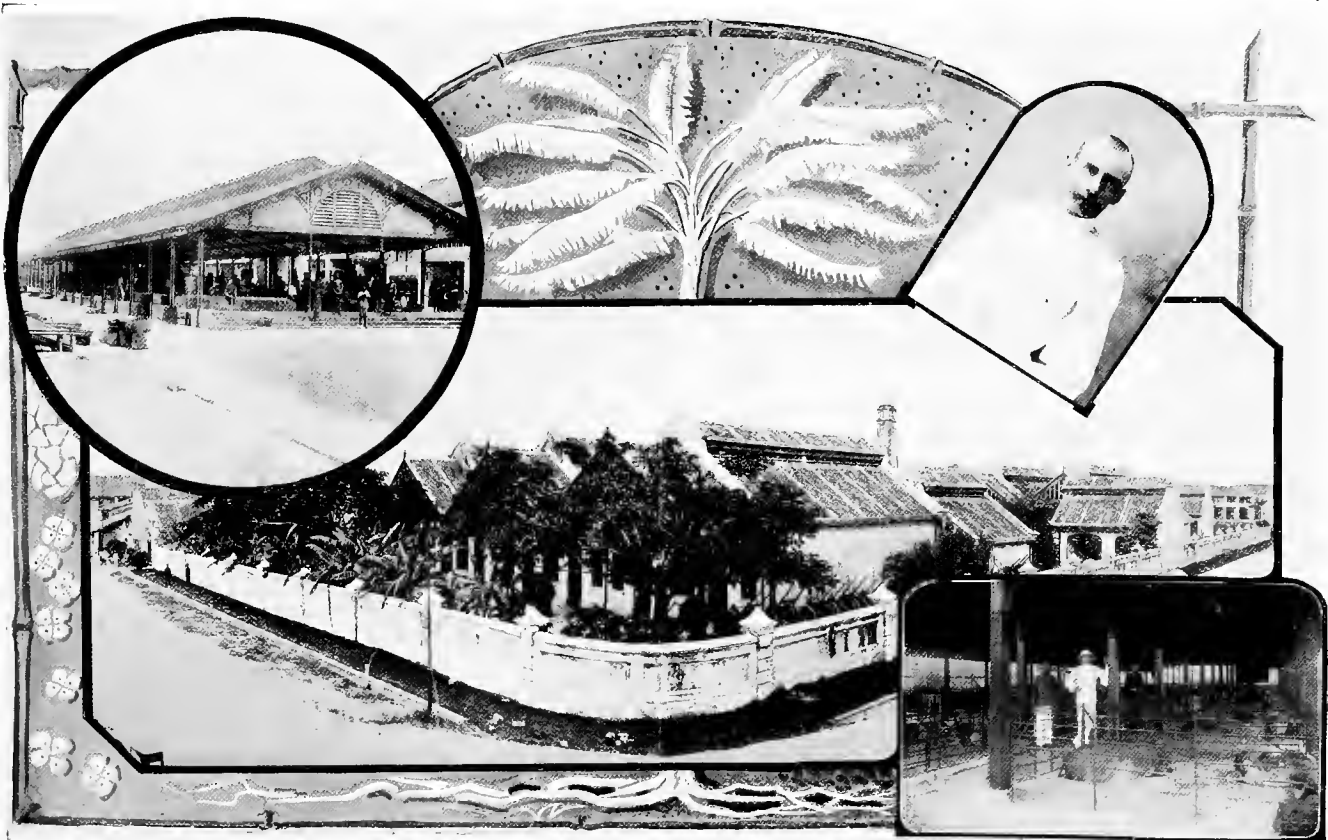


THE MUNICIPAL OFFICES.

so that two judges can hear cases at the same time, and between the two divisions is the bar library and bar-room for the convenience of the legal profession. A session of Assize is held quarterly, when the presiding judge, wearing a scarlet robe, is preceded by a native Court official in uniform bearing a sword.

cheapest circulating libraries in the East, and deserves greater popularity than it at present obtains.

Within the Supreme Court ground is a statue erected to the memory of the late Mr. Daniel Logan, a local lawyer much respected in his day. He occupied at one time a seat on the Legisla-



THE MARKET.

THE MUNICIPAL ABATTOIRS.

ELTON BELL.
(Municipal Veterinary Surgeon.)

See p. 742.

THE PIG MARKET.

tive Council and acted as Attorney-General; his death occurred in 1897.

Curving round into Farquhar Street, we pass the Convent of the Holy Infant Jesus on the

trally situated, albeit lacking the advantage of a sea-frontage. On the right-hand side is St. George's Girls' School, managed by a committee of trustees belonging to St. George's

tropical foliage on every side. The road itself is well kept, and is beautifully shaded with lovely overhanging trees. It makes a picture worth seeing either during the day, when the sea peeps into view between the bungalows on the north side, or at night, when the electric arc-lamps are lighted, their bright rays penetrating through the leaves of the trees on either side. The first building of note is the pagoda-like residence of a wealthy Chinaman, which is four storeys in height, from the topmost balcony of which a splendid bird's-eye view of the harbour and mainland is obtained. On the right-hand side, some little distance along, is the Pinang Club, a building of pink hue, quite close to the sea-front, with a well-groomed, spacious lawn and fine approaches from the roadway. Next to the club are the headquarters of the Eastern Extension, Australasia, and China Telegraph Company, whose office is kept open night and day for the transmission of telegrams to all parts of the world. We then come to the Presbyterian Church, known as the "Scots Kirk," a peculiar-looking whitewashed structure, with an uncompleted dome. At the end of Northam Road is the Masonic Hall, in which are held the meetings of Lodge Royal Prince of Wales, No. 1,555, E.C., and Lodge Scotia, No. 1,003, S.C. On the west side is a palatial mansion built by a well-known Chinaman; it is surmounted by a green dome, and no expense seems to have been spared in the work of construction. Altogether it is a decided acquisition to the landscape in that vicinity. If the visitor turns into Pangkor Road, he should turn again at the first cross road—Burma Road—in which, at the junction with Pangkor Road, is the Chinese Recreation Club, with spacious grounds finely laid out for lawn-tennis, cricket, and football. Proceeding in a westerly direction brings him to the village of Pulau Tikus, which is now really incorporated with Burma Road, although at one time it was a distinct and separate district, with associations all its own.



PINANG CRICKET CLUB.

AT THE CRICKET CLUB PAVILION ON THE OCCASION OF THE ANNUAL MATCH, STRAITS SETTLEMENTS v. FEDERATED MALAY STATES, AUGUST, 1907.

right—one of the oldest institutions in Pinang, which has done and is doing much good work for members of every sect and denomination. To the left in Farquhar Street proper stand the Free School and St. George's Church, the place of worship of the members of the Church of England. The Free School, which has recently been enlarged, was founded in 1816 for the education of children of all classes, but is purely a boys' school. In early days the Protestants of the town worshipped in a room in Fort Cornwallis, but St. George's Church was built in 1817–18. It is of Greek architec-

Church; and next door, so to speak, is the Eastern and Oriental Hotel.

After negotiating a dangerous turning at the west end of Farquhar Street, we enter Northam Road, one of the prettiest roads in George-



THE FORT.

ture, simple and unpretentious, and is now fitted with electric light and electric fans.

Passing further up Farquhar Street, which takes its name from a former Lieut.-Governor of the settlement, we come to the Roman Catholic Church of the Assumption and then to St. Xavier's Institution, the latter being a school and boarding-house for boys, conducted by the Christian Brothers. It is a magnificent edifice, harmoniously tinted in various colours. Further along, at the corner of Farquhar Street and Leith Street, is the Engineers' Institute, with a frontage to the latter street. At the opposite corner is the International Hotel, which is cen-



PINANG AMATEUR DRAMATIC SOCIETY.

town, notwithstanding its proximity to the business centre. It is the beginning of villadom—fine, large residences enclosed in spacious grounds (locally called "compounds"), with

Like Northam Road, the greater portion of Burma Road is a pretty avenue, and when the ansena trees on either side are in bloom, they are most beautiful to behold. From the



SCENE IN THE BOTANICAL GARDENS.
THE GARDENS FROM THE HILL.
RIFLE RANGE ROAD.

BALIK PULAU.
AYER ETAM VALLEY.

top of Burma Road to the right along Bagan Jermal Road the drive leads through some very pretty scenery, which at certain points recalls a country road in England—save, of course, where there are palm-trees and other tropical foliage. A good specimen of a Malay village—Tanjong Tokong—is reached, with atap-covered houses, built on wooden piles, which stand in patches of slimy-looking mud and water. As elsewhere round the island, the view seaward is here very picturesque, enhanced as it is by Malay “kolehs” or fishing boats along the water’s edge, a row of fishing stakes further out from the beach, a coasting steamer passing in the distance, and the out-

portion of an enjoyable afternoon, and he will, in all likelihood, defer further sight-seeing till another day.

One of the beauty spots of Pinang is the Botanical Gardens, situated about four and a half miles from the Victoria Jetty. The best route to take is along Light Street, Farquhar Street, and Northam Road, as far as Larut Road, just before the “Scots Kirk” is reached. After passing a police-station, with a gong outside suspended to a tree—which forms a sort of landmark for the stranger—the journey leads to the left along Anson Road, into McAlister Road on the right, up Barrack Road, past the Criminal Prison, then

with its magnificent open pavilion of rubble, granite pavements, tile roof, massive granite tablets bearing the names of 541 Chinese subscribers and erected at a cost of 2,000 dollars, its colossal statue of Mr. Lee Phee Eow (a former resident of some note), and its spacious cooking and dining rooms for the convenience of the funeral guests. The grounds resemble lovely gardens, but for the gravestones dotted here and there in the hillocks.

Passing the Protestant cemetery in Western Road, the route leads onward through a number of coconut and fruit plantations into Waterfall Road. On the left there is a magnificent Chetty Temple, dedicated to the “God of Fire,” which



THE VICTORIA MEMORIAL CLOCK TOWER.

line of Kedah hills furthestmost of all. Then the road suddenly curves inland, is steeper than before, and brings into view a few bungalows, with the island of Pulau Tikus (not to be confused with the village of Pulau Tikus already mentioned) in the offing. We are now at Tanjong Bungah (“Flowery Point”), which is a popular holiday resort with the residents of Georgetown. There are not many bungalows, and the majority of those which have been built are usually rented by the day, week, or month. Here, too, are the headquarters of the Pinang Swimming Club; and, if the drive be continued further along, the village of Batu Feringhi is reached. But the visitor will find that a drive to the Swimming Club and back to town passes the greater

switches to the right once more into Hospital Road, in which are situated the General Hospital and the District or Pauper Hospital. We have now arrived at Sepoy Lines, where are situated the parade-ground and barracks of the Malay States Guides (the Sikh Regiment). To the right are Government House, and, just beyond, the Racecourse and Golf Club; and to the left, in Western Road, is the Residency. The drive along Western Road leads past the Roman Catholic and Protestant Cemeteries, adjoining each other. Incidentally, it might be mentioned that perhaps the best situated and finest laid-out cemetery in Pinang is the Chinese Cemetery at Batu Gantong, which may also be reached from Western Road. It is a revelation of what the Chinese can accomplish,

is thrown open to the general public at the annual “Taipusum” festival. A few minutes later we arrive at the Botanical Gardens, situated in an amphitheatre of hills. They are excellently laid out, with innumerable plots of grass intersected by pathways, all of which are invariably in good order. The trees, plants, and flowers are neatly labelled with their respective technical names, while the plant and fern houses present a vision of tropical loveliness that it would be hard to excel anywhere. To the extreme left is a disused swimming pond, where the youth of the town were once wont to disport themselves. Now it is in a neglected condition—the only blot on the otherwise fair landscape. A slight incline along a broad pathway leads to the waterfall—by no



THE AYER ETAM WATERFALL.

THE WATERFALL RESERVOIR.

manner of means a Niagara, but still pretty to behold. Close at hand is the reservoir which supplies Georgetown with its water.

Not far from the entrance to the Botanical Gardens is the pathway most often used by those who make the ascent to the Crag Hotel and Government Hill. The journey is usually made in chairs suspended from bamboo poles, borne on the shoulders of Tamil coolies. The beauty of the Malayan forest, with its dense tropical foliage, has "to be seen to be believed." Above all, the delicious coolness of the atmosphere at the summit, and the splendid, comprehensive view afforded of the whole town, the harbour, and the hills of Perak in the far distance, enhance a delightful experience that should not be missed.

To overtake all the places of interest the visitor should allot a special afternoon in which to visit the Chinese Temple at Ayer Etam, the drive to which opens up some more pretty country. Or, the journey may be made by electric tramway at a cost of only twenty cents. Five miles across the Ayer Etam Hill lies the village of Balik Pulau, in a world entirely of its own. It can boast of its own waterworks, a police-station, post and telegraph office, hospital, district office and court-house, and a Roman Catholic Mission Church. The highest point on the road across the hill is called "Low's Pass," or "Penera Bukit," from which a fine view is obtainable, especially on a fine, clear day.

Returning to town by way of Ayer Etam Road again, the visitor passes the gaol at the corner of Dato Kramat Road and then what is locally known as Dato Kramat Gardens—a large piece of vacant land now used as a football-ground, at one end of which is an ancient-looking statue of a member of the Brown family, who were among the mercantile pioneers of Pinang. Close at hand is Jelutong Road, leading to Green Lane and Coombe Hill. A deviation from Jelutong Road brings us to Sungei Pinang ("river Pinang"), and Sungei Pinang Bridge,

adjoining which a little "factory suburb" is fast springing up. There is already a large rice mill, an ice factory, petroleum "godowns" or stores, and the electric power-station and

are the municipal abattoirs, pig market, and animal infirmary—all of them excellently supervised and kept scrupulously clean. Leaving these monuments of municipal progress and



THE ESPLANADE.

tramway dépôt. A visit to Sungei Pinang will afford a better insight into the commercial development of Pinang than tomes of dry-as-dust statistics. Continuing our way along Bridge Street, we pass Cecil Street, in which

enterprise, the south end of Beach Street is entered, along which the "stranger within the gates" makes his way to the jetty and his steamer, deeply and most favourably impressed by all he has seen and heard during his

tour of the capital of Pinang and its suburbs, and ready to agree, in the words of Burns, that—

"Here wealth still swells the golden tide,
As busy trade his labours plies;
There architecture's noble pride
Bids elegance and splendour rise."

PINANG MUNICIPALITY.

The earliest form of local government in Pinang dates from 1827, when a Committee of Assessors was appointed by the Government. This system remained unchanged until the colony was transferred from the Indian to the Colonial Government, in 1867, and a Municipal Commission was created, consisting of five members, with the Lieutenant-Governor (and later, the Resident Councillor) as President. The whole of the island of Pinang, together with Province Wellesley, was administered by this authority, but in 1888 the municipal area was limited to Georgetown only. The town's water-supply, electric lighting and tramway systems, abattoirs, and markets are all municipal undertakings.

The Municipal Commission is composed of

during the year was 208,131 dollars more than in the previous year, and amounted to 1,022,648 dollars, the increase being largely due to the income yielded by the recently-acquired electric light and power undertaking and by the tramways. The expenditure amounted to 1,077,222 dollars. A municipal rate of 11 per cent. on the rateable value was levied, with a water rate (in addition to water charges) of 1 per cent.

The expenditure from loans during the year amounted to 214,695.54 dollars, and was made up as follows: Tramways, capital account, 46,444.33 dollars; Sungei Pinang bridges, 11,737.91 dollars; electric light capital account, 43,936.39 dollars; drainage improvements, 70,279.26 dollars, and purchase of land in water catchment area, 42,297.65 dollars. The total indebtedness of the Commissioners in respect of loans on January 1, 1907, was 1,850,000 dollars. Of this sum 223,692 dollars remained unexpended.

HEALTH DEPARTMENT.

The Health Department is responsible for the supervision of the sanitation of the town, the collection of market tolls, the compilation of vital statistics, the licensing of dangerous

the registration of deaths, the excess of deaths over births no doubt appears slightly larger than it really is. In 1906 the death-rate was 39.38 per thousand, as compared with 40.13 in 1905, 40.59 in 1904, and 37.14 in 1903. This high rate of mortality is principally due to fevers (mostly malarial), phthisis, pneumonia, and kindred respiratory diseases, diarrhoea, dysentery, and beri-beri. Infantile mortality is very heavy among the native populations, and amounts in the aggregate to 383.87 per thousand. Among the Chinese it reaches 549.81 per thousand. The crowded and badly-ventilated dwellings in the native quarters, combined with the ignorance of the people, are mainly responsible for this unsatisfactory state of affairs.

Until a few years ago the collection of all the tolls in the municipal markets was farmed out, but, following the advice of the present medical officer, the Commissioners decided that all market charges, except fish tolls, should be collected by the Health Department. The system has worked satisfactorily, and in 1906 the revenue from the four large municipal markets amounted to 28,882 dollars, while the expenses of collection were only 8,882 dollars.

VETERINARY DEPARTMENT.

The supervision of the abattoir, pig market, and cattle infirmary is entrusted to the Veterinary Department. The abattoir at Sungei Pinang was erected four years ago at a cost of 110,000 dollars, exclusive of the price of the land. The grounds are laid out in gardens, and the buildings are attractive in design. The interior of the abattoir is fitted up on the most approved lines, and is kept scrupulously clean. All animals intended for human food must be killed in this abattoir, where they are all carefully examined to insure that they are fit for human consumption. During 1906 the number of animals slaughtered was 82,456.

It is to be feared that much of the good which is done by careful supervision inside the abattoir is nullified by the condition of the hovels in which the meat is exposed for sale. The establishment of a meat market, or at any rate the licensing of places where meat may be sold, will probably be the next step towards safeguarding the public health. When the municipal pig market was first opened in 1904 it nearly caused a riot among the Chinese. The butchers resented what they regarded as an intolerable interference with their business, and ceased to import pigs for a time, with the result that pork, which is the chief meat-food of the Chinese, rose to famine prices. This caused serious discontent among the poorer classes, and the veterinary surgeon had to be protected by policemen as he went about the streets. Fortunately, at this time he heard that pigs could be purchased in large quantities in a certain quarter, but for cash down only. Without hesitation, the President of the Commission gave him permission to take all the money out of the safe in the municipal offices, and on the same day he had some thousands of dollars worth of pork exposed for sale in the new market. Further trouble was thus averted, and the butchers have ever since used the market without demur. During 1906, 70,353 pigs were sold in the market, as against 61,289 in 1905.

The cattle infirmary was opened in 1906, and 748 animals underwent treatment in it during the year. Most of the cases were sent to the infirmary by the Prevention of Cruelty to Animals Section of the Veterinary Department. A hundred and sixty-four cases of cruelty to animals were brought before the magistrates and resulted in 162 convictions.

ENGINEER'S DEPARTMENT.

The Municipal Engineer's Department undertakes the construction, maintenance, and cleansing of all roads within the municipal



THE RESIDENCY.

six members. Three of these, including the President, who has a casting vote, are nominated by the Governor, and as a rule two of them either are, or have been, Civil Servants. The remaining three members of the Commission are elected by the ratepayers, and hold office for three years. One member retires each year.

Every candidate must be a British subject, not younger than twenty-five years of age, who can speak, read, and write the English language; and he must either have paid rates for the preceding half-year to the amount of 20 dollars or upwards in respect of property of which he is the owner, or be the occupier of a house, or portion of a house, of an annual rateable value of 480 dollars.

To qualify as a voter a ratepayer must have paid rates for six months amounting to six dollars or upwards in respect of property of which he is the owner, or be the occupier of a house for which he pays a monthly rent of not less than 20 dollars. There were 2,500 voters on the register in 1905, but there are hundreds of Chinese ratepayers who never go through the necessary formalities to have their names placed upon the register.

FINANCE.

The rateable value of the municipality in 1906 was 2,500,000 dollars. The total revenue

and noxious trades, lodging-houses, &c. A well-equipped laboratory for bacteriological research and analytical purposes is conducted by the Assistant Medical Officer, and has been of great value in detecting food adulterations, &c. The staff of the department consists of a medical officer and an assistant medical officer, ten sanitary inspectors, one burial-grounds inspector, one market inspector, two market overseers, two market cashiers, a collector, and a number of clerks. A system of open drains is in vogue in Pinang, and it has been greatly extended within the past few years. Nightsoil is removed in covered carts and carried in tongkangs ten miles out to sea. A more up-to-date method will shortly be inaugurated. By this the sewage will be pumped out to sea from a septic tank. The initial outlay on the construction of the tank, pumping station, and piping is estimated at 50,000 dollars.

The population of the municipal area at the last census (1901) was 94,086. In 1906 it was estimated at 100,429. The birth-rate during the twelve months under review fell to 12.6 per 1,000. In 1905 it was 13.2, in 1904 13.7, and in 1903 19.5. The difficulty of enforcing the registration of births among the mixed population of the town is so great that these figures are probably lower than they otherwise would be. As the same difficulty is not experienced in

area, the erection of all municipal buildings and other public works, the control of the water supply, &c. The staff of the department consists of the Municipal Engineer, chief assistant, clerk of works, three draughtsmen, surveyor, building inspector, three water inspectors, and a large subsidiary staff numbering altogether with coolies 500 men. The sum expended by the Department in 1906 was 512,284 dollars, which is equal to nearly one-half the total expenditure of the municipality.

There are 50 miles of roads and streets in Georgetown. The surface is macadam, made from a grey granite found in the island.

The town's water supply is drawn from two sources—Ayer Etam (black water) and the waterfall—and is of excellent quality. No elaborate system of filtration is employed, the water being merely screened before passing into the pipes. The supply is fairly uniform all the year round, but occasionally in the dry season the water is cut off during a part of the day. This, however, is not so much due to the inadequacy of the supply as to the lack of storage capacity. In addition to the general water-rate of 1 per cent. on the rateable value, water charges are made to consumers as follows :—

By tap : One tap, 9 dollars a year ; two taps, 21 dollars ; three taps, 36 dollars ; four taps, 54 dollars ; five taps, 84 dollars ; and six taps, 120 dollars ; with an extra 60 dollars a year for each tap above six.

By measurement : For domestic purposes, 5 cents per 1,000 gallons ; for ordinary trade purposes, 15 cents ; for mineral-water factories, 30 cents ; for combined ice and mineral-water factories, 40 cents ; for ice factories, 50 cents ; and for shipping, 40 cents.

The total consumption of water during 1906 was 2,669,097,130 gallons. This works out at an average of 7,312,595 gallons a day, or, roughly, 73 gallons a head.

The most important public works carried out by the Engineer's Department within recent years include the Municipal Offices (erected at a cost of 120,000 dollars), the Town Hall, the abattoir, the pig market, and the electric-power station. A bridge at Sungei Pinang, which is to cost 80,000 dollars, and a septic tank and pumping station for the new night-soil removal system are both in course of construction.

ELECTRICITY DEPARTMENT.

Georgetown is lighted both by oil and electricity, but the more modern illuminant is



THE ELECTRIC POWER STATION.

rapidly superseding the older. The question of electric lighting was first brought before the Commissioners in 1899, when it was proposed that permission should be granted to a private company to distribute electricity for lighting and other purposes within municipal limits. This idea was favourably entertained at first, but eventually the present electrical engineer was instructed to prepare a scheme for the

7½ miles, of which less than 2½ miles were laid on the town roadways, the remainder being of light railway construction on land reservations at the sides of country roads or through adjoining plantations. The company pluckily continued their operations for many years, but their system failed to provide the rapidity and frequency of service necessary to compete successfully with cheap ricksha transport.



MUNICIPAL TRAMWAYS.

establishment of a municipal electric supply. This scheme was finally approved in August, 1901. The continuous current system was adopted, with three-wire distribution for lighting and general purposes. The work of construction was commenced in June, 1903, and in the following July the supply was inaugurated. The growth of the enterprise is shown by the appended table :—

	Equivalents in 8 Candle-power Lamps.		
	1904.	1905.	1906.
Public lighting...	882	1,002	1,234
Private supply...	4,649	8,418	11,236
Total ...	5,531	9,420	12,470

At the end of 1906 nearly 30 miles of supply mains had been laid. The total revenue for the year was 71,484 dollars and the expenditure 51,730 dollars. The capacity of the plant is considerably in excess of the demands that have so far been made upon it.

TRAMWAYS.

A tramway was first introduced into Pinang some twenty years ago by the Kerr Stuart Steam Tramways Co., under a concession granted by the Government. It was in reality a light railway rather than a tramway, a steam locomotive being used to draw one or more cars as freight wagons. The system comprised single metre-gauge lines of rails from the jetty to Ayer Etam, with a branch from the gaol to the Waterfall Gardens—in all about

The Waterfall Garden line was laid in the least populous part of the town, and was mainly used for the transport of stone from the western quarries.

In 1898 the company sought to improve their prospects by extending their line to Pinang Road and Chulia Street, which are densely populated thoroughfares. The authorities, however, considered that steam locomotives would be dangerous in these streets, and the company had recourse to horse-traction. The service was very well patronised, but it had to be discontinued after a few months, owing to the high rate of mortality among the horses. Subsequently the company went into liquidation, and in 1900 the whole undertaking was purchased by the Government, who leased it to a local syndicate represented by Mr. Robert Young, M.Inst.M.E., the former engineer and manager.

In 1901 Mr. O. V. Thomas, then an officer in the Public Works Department, whose electric lighting proposals had recently been accepted by the Municipal Commissioners, suggested that the tramways should be electrified and that the necessary current should be supplied from the municipal generating station, then about to be established. The Government urged that the tramways should be taken over by the Commissioners and worked electrically as a municipal enterprise. A scheme was approved by the Commissioners, but changes which took place in the membership of the Commission resulted in the Government being informed that the Commissioners had decided not to take over the tramways. Early in 1903, however, Mr. J. W. Hallifax, president of the Commission, who had been one of the warmest supporters of the scheme, reopened the subject, and as the result of an interview which the Commissioners had

with the then Governor, Sir Frank Swettenham, the municipality was enabled to acquire the tramways free of cost. For the electrification of the line the Government obtained from the Federated Malay States Government a loan of 400,000 dollars, repayable by annual instalments of 20,000 dollars and bearing interest at the rate of 4 per cent. per annum. The tramways finally passed to the municipality on April 1, 1904, but they were still leased by Mr. Robert Young, who continued to maintain such service as was possible until the system of electric traction was installed. The scheme as finally adopted provided for the substitution of a double line of heavy rails for the single line from the jetty to the gaol and the improvement and rearrangement of the line from the gaol to Ayer Etam, with additional loops to make greater frequency of service possible. It was decided to exclude the waterfall section from the scheme. The overhead trolley system of transmission was adopted.

a continuous through service. In the latter part of 1906 two wagons for the conveyance of goods over the tramways were put on the rails.

The fares decided upon were 3 cents a stage, with limited first-class accommodation at 5 cents. These work out at 2.18 cents and 3.63 cents per mile respectively.

The number of passengers carried during 1906 was 1,457,357. The average receipts per passenger were 3.13 cents and the average cost 2.33 cents. Up to the end of 1906 the total capital expenditure on the tramways was 356,054 dollars. The running expenses were 33,952 dollars and the receipts 45,832 dollars, leaving a credit balance of 11,881 dollars, or about 4 per cent. on the capital outlay. As the whole length of line was not in full use until near the end of the year, this result may be regarded as very satisfactory. The total receipts for 1907 are estimated at 50 per cent. more than those for 1906.

of the town. It is also intended to develop the goods-carrying trade by the provision of loading-places.

The chief tramway officials are the Resident Engineer and Manager, an assistant manager, and a traffic superintendent. Most of the drivers are Malays and Klings. The conductors and ticket inspectors are Chinese.

FIRE BRIGADE.

The Pinang Fire Brigade, though not, strictly speaking, a municipal department, has for many years been furnished with its equipment by the Municipal Commissioners, who will shortly accept entire responsibility for it. The brigade can boast the possession of three steam fire-engines and one steam motor fire-engine, all constructed by Messrs. Merryweather & Sons. The largest of the steam fire-engines has a pumping capacity of 1,100 gallons a minute, and each of the others has a capacity of about



THE FIRE BRIGADE.

The first trial run over the town section was made on December 21, 1905, and the public service on this branch was commenced on January 1, 1906. The Ayer Etam section was opened on August 1st. It was not, however, until October that it was possible to maintain

There are at present 11 miles of tramways. A ten-minutes' service is maintained on the town section (jetty to gaol) and a twelve-minutes' service on the Ayer Etam section. Plans are being prepared for the extension of the system to some of the more populous streets

300 gallons a minute. In addition to these there are two manual engines and all the usual appliances, including an escape ladder by which the highest buildings in Pinang can be reached. At present the apparatus is all stored at the police headquarters, but the

municipality propose building proper quarters for the men and their equipment after the transfer.

HACKNEY CARRIAGE DEPARTMENT.

There are about 5,000 public rickshas plying for hire in Pinang, and these have to be registered three times a year. The Department charged with this duty issues licences also for horses and ponies, private carriages, private rickshas, motor-cars, bullock-carts, hand-carts, and public gharries. For some reason or other there are no rubber-tyred rickshas plying for public hire, and the number of public gharries (58) is inadequate to meet the demand in wet weather. During 1906 the Registrar, in the exercise of his magisterial powers under the Jinricksha Ordinance, disposed of 1,648 cases and investigated 1,754 complaints of various kinds, of which two-thirds were settled out of court. The total revenue collected by the Department was 59,689 dollars, as against 67,215 dollars in 1905, the decrease being accounted for by a diminution of the number of rickshas due to the competition of the tramways. The traffic is regulated by a force of forty persons, who have power of arrest.

TOWN BAND.

The municipality maintains a town band, which plays on alternate evenings on the esplanade. The cost of the band in 1906 was 12,781 dollars, 2,292 dollars of which was recovered from engagements and subscriptions.

Mr. Frederick James Hallifax has been President of the Pinang Municipal Commissioners since September, 1906. The son of the late Mr. B. Hallifax, an Indian tea planter, he was born at Darjeeling on March 16, 1870, and was educated at Blundell's School, Tiverton. He entered the Straits Settlements Civil Service as a cadet in 1893, and during the succeeding four years acted as Third Magistrate at Pinang, District Officer at Nibong Tebal, Third Magistrate at Singapore, and District Officer at Alor

and the Dindings, he went to Malacca in 1903 as Acting Collector of Land Revenue and Officer in Charge of the Treasury, and in the following year was nominated as a Municipal Commissioner of Malacca. For the first nine months

drainage works, abattoirs, public buildings and offices, and all that goes to make up Pinang as it is to-day. From 1900 to 1906 Mr. Hallifax was President of the municipality, and when he left that office the revenue of Georgetown



J. W. HALLIFAX.

MRS. J. W. HALLIFAX.

of 1906 he acted as Collector of Land Revenue at Pinang and as Senior District Officer in Province Wellesley, and was seconded from the service to become President of the Municipal Commission in September of the same year. Mr. Hallifax is a member of most of the Pinang clubs, a keen supporter of the turf, and an enthusiastic golfer.

Mr. James Wilson Hallifax.—Few men in Pinang have had an experience of colonial life such as has fallen to the lot of the subject of this sketch, under whose guidance practically the whole development of Pinang has taken place during the past twenty years. Mr. Hallifax was born in London in 1856, and was educated in Germany and Switzerland. He entered a London commercial house at the early age of seventeen, but failing health compelled him, in 1875, to leave home for warmer climes. For two years he travelled extensively in Egypt, Palestine, and Asia Minor, and when his health had been somewhat recuperated, he returned to London, where he was for a short time in the City Bank. Again the rigorous climate of his native country drove him abroad, and for two years he wandered about in Australia. In 1879 he arrived in Pinang. He joined the Perak Government Service, and in his own person combined numerous offices, being the only European official in an enormous tract of country near Durian Sebatang. Malaria driving him out of that unhealthy place, he returned to Pinang. After being in Province Wellesley for a short time, he joined the firm of Katz Brothers, and became the head of the important department supplying the commissariat for the Dutch troops then operating in Achin. While the island of Pinang and Province Wellesley were still one municipality he undertook the office of Secretary. At that time a few main drains had been constructed, but there was no systematic drainage of the town, lighting was by means of oil lamps, and the total revenue of the town, the island, and Province Wellesley amounted to about 143,000 dollars. In 1888 the present town limits of the municipality were fixed, and under the régime of Mr. Hallifax there were established electric light, tramways,

alone had risen to about 1,300,000 dollars per annum. That all this was accomplished at the expense of extremely hard work and self-sacrifice goes without saying; and no man was held in higher respect by the community than their experienced faithful secretary and genial president. No sooner had he relinquished the chair than the municipality again requisitioned his services as a commissioner. He is now engaged as a general agent and auctioneer, and is chiefly interested in tin and rubber industries in the Federated Malay States and Siamese territories. To-day, a picture of health, he is a living testimony to the healthiness of the town which he has been so largely instrumental in bringing to its present state of prosperity. Mr. Hallifax is a member of all local clubs, a justice of the peace, and one of the most popular men in Pinang. In 1884 he married Florence, eldest daughter of Mr. Jones, Assistant Treasurer at Pinang. Of their four children, the two sons are now being educated in England. Mr. Hallifax's private residence is "Claremont," Northam Road.

Mr. Lewis Hare Clayton was born in October, 1872, and after graduating B.A. at Cambridge, entered the Straits Settlements Civil Service as a cadet in 1895. In the following year he went to Amoy to study Chinese (Hok-kien), and in 1897 he was successively Acting Assistant Protector of Chinese at Singapore and Acting Second Assistant Protector of Chinese at Pinang. After serving for a short time as Fourth Magistrate at Singapore, he was sent on a special visit of inquiry to Christmas Island in 1900, and again in 1901. In May of that year he was appointed District Officer at Christmas Island, and in 1902 went as a Commissioner to visit the Cocos-Keeling Islands. In September, 1904, he was nominated as a Municipal Commissioner for Georgetown. Except when on leave in 1906, he has been on the Municipal Commission ever since, and in addition he has been Acting Assistant Protector of Chinese at Pinang, and Acting Superintendent of Immigrants for the Federated Malay States, stationed at Pinang, since November, 1906.



F. J. HALLIFAX.

(President, Municipal Commissioners.)

Gajah. In 1897 he was appointed Superintendent of Education at Pinang, and in the following year District Officer at Bukit Mertajam. After holding various acting appointments in Pinang

Mr. Percival Vincent Locke, M.B., C.M., is a son of Mr. Alfred Percival Locke, of Madras and Pinang, and a grandson of Major S. Locke, of the Indian Staff. His mother is a Chinese lady of English education. He was born in Pinang in 1869. His educational career was marked by many successes. At the Pinang Free School he won the Gottlieb scholarship and medal, the *Pinang Gazette* medal, and a Government scholarship. At Raffles Institution, Singapore, in 1887, he took a Queen's scholarship. In 1887 he joined Edinburgh University, where he was awarded a scholarship in anatomy and physiology, and in 1892 graduated M.B., C.M. For some time he was prosector to Sir William Turner, and assistant demonstrator to Professor Greenfield. In 1893 he received the appointment of Deputy Health Officer at Pinang, and subsequently was promoted to be House Physician at Singapore General Hospital. In 1894 Dr. Locke left the Government service and commenced private practice in Pinang. He is a member of the Municipal Council (now serving his second term of office), a member of the British Medical Association, and a committee member of the Pinang Association, and of the Pinang Turf Club. One of the noted owners of racing stock in the country, Dr. Locke has possessed such well-known performers as Alden, who won the Governor's Cup in 1902; Flycatcher, Surprise, Mayblossom, and Penelope. One of his best horses at the present time is Chevalier, by Amhurst out of Blonde, of whom great things are expected. Dr. Locke is also a successful stockbreeder, and has obtained some excellent cross-breeds from Australian and Sumatran blood. Our illustration (p. 573) shows one of the best ponies ever produced from this strain. Dr. Locke is a large landed proprietor. He has a town residence at 15, Anson Road, and a fine country seat at "View Forth," Tanjong Bungah.

Mr. Quah Beng Kee.—A sketch of the career of Mr. Quah Beng Kee, who has been an elected member of the Pinang Municipal Commission since 1902, is given elsewhere.

Mr. Lim Eu Toh.—A sketch of the career of Mr. Lim Eu Toh, one of the three elected members of the Municipal Commission, will be found elsewhere.

Mr. Louis Alban Coutier Biggs, Secretary to the Pinang Municipal Commissioners, is the son of the late Rev. L. C. Biggs, formerly Colonial Chaplain of Pinang. He was born at Chickerell, near Weymouth, in 1871, and received his education at Blundell's School, Tiverton. After spending three years in a London office he came to Pinang in 1896, and was for a short time secretary to Mr. Justice Law, and subsequently to Mr. Justice Hyndman Jones. In 1897 he was appointed Assistant Secretary to the Municipality, and was promoted Secretary in 1906. He is a member of the Pinang Volunteers, of most local clubs, and of the Choral Society.

Dr. George Williamson Park, Municipal Health Officer, is the son of the late Surgeon-Major George Park, of the Army Medical Department. He was born in Hampshire in 1868, and was educated at Edinburgh High School and Edinburgh University. He graduated M.B., C.M. in 1893 and B.Sc. in 1896. He practised privately in Aberdeenshire for a short time, and subsequently held appointments in the Leith Public Health Hospital and the Middle Ward Isolation Hospital, Lanarkshire. He was appointed to his present position in 1898, and during the nine years that he has had charge of the Health Department the sanitation of the town has been vastly extended and improved.

Dr. John Stuart Rose, Assistant Municipal Health Officer, was born in Morayshire

in 1876. He was educated at Crowdale School, Fordyce Public School, and Aberdeen University, and at the last-named institution he graduated M.B. and Ch.B., and obtained the Diploma of Public Health. He was resident surgeon for a time at Aberdeen Royal Infirmary, was then in the Physiological Laboratory of Aberdeen University, and took up his present appointment at Pinang in 1905.

Mr. W. S. Dunn.—The Acting Municipal Engineer is Mr. W. S. Dunn, son of the late W. Dunn, of Tullybeagles, Perthshire. Born there in 1869, he was educated at Perth Academy, and afterwards joined Messrs. Young & Sons, civil engineers, of Perth. Upon the completion of his articles he was engaged on the construction of the first section of the railway between Crieff and Lochearnhead, and subsequently he was with Messrs. Davison & Son, of Paisley, and with Mr. J. W. Moncur, Borough Surveyor of Paisley. He came to Pinang as Assistant Municipal Engineer in 1898, and has several times acted as Engineer. Among the works which he has designed are the handsome pile of buildings used as the Municipal Offices and the Electrical Generating Station. Mr. Dunn married a daughter of Mr. C. Bradbury, late harbourmaster of Pinang, and is a member of most of the local clubs.

Mr. O. V. Thomas.—The chief engineer of the Pinang Municipal Electric Supply Department and manager of the tramways system is Mr. Orlo Venning Thomas, who was born on August 24, 1868. He entered the Straits Settlements Civil Service as Assistant Superintendent of Works at Pinang. It was due to his suggestion that the Electric Supply Department and the tramway were inaugurated by the municipal commissioners, and he prepared the original schemes for both these undertakings. During the construction Mr. Thomas was the resident engineer for the consulting engineers, Messrs. Preece & Cardew, of Westminster, and he was appointed Chief of the Electric Supply and Tramways Department as soon as the concerns were ready for running. Mr. Thomas is a member of the Institute of Electrical Engineers, an associate member of the Institute of Civil Engineers, and a fellow of the Physical Society of London. He belongs to most of the local clubs, and is a member of the committee of management of the Pinang Library.

Mr. Elton Bell was born in Devonshire in 1871, and educated privately. He studied at the Royal Veterinary College, Camden Town, London, from which institution he obtained in 1895 the diploma M.R.C.V.S. Upon coming to Singapore in 1896, he was first veterinary surgeon to Abrams's Horse Repository and then to the Sultan of Johore. In 1902 he went to Pinang as Superintendent of Abattoirs, and five years later became veterinary surgeon to the municipality. Mr. Bell is a member of the Institute of Public Health, London, president of the local Society for the Prevention of Cruelty to Animals, veterinary surgeon to the Turf Club, and a member of all of the local clubs.

PINANG CHAMBER OF COMMERCE.

The Pinang Chamber of Commerce, though a much younger institution than the Singapore Chamber, has had a useful existence extending over twenty-two years. It was formed at a general meeting of business men held on June 18, 1885, with the object of "protecting the general interests of the trade of the settlement, collecting and classifying mercantile information, establishing a court of arbitration to adjust commercial differences, and communicating with public authorities on all subjects affecting the common good."

The importance of the Chamber as a representative body was soon appreciated by the

Government, for, within two years of its formation, it was asked to nominate an unofficial member of the Legislative Council, and since that time the only Pinang unofficial member has always been a nominee of the Chamber of Commerce. One of the first matters to engage the attention of the newly-formed body was the necessity of opening up Perak by railway, and in 1887 a deputation urged this scheme upon the Governor. It was not, however, until 1897 that the construction of the Perak Railway was commenced.

It is naturally of great importance to Pinang commercially that there should be an adequate supply of labour for the estates in Province Wellesley. In 1891, therefore, the Chamber appointed a sub-committee to act in co-operation with the Pinang and Province Wellesley Planters' Association to secure a better supply of Indian and Chinese labour for the estates.

The currency question engaged the Chamber's attention in 1893, and from that date until the value of the dollar was fixed in 1906 the subject was a source of perennial discussion. From the beginning the Pinang Chamber acted in co-operation with the Singapore Chamber, whose attitude is outlined in the Singapore section of this volume.

In 1897 a protest against the decision of the War Office to withdraw the European troops then stationed in Pinang and substitute police for them was cabled to Downing Street by the Chamber on the ground that the settlement would be protected inadequately. This protest, however, produced no effect.

In 1904 an address of welcome was presented by the Chamber to his Excellency Sir John Anderson, K.C.M.G., as he passed through Pinang on the way to take up his duties as Governor of the Colony. Commercial examinations for scholars of Pinang schools were inaugurated in the same year, and these tests have been highly appreciated by business houses in search of clerks.

In 1906 the Chamber was requested by the Pinang Association to approve of their address to the Government praying for the restitution of the office and powers of a Lieutenant-Governor for Pinang. The committee of the Chamber replied that they were quite in sympathy with the proposals, but felt that the question was not one which directly affected commerce, and that it was, therefore, outside their province.

The Chamber has been of great value to the commercial community of Pinang in dealing with routine details affecting the different trades. Under this heading may be placed the fixing of rates of commission, the publication of regular market reports and tabular information of the trade of the port, the regulation of freight and storage charges, and the settlement of commercial disputes.

Like most similar bodies, the Chamber has had its days of adversity. The membership has not varied very greatly. It was 20 when the Chamber was founded in 1885, and it now stands at 34. In 1890 there was a credit balance of 660 dollars, but ten years later this had become a debit balance of 508 dollars. At the end of 1906, however, there was a credit balance of no less than 3,474 dollars.

The management is vested in a committee of seven, consisting, at the time of writing, of Messrs. C. Guinness (chairman), W. H. Macgregor (vice-chairman), F. O. Hallifax, John Mitchell, D. W. Gilmour, Otto Schule, and A. Hood Begg. Mr. D. A. M. Brown, of whom a biographical sketch appears on another page, is the energetic secretary.

PINANG CHINESE CHAMBER OF COMMERCE.

Among prominent mercantile houses of Pinang there are many conducted by Chinese who follow closely and successfully the



PINANG CHAMBER OF COMMERCE.

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|--------------------------------------|--------------------------------|---------------------------------|---------------------------|---------------------|--------------------|--------------------|----------------------|
| 1. H. HILTON. | 2. J. E. BERKHUISEN. | 3. A. HOOD BEGG. | 4. F. O. HALLIFAX. | 5. C. A. LAW. | 6. J. W. HALLIFAX. | 7. J. M. ANTHONY. | 8. R. YOUNG. |
| 9. A. DENNY. | 10. A. BOWERS-SMITH. | 11. D. W. GILMOUR. | 12. HON. MR. A. R. ADAMS. | 13. T. B. PETERKIN. | 14. A. K. BUTTERY. | 15. J. MITCHELL. | |
| 16. W. H. MACGREGOR (Vice-Chairman). | 17. CECIL GUINNESS (Chairman). | 18. D. A. M. BROWN (Secretary). | 19. W. S. GOLDIE. | 20. A. ZEITLIN. | 21. A. G. FABER. | 22. F. N. C. GORI. | 23. E. W. PRESGRAVE. |
| 24. J. STROOBACH. | 25. A. TOBLER. | 26. J. HUG. | 27. A. STUHLMAN. | 28. H. PICKENPACK. | 29. O. SCHULE. | | |
| 30. C. BOLIUS. | 31. M. SUHL. | 32. O. JALASS. | 33. H. COOK. | 34. J. PICKENPACK. | | | |

methods of Western competitors. As might be expected, the proprietors of these establishments have been quick to recognise the value and importance of an organisation for the protection of their common interests. In June, 1903, they founded the Pinang Chinese Chamber of Commerce and Agriculture. This institu-

D. A. M. Brown, who, except for a short period, has been the secretary since the formation of the club.

PINANG LIBRARY.

Twelve thousand selected volumes are on the shelves of the Pinang Library in the Supreme

court building. Prior to 1880 the public had access to a small voluntary collection known as the Prince of Wales Library, in Downing Street. But the settlement was growing rapidly, and in order to meet the demand for good literature the Government consented to endow the institution to the extent of 1,500 dollars a year, and the library was removed to a room in the Town Hall. With this grant there was the stipulation that two officers of the Government should be members of the committee of management, and that a free reading-room should be open to the public. For nineteen years the grant remained unchanged, but in 1899 it was increased to 2,000 dollars. Six years later the library was removed to the Supreme Court building. That this institution is being conducted on sound financial lines is testified by the fact that its income in 1906, including 3,021 dollars brought forward from the previous year, was 7,344 dollars, compared with an expenditure of 5,443 dollars.

The present committee of management consists of the Hon. Mr. R. N. Bland, Resident Councillor (president); the Rev. F. W. Haines, Dr. T. C. Avetoom, Dr. F. M. T. Skae, Mr. J. A. Shearwood, Mr. H. Welham, Mr. R. H. Pinhorn, and Mr. W. A. Bicknell (librarian). The Library had a membership of 271 in 1907. The subscription is 5 dollars per annum for books and 10 dollars per annum for books and magazines.

PINANG CLUB.

Social life in Pinang is centred in the institution known as the Pinang Club, which was established in 1868, with Mr. Walter Scott, then a member of the Legislative Council, as the president, and Mr. F. C. Bishop as hon. secretary.

The club premises, of which several illustrations are shown, are pleasantly situated on the sea-front, and have been lately acquired by the club at a cost of £10,500 sterling. Passing through the spacious entrance-hall, with the committee and secretary's rooms on either side, the large reading and general room opens to view. On the left is the billiard-



THE COMMITTEE OF THE CHINESE CHAMBER OF COMMERCE.

tion has a membership representing about a hundred firms, and is open to Chinese merchants, traders, agents, and others interested in the commerce and agriculture of the settlement. The object of its promoters is not only the protection of common trade interests, but also the collection and classification of mercantile information and the establishment of a court of arbitration to adjust commercial differences. The offices of the Chamber are in the Tin Exchange Rooms. The office-holders are: Mr. Lim Kek Chuan, president; Mr. Leong Lok Hing, vice-president; Mr. Yeow Paik Tai, treasurer; and Mr. Kaw Cheng Sian, secretary. The committee is composed of Messrs. Quah Beng Kee, Goh Boon Keng, Goh Say Eng, Oon Boon Tan, Lim Seng Hooi, Ong Hun Chong, Khaw Joo Tok, Lo Poey Chee, Ng See Sin, Chung Thyé Phin, Oh Ah Min, Yeap Yin Khye.

THE TOWN CLUB.

The Town Club was formed in December, 1901, as the result of a meeting of Pinang residents called by Mr. Robert Yeats, of Messrs. Boustead & Co., who was chosen as the first chairman. It has its accommodation in the same building as the Chamber of Commerce, by permission of the Government. It is largely resorted to by business men for tiffin and commercial talk. The membership numbers 110, and includes most of the influential European men of business and civil and municipal servants. The club rooms are large and airy, and consist of a dining-room, which will accommodate more than one hundred guests, buffet and bar, and a long verandah overlooking the roadstead. The chairman of committee is Mr. D. W. Gilmour, and the other members of the committee are Messrs. A. R. Adams, J. W. Hallifax, W. H. Macgregor, H. Pickenpack, J. G. Berkhuysen, C. G. May, and



THE TOWN CLUB AND OFFICES OF THE CHAMBER OF COMMERCE.

Court building. Prior to 1880 the public had access to a small voluntary collection known as the Prince of Wales Library, in Downing Street. But the settlement was growing rapidly, and in order to meet the demand for good literature the Government consented

room, containing four modern tables, and close adjacent are the card-rooms, with a breezy verandah facing the sea. An adjunct, overlooking the harbour, provides pleasant residential quarters. Attached to the club is a modern American bowling alley. Cinderella



PINANG CLUB.

ROBERT YATES (President for many years).

SOME OF THE MEMBERS.

THE CLUB.

HON. MR. WALTER SCOTT (First President).

dances are given by the members every month, and balls are held twice a year during the race weeks. The president of the club is Mr. J. W.

F. M. T. Skae. Mr. D. A. M. Brown, the secretary, is the eldest son of Mr. David Brown, a well-known pioneer of the settle-

the 'Varsity Golf Club. On returning to Pinang in that year he entered the Perak Civil Service as a cadet, on the nomination of Sir Cecil Clementi Smith, then Governor of the Straits Settlements. In 1894, however, he resigned, and commenced business on his own account in partnership with Mr. Richard P. Phillips. Mr. Brown is secretary of the Chamber of Commerce, the Fire Insurance Association, and the Pinang Turf, Town, and Golf Clubs, besides many public and private companies.



THE ENGINEERS' INSTITUTE.

Hallifax, and the committee consists of the president and Messrs. J. G. Berkhuijsen, D. W. Gilmour, F. J. Hallifax, C. A. Law, H. Pickenpack, A. R. Adams, E. W. Presgrave, and Dr.

ment, to whom reference is made elsewhere in this work. Born in 1871, he was educated at Harrow and Trinity Hall, Cambridge, where in 1891 he distinguished himself as captain of

DEUTSCHE VEREINIGUNG.

This association was established on June 1, 1898, by Messrs. J. Bruggmann, A. Friedrichs, A. Geller, A. Oechsle, H. Pickenpack, J. Pickenpack, M. Schiffmann, O. Sielcken, and A. Asmus. The purpose of the association, as stated in the rules, is to foster social intercourse among the members, to further mutual interests, and to get into touch with similar bodies at Singapore and elsewhere. Membership is open to all Germans and Swiss resident in Pinang. To-day the membership of the association comprises 33 gentlemen. So far the association does not possess a building of its own, but meets at the residences of the various members as occasion requires. A well-stocked library is kept for the use of members at Germania House. Mr. H. Pickenpack is the president, and Mr. W. Lehrmann the secretary and treasurer.

ENGINEERS' INSTITUTE.

In Pinang, where the trade very largely depends upon the rapidity and general efficiency of steamship communication, the engineers naturally form a very considerable



MEMBERS OF THE DEUTSCHE VEREINIGUNG.

(German Club.)

section of the community. It is, indeed, estimated that nearly one-third of the entire European population are mechanical engineers. On March 5, 1888, an institute was opened for their recreation and general convenience. For some time rooms were occupied in Beach Street, and membership was confined exclusively to engineers and mechanics. The establishment, however, became so popular that before long the regulations were altered so as to include deck officers and certain longshoremen. The advantages of this course of action became speedily evident. Premises were secured in the centre of the town, but the growth and development of the institute proceeded so rapidly that larger buildings were soon required, and, by an arrangement with the late Captain Ah Kwi, the present headquarters were erected. The building is a solid square structure standing in a good position at the junction of Leith and Farquhar Streets. It is two storeys high, and contains large, lofty, and comfortable rooms. From Leith Street the entrance is by a broad flight of steps leading to a handsomely fitted hall, from whence there is access to the reading-room and to a fine billiard-room containing three tables. Two flights of stairs lead to the concert or ball room. Upon the staircase is a beautiful stained-glass window, recently presented by the late Captain Ah Kwi, and bearing the inscription, "Erected by Captain Cheng Kheng Kwi, Perak and Pinang, 1901." Near at hand is a portrait of the donor. The club subscriptions are arranged upon a graduated scale to include resident and visiting members. The management of the institute is vested in an executive committee, consisting of the president, the vice-president, the hon. treasurer and secretary, and ten members.

THE INDIA-CEYLON ASSOCIATION.

In 1906, largely owing to the efforts of Messrs. S. Augustine, B.A., B.L., V. Chelliah Pillay, B.A., P. D. Nambyar, and V. V. Krishnier, an India-Ceylon Association was formed in Pinang. The objects of this institution are to afford facilities for the physical, moral, intellectual, and social advancement of Indians and Ceylonese residing in the Straits Settlements and Federated Malay States, and under its auspices a school called the India-Ceylon School has been established. The president of the association is Mr. P. K. Nambyar, B.A. (Cantab), barrister-at-law, and the secretary is Mr. S. Augustine, B.A., B.L.

SOCIAL AND PROFESSIONAL.

EUROPEAN.

The Hon. Mr. A. Huttenbach.—The colonies of the Empire present many instances of foreigners who, having become British subjects, show by the way in which they work for their adopted country that they have changed their nationality not merely to obtain the advantages, but also to fulfil the duties, of their new status. The Hon. Mr. A. Huttenbach is a case in point. The eldest son of Mr. S. Huttenbach, he was born on October 19, 1850, at the famous old city of Worms, on the Rhine, where his father was a manufacturer, and he received his education at the Latin College there. In 1870 he served throughout the Franco-German War with the first battalion of the Hessian Guards, and fought in several engagements, of which Mars-la-Tour, Gravelotte, Noisseville, and Orleans were the most important. Mr. Huttenbach first came to the Straits in February, 1872, as assistant to Messrs. Katz Brothers. In 1885, together with his brother Ludwig, he founded the firms of

Huttenbach Brothers & Co., Pinang and Singapore; Huttenbach, Liebert & Co., Pinang, and Huttenbach and Co., London, of which firms he is senior partner. When he first arrived in Pinang in 1872, the place was small and straggling, grass grew in the main streets, not one of which was lit after dark, and the principal illuminant in houses was coconut oil. There was only one bank, and the medium of exchange was the Mexican dollar, soon to fluctuate wildly in value in the wake of declining silver. Facilities for working the business of the port were totally absent, and trade was inert. The tide of Pinang's prosperity began to turn just about that time. The surrounding countries were being opened up, and the Achin war brought a good deal of trade to the port. It was in connection with Achin that Mr. Huttenbach entered the shipping business. He was the first to run a regular service to the Achin ports. This service led to quite a large fleet making their home at Pinang, and included such steamers as the *Meanatchy*, the *Devonhurst*, the *M. Vajirunhis*, and the *Kongsee*. It was Mr. Huttenbach, also,



AUGUST HUTTENBACH.

who inaugurated regular steam communication with the Coromandel coast, now the main source of the labour-supply of Malaya. It was his idea, too, to utilise this service to carry the European mail *via* Negapatam, and for many years his firm gave the advantage of this service gratis to Pinang, whereby the town obtained the benefit of the present weekly, instead of the previous fortnightly, mail. Among the new outlets for the settlement created by him was a steam service between Pinang and the native State of Selangor, which, up to that time, had Singapore as its only market. Mr. Huttenbach brought the first direct cargo of petroleum from Philadelphia, and was the first to introduce petroleum lamps into Pinang. For some time he lighted at his own cost a part of Beach Street, to demonstrate the advantages of street-lighting, and this led to the Municipality giving him the contract for the oil-lighting of Pinang—a contract which he still holds after thirty-four years, and of which he declares himself prouder than of many larger and more profitable undertakings. Mr. Huttenbach has always had a special fondness for Pinang, making it his home in preference to Singapore,

contrary to the custom of all the seniors of Straits firms. He took an interest in all public matters open to him while not yet a British subject. In his early days he was a devotee of the turf, and owned the horses Egremount, Kettledrum, and Moracia, the first of which brought the blue riband of the Saigon turf to Pinang, and the honorary membership of the Cochin China Club to its owner. Mr. Huttenbach is a Past Master and honorary member of the Royal Prince of Wales Lodge in Pinang, a member of the Pinang Chamber of Commerce, on the committee of which he has served at various times; and in his younger days filled, amongst others, the offices of commandant of the Volunteer Fire Brigade and Consular Agent for the United States and Italy. Mr. Huttenbach became naturalised as a British subject in 1889 in order that he might be better qualified to work for his adopted home. He is, on the whole, a supporter of the Government, and believes in the Crown colony constitution, which, he thinks, may still exist when Parliamentarianism is played out. In 1894 the Government appointed him a member of the Legislative Council, in which capacity he worked hard. He considered it the first duty of a member to study thoroughly every Bill, so that the interests of everybody affected by the measure might be safeguarded. Bills such as those concerning the bankrupt, the gunner, the Malacca padi planter, and the vagrant, he deemed to be deserving of just as much attention as larger measures, such as the Bill for the Registration of Partnerships. Mr. Huttenbach was among the first to agitate for the boon of a sound currency. He opened a literary campaign on behalf of this within a few days of the closing of the Indian mints, and contributed largely to the study of the question by a succession of addresses, pamphlets, &c. In 1903 he published a monograph entitled "The Silver Standard and the Straits Currency Question," which was favourably received and commented on by the Press and expert opinion alike. In it he advocated a currency as much as possible like that of Great Britain, as the most beneficial to a country where trade is the predominant interest. But his main aim has been to procure for Pinang those proper facilities for carrying on the transit trade on which her prosperity solely depends. For many years he has advocated and strenuously worked for a Port Trust to secure the cheapest possible working of the port, and he was one of the promoters and founders of the Pinang Association, formed in 1906 chiefly to obtain perfection in this direction for Pinang. Mr. Huttenbach is at present again on the Straits Legislative Council, but this time is only acting for the Hon. John Turner while on leave. He gained, in the war of 1870, two medals and a decoration (the Militair Verdienst Kreuz), and holds also the Order of Cavaliere Corona d'Italia. Mr. Huttenbach married, in 1890, Louisa Camilla Walker, who died in 1892. In 1904 he married Clara Trevelyen, daughter of the late Rev. Nicholas Frank Hill. He has one son, Norman Hugh, born in 1891, now at Harrow and destined for the army.

Messrs. Presgrave and Matthews.

This is one of the oldest legal firms in the Straits Settlements. It was founded on January 1, 1879, the original partners being Mr. Arthur Edward Clark, barrister-at-law, and Mr. Edward Presgrave, who was a member of the Legislative Council until August of 1907, when he resigned. For three years the business was carried on under this style, although Mr. Clark died in 1879. Then Mr. Clutton, who relinquished his position as Registrar of the Supreme Court, added his name to the firm. This partnership was dissolved in 1894, and four years later Mr. W. Bromhead Matthews, a barrister of the Inner Temple, who had been practising previously

in Singapore in the firm of Messrs. Bradell, Brothers, & Matthews, joined Mr. Presgrave, and the business assumed its present name. Mr. Matthews was one of the best known men in the Straits Settlements. For several terms he served as a member of the Legislative Council, he acted as Solicitor-General, and in 1905 refused an offer of a judgeship. Afterwards he accepted the appointment of Attorney-General of the Bahama Islands, and, accordingly, left his old firm on January 1, 1907. Mr. Sydney Cole Ambrose, who had been Mr. Presgrave's assistant since 1904, was admitted a partner in May, 1906. Messrs. Presgrave & Matthews act as solicitors to the Pinang Municipal Commission, the Chartered Bank of India, Australia, and China, the Hongkong and Shanghai Banking Corporation, the Mercantile Bank of India, the Netherlands Bank, and other leading business firms. Their offices are in Beach Street.

Mr. Edward William Presgrave is a barrister, practising in Pinang, and senior partner in the firm of Messrs. Presgrave & Matthews. He was born in the settlement in 1855, and was educated at Edinburgh Academy and University. Entering the Middle Temple in 1875, he was "called" three years later, and since his return to Pinang has acted as Solicitor-General and in other public capacities. Mr.

and Turf Clubs. His residence is "Weldbeck," Pangkor Road.

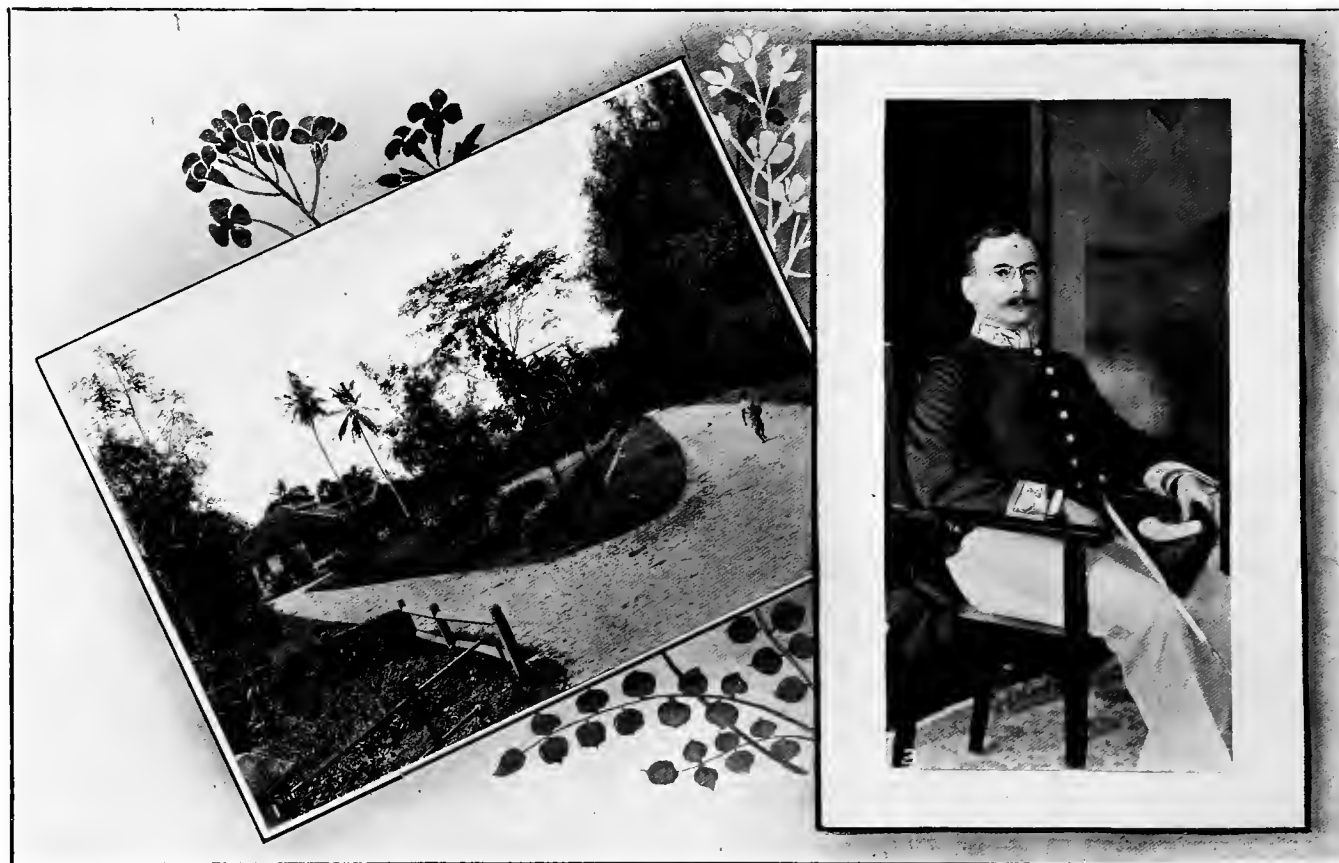
Mr. Sydney Cole Ambrose, B.A., LL.B.—Born at Stow-cum-Quy, Cambridgeshire, in 1873, Mr. Sydney Cole Ambrose, of Pinang, was educated at King Edward VI.'s School, Bury St. Edmunds, and at Pembroke College, Cambridge, where, in 1895, he graduated B.A. and LL.B. On leaving college he was articled to Messrs. Dees and Thompson, of Newcastle-on-Tyne, and admitted a solicitor in 1899. He first practised in South Wales, and early in 1904 he came to Pinang as assistant to Messrs. Presgrave & Matthews. Since 1906 he has been a partner in the firm and a notary public. He is a member of all local clubs, and resides at "Morningside," Burma Road.

Mr. John Frederick Wreford came to Pinang many years ago, and for a long time occupied the presidential chair of the local Turf Club. He was born in 1859 at Claunaborough, Devon, and his father, Mr. John Wreford, J.P., had him educated at Winchester and at Exeter College, Oxford. He qualified as a solicitor in London in 1883, and was admitted to the Bar of the Straits Settlements in February of 1889. He is now senior partner in the legal firm of Messrs. Wreford & Thornton, of Pinang, Kuala Lumpur, and Ipoh. Mr. Wreford is a keen supporter of

Straits Settlements and the Federated Malay States. Admitted to practise in 1901, he has become a partner in the legal firm of Messrs. Wreford & Thornton, of Pinang, Kuala Lumpur, and Ipoh. Born on July 11, 1878, he is a son of the late Rev. G. R. Thornton, M.A., and a grandson of the late Mr. John Labouchere, of Broome Hall, Surrey. Mr. Thornton is a member of Pinang Club, the Town Club, Turf Club, and other local sporting clubs, as well as of the Lake Club, Kuala Lumpur, and the Sports Club, London.

Messrs. Adams & Allan.—As solicitors to the Kedah Government, to the Opium and Spirit Farms, to the Netherlands Discount and International Banks, besides numerous mining and planting companies and leading business firms, Messrs. Adams & Allan, of Beach Street, enjoy a large practice in and around Pinang. The firm was established on May 1, 1904, by Mr. A. R. Adams, in conjunction with Mr. Murison Allan. Mr. Adams had been previously in partnership with Mr. R. A. P. Hogan.

Mr. G. S. D. Hamel was born at Elmina, on the Gold Coast, Africa, in 1877, and was educated in Holland and Germany. After passing the consular examination he entered the Netherlands Consular Service, and for some time afterwards he was employed in the Foreign Office at the Hague and in the Consulates-



"ROSSLYN."

G. S. D. HAMEL.
(Consul for the Netherlands.)

Presgrave has been President of the Municipal Commission, and in 1897 was elected by the Pinang Chamber of Commerce to the Legislative Council of the Straits Settlements. He resigned his seat, however, in 1907. Mr. Presgrave is a trustee and member of the committee of the Pinang Club, and a member of the Town

sport of all kinds, and is a member of all local clubs.

Mr. Maxwell Ruthven Thornton, of Pinang, is a nephew of the Right Hon. Henry Labouchere. He is a solicitor of the Supreme Court of Judicature in England, and an advocate and solicitor of the Supreme Courts of the

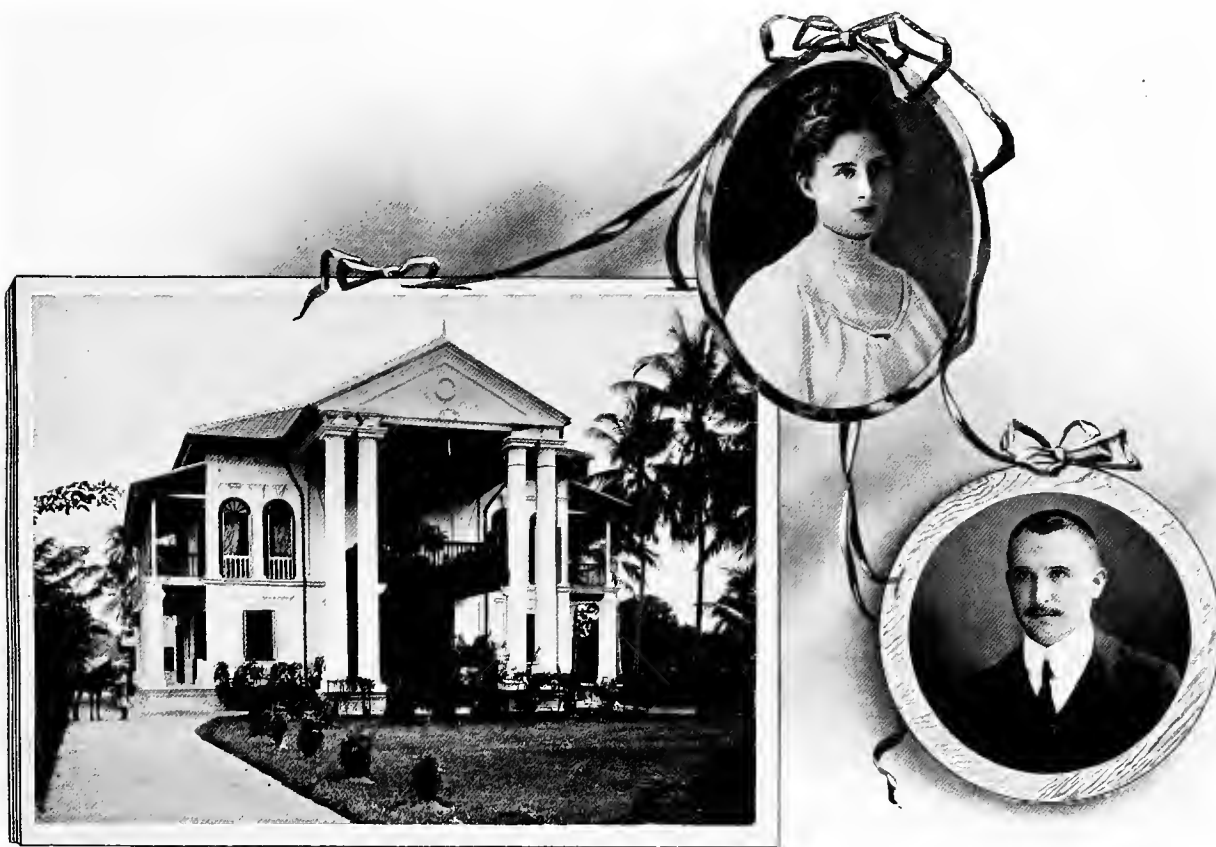
General at Hamburg and Antwerp. He came to Singapore as Vice-Consul at the beginning of 1906, and has been Acting Consul at Pinang since the middle of that year. The consular offices are situated in Union Street, and Mr. Hamel's private residence is at "Rosslyn," Ross Road.

Mr. Balfour Earl Ross.—Born in Pinang in 1882, Mr. Balfour Earl Ross was educated at the Edinburgh Academy and at Christ's College, Cambridge. He joined the Inner Temple in 1901, and four years later was called to the Bar. Upon his return to Pinang, Mr. Ross joined the firm of Messrs. Adams &

practising in Ireland for some time, Mr. William Reginald Armstrong came to Pinang in October, 1903, to join the firm of Logan & Ross, advocates and solicitors. He was born at New Ross, county Wexford, Ireland, in 1874, and was educated, first at Ivory College, and then at Trinity College, Dublin, where he

the volunteer force and of all the local clubs, and takes a great interest in both football and cricket.

Mr. R. E. H. Schubert.—Born at Hamburg in 1876, Mr. R. E. H. Schubert was educated privately, and received his commercial training in his native city. He came out to the



"RÖHLSTEDT."

MR. AND MRS. R. SCHUBERT.

Allan, advocates, as assistant, and was associated with them until the end of 1905. In the latter part of 1906 he entered into partnership with Mr. Gawthorne, under the style of Gawthorne & Ross, advocates and solicitors.

Mr. Murison Allan.—Many public appointments in Pinang have been held by Mr. Murison Allan. He was born at Capetown in 1857, educated at St. Andrew's, Scotland, and arrived in the East in 1875. After spending two years in Moulmein, Burma, as assistant with Messrs. W. Strang Stut & Co., he came to Pinang in 1877 and became assistant to the Pinang Wharf and Transit Company. In 1878 he was appointed Coroner; from 1879 to 1888 he acted as Assessor and Collector for Province Wellesley, in 1880 as Coroner for the same territory, in 1883 as Municipal Secretary, and from 1888 to 1891 Sheriff and Official Assignee of Pinang. He was called to the Bar at Gray's Inn in June, 1892, and was admitted an advocate of the Supreme Court of the Straits Settlements in September of the same year. From that time onwards, until 1904, he practised on his own account, and then joined in partnership with Mr. A. R. Adams. During September and October, 1904, he acted as Solicitor-General, Straits Settlements. He is a member of local clubs, and of St. Stephen's Club, London, and resides at "Westcroft," Western Road, Pinang.

Mr. W. R. Armstrong, LL.D.—After

graduated with honours in metaphysics in 1896. He took the degree of LL.B. in 1897, and that of LL.D. two years later. After being for some time at King's College, Dublin, he was called to the Irish Bar, and later came to the East. He is now senior partner in the firm of Messrs. Logan & Ross, his confrère, Mr. S. F. Brereton Martin, managing the Ipoh branch of the business. With him at Pinang he has Mr. Yeop Guan Seok, B.A. Cantab., a barrister-at-law, while at Ipoh Mr. Martin is assisted by Mr. H. L. Cowdy, B.A., also a barrister-at-law. Mr. Armstrong was married, in 1906, to Isabel, daughter of Mr. Wm. Warham, of Dublin, and now lives at "The Aloes," Northam Road, Pinang. He is a member of all the local sporting and social clubs, and takes an active interest in golf and tennis. At one time he was a prominent cyclist and runner, for both of which he holds his college colours.

Mr. R. C. Gould was born at Sheffield in 1877, and was educated at King James's Grammar School. He was with the firm of Messrs. Gould & Coombe, of Sheffield, for five years, until he passed his law final in 1900, when he joined Messrs. Gear and Pease, London. He came to Pinang about two and a half years ago, and was for some time engaged with Messrs. Adams & Allan, solicitors. Afterwards he entered into partnership with Mr. Logan. He is a member of

East in 1899, and joined the firm of Messrs. Behn, Meyer & Co., at Pinang. Since 1902 he has had the power of signing per procuration; since April 1, 1907, he has been Acting Vice-Consul for Germany, and is a member of all local clubs. His private residence is at "Röhlstedt," in McAlister Road. In 1905 he married Alice Henrietta Agatha, only daughter of Mr. C. G. Engel, merchant, of Hamburg.

Mr. G. E. Wright-Motion has been a partner in the legal firm of Messrs. Hogan & Motion, of Pinang, since January, 1907. Born in London in 1865, he was educated at Christ's Hospital and at the University College School. After matriculating at the London University in 1882, he was articled to Messrs. Wright, Bonner & Wright, of London, and remained with them as their managing clerk till 1897, having passed the Law Society's final examination in 1888. He practised on his own account in London from 1897 till 1905, and then came out to Pinang as assistant to Mr. R. A. P. Hogan (with whom he is now in partnership), and was admitted to the local Bar. He is a member of the Incorporated Law Society and of most of the Pinang clubs. Mr. Wright-Motion has been instrumental in staging several successful minstrel shows in Pinang, and is a good amateur actor. His residence is in Northam Road.

Mr. Daniel Logan is the son of the late Daniel Logan, Solicitor-General for over thirty

years, and is a grandson of James Richardson Logan, to whom the inhabitants of Pinang have erected a statue outside the Supreme Court. He was born at Pinang in 1868, and was educated at Eton and at Trinity Hall, Cambridge. After keeping terms at the Inner Temple, he was called to the Bar in 1892. Upon his return to Pinang he joined the firm of Messrs. Logan & Ross. Later on he practised independently, and then became senior partner in the firm of Messrs. Logan & Gould. Mr. Logan took charge of his late father's planting interests, and is now owner of the Ayer Malintas estate, which comprises about 1,000 acres in Province Wellesley, planted with rubber and coconut trees. He is a prominent figure on the local turf, having owned such famous mounts as Bittern, Festive, and Reward. The latter has won for him, among other trophies, the Turf Club Cup, the Miners' Cup, Batu Gajah, and the Deli Cup in 1902. Mr. Logan resides at Erskine Lodge, Gottlieb Road, Pinang.

The late Dr. N. B. Dennys.—The late Dr. Nicholas Belfield Dennys, Ph.B., had a varied and eventful career. He entered the Civil Department of the British Navy in 1855, and during August of the same year was present at the bombardment of Sveaborg, for which he obtained the Baltic medal. Resigning later, he joined the Consular Service in China in 1863 as student interpreter at Peking, passing his examination in the Chinese language a year later. In the following year he resigned and became proprietor and editor of the *China Mail*, Hongkong, which position he retained until 1876, during most of which time he was Secretary of the City Hall, Curator of the Museum and Librarian (semi-officially) and (for a time) Secretary of the Chamber of Commerce. In April, 1877, he was appointed

Assistant-Protector of Chinese at Singapore and a Justice of the Peace for the Straits Settlements, receiving the decoration of the Dragon from the Chinese Emperor in the following year. Ap-



THE LATE DR. N. BELFIELD DENNYS.

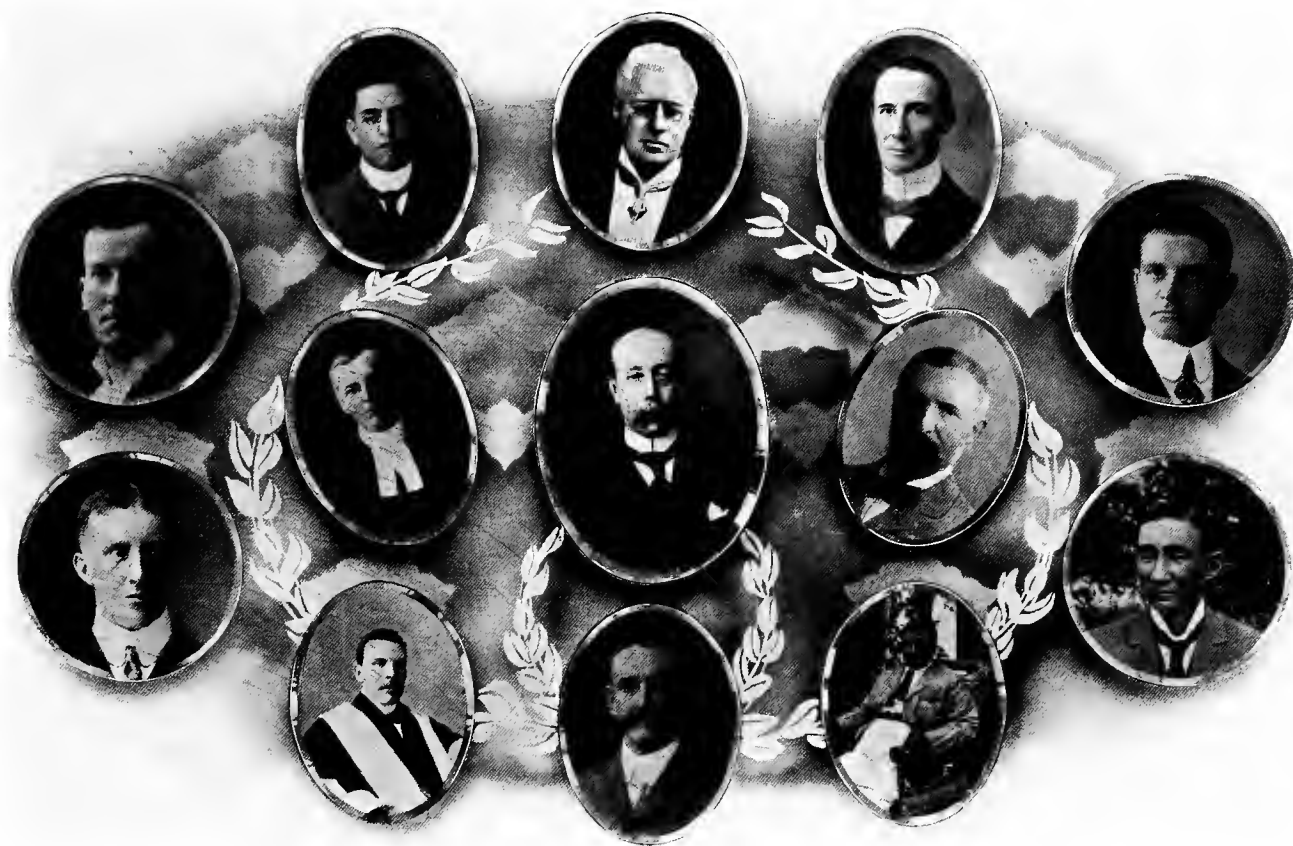
pointed Police Magistrate in 1879, he served successively as Third, Second, and First Magistrate and Commissioner of the Court of Requests in Singapore and Province Wellesley. Dr. Dennys was appointed Extra Coroner in 1881, and served as a magistrate in Butterworth

for six years. During the next two years he performed similar duties in Singapore. While in Singapore he was Secretary, Librarian, and Hon. Curator of the Raffles Museum. In 1889 he was made Magistrate at Gopeng, Kinta, in the Federated Malay States, but in the following year was obliged to resign owing to ill-health. A few years later, however, he was selected as District Judge and Protector of Chinese in Sandakan, North Borneo. After a painful operation for the removal of a tumour, he died in Hongkong Hospital in 1900. Dr. Dennys was the author of several books, including "The Treaty Ports of China," "The Folklore of China," "Notes for Tourists in the North of China," "Handbook of Cantonese," "A Descriptive Dictionary of British Malaya," &c. He was also the inventor of the Zocus anti-fouling paint, the Dennys-Cuff system of electric lighting, and the flexible cofferdam. His widow has settled in England, while his only daughter married Mr. (now Sir) George S. Murray, of Singapore, who is well known throughout the Straits Settlements. His several sons have mostly settled in various parts of the Straits Settlements.

Mr. Charles Alfred Waller.—Born in Shanghai in 1872, Mr. C. A. Waller was sent for his early education to St. Xavier's Institution, Pinang, and afterwards joined the Diocesan College, Hongkong. He served an apprenticeship in the Crown Colony with the Hongkong and Whampoa Dock Company, and at the termination of his five years' agreement became third engineer on the steamer *Fitzpatrick*. Nine years later he attained the position of chief engineer, and became superintendent engineer afloat for the Hock Chong shipping firm. To-day he is consulting engineer to a number of important industrial concerns, including Leng Cheak Steamship Company, the



MR. AND MRS. C. A. WALLER AND FAMILY.



THE PINANG BAR.

S. F. BRERETON MARTIN.

R. C. GOULD.

B. E. ROSS.
A. R. ADAMS.
W. R. ARMSTRONG.

J. BROMHEAD-MATTHEWS.
E. W. PRESGRAVE.
W. J. MURISON ALLAN.

G. E. WRIGHT-MOTION.
J. F. WRETFORD.
P. K. NAMBYAR.

M. R. THORNTON.
D. LOGAN.

Khye Hin Bee Rice and Oil Mills, the Chip Hong Bee Rice Mills, the Sin Kye Bee Rice Mills, the Ban Eng Tapioca Mills, the Ping Un Oil Mills, the Ban Hin Huat Saw Mills, the Chip Bee Rice Mills, Kedah, and the Kedah Sugar Mills. Mr. Waller is a member of the Engineers' Institute, the Turf Club, and the Hunt Club, and was formerly a well-known owner of horses. He married the only daughter of the late Mr. A. Macdougall, of Hongkong. His residence is Lake Villa, 351, Perak Road, Pinang.

Mr. Henry Alfred Neubronner.—Distinguished alike in his profession as an architect and in social and sporting circles, Mr. H. A. Neubronner is one of the most popular men in Pinang to-day. He is the only son of Mr. Alfred De Windt Neubronner, and was born at Malacca in 1872. He was educated at Alexandra Park College, North London, and by a private tutor in the metropolis and at Lowestoft. His education partly completed, Mr. Neubronner was articled to the firm of Messrs. Chambers & Roberts, of London and Lowestoft, and before he qualified for an Assistant Surveyorship at H.M. Office of Works, London, he passed the qualifying examination as a Professional Associate of the Surveyors' Institution, and later the Associate Examination of the Royal Institute of Architects. After practising for some time in London, Mr. Neubronner came out to Pinang, where he was attached to the Siamese Consulate. Later, in conjunction with Mr. Alan Wilson, he established the firm of Wilson & Neubronner, architects and civil engineers. Most of the principal public buildings and private mansions in the settlement have been designed and their

construction superintended by his firm. He is a member of the Royal Society Club, St. James's, London, and of all local clubs. Since his boy-



H. A. NEUBRONNER.

(One of the most notable all-round athletes of Pinang.)

hood he has been a keen cricketer. When only nine years old he played for Alexandra

Park College, and very quickly got into the first eleven of the school. He also played football for that institution, and later for the Clapham Rovers and the Civil Service (Association). He gained his Middlesex County badge in 1897, and played right-forward in the English team against France at Paris in 1898. Since 1899 he has played for Pinang both at football and cricket, and has taken part in practically all the inter-settlement and inter-State matches, captaining on two occasions teams representing Pinang. Mr. Neubronner is also an excellent tennis player, having been runner-up for the championship of Pinang on three occasions. In golf, gymnastics, billiards, and swimming matches he has figured as a prizewinner, and has also met with success as a runner at athletic sports. At one time he was senior non-commissioned officer in the Pinang Volunteer Corps, and is now on the Reserve. In 1902, 1904, and 1906 he won the rifle championship, besides numerous other trophies; attended the Hythe School of Musketry, and passed out with distinction; and in 1905 reached the second stage in the competition for the King's Prize at Bisley. As further showing the scope of Mr. Neubronner's tastes, it may be added that he is a member of the Pinang Hunt Club, the Choral and Orchestral Society, and the Dramatic Society. He possesses an exceptionally good high baritone voice. As a member of the Pinang "Impressionists" he gained first honours in water-colours for his pictures "Desolation," "A Malay Settlement," and "Sunset Glow." Mr. Neubronner is Vice-Consul for Siam, and resides in Perak Road.

Dr. James Kirk.—Medicine and volunteer-

ing contribute largely to the career of Dr. James Kirk, who was born in Scotland's capital in 1864. Educated at London and Edinburgh, his University days were distinguished by his winning in 1894 the Grierson Bursary. He graduated M.B., C.M. in 1895, and M.D. in 1897. He came to the East ten years ago, and practised for some time in Singapore before establishing himself in Pinang. He is editor of the *Straits Medical Journal*, sits on the Medical Council of the Straits Settlements, and is a member of all local clubs. Dr. Kirk has always taken a lively interest in volunteering, having been, while in London, a member of the 19th Middlesex Rifle Volunteers, and more recently a member of the Singapore Volunteer Rifles and Maxim Detachment. Since 1906 he has been Surgeon-Captain of the Pinang Volunteer Corps. Dr. Kirk's favourite recreations are riding, golf, and bowls. His residence is in Northam Road.

Dr. Avetoom.—The son of a successful Calcutta and Rangoon merchant, the late C. T. Avetoom, Dr. Thaddeus Cachick Avetoom was



DR. T. C. AVETOOM, L.R.C.P. & L.M. EDIN.

born in Calcutta in 1861. After studying medicine at the Medical College Hospital, Calcutta, from 1879 to 1882, he left for Edinburgh, in which city he stayed for three years, and graduated L.R.C.P., L.R.C.S., and L.M. Since 1886 he has been in practice in Pinang, and has reached the front rank of his profession. Besides being a Municipal Commissioner from 1888 to 1890, and acting as Deputy President of the Municipality for nine months (for which he received the thanks of the Government), he was appointed Medical Superintendent of the Chinese Infectious Diseases Hospital in 1904. He is now president of the Pinang Section of the British Medical Association and Pinang representative on the Council of the Malaya branch. He resides at "Burleigh," Northam Road, and is a member of most of the local clubs.

Mr. Robert Young was born at Bishop Auckland, Durham, forty-seven years ago. He was educated privately, and trained as a mechanical engineer in the works of Messrs. Kitson & Co., of Leeds. In 1885 he went to India, where his service included three years with the Great India Peninsular Railway, and four years later he came to Pinang as engineer to the Tramways Company. Since 1897 he has been in practice as a consulting engineer, and in this capacity he acts for the Municipal Fire

Brigade. Mr. Young is a Fellow of the Royal Colonial Institute, a member of the Institution of Mechanical Engineers, and of the Constitutional and Sports Club (London); and in addition to being an ex-President of the Engineers' Institute and a member of the Chamber of Commerce, is also enrolled in all the local clubs. He is a director of the *Times of Malaya*, and chairman of the *Pinang Gazette*, Ltd, and of the Karangan Tin Mining Company.

Mr. J. G. Berkhuijsen, manager for Messrs. W. Mansfield & Co., Ltd., is a native of Amsterdam. He has been in the service of Messrs. Mansfield & Co. since 1885, joining first the Singapore branch. From 1886 till 1889 he managed the Pinang branch, and afterwards the British North Borneo branch. In 1899 he returned to Pinang to take his present position. He is a member of the Chamber of Commerce, of the Committee of the Pinang and Town Clubs, and of all other local institutions. His private residence is "Ramoh," Pangkor Road.

Mr. Joseph Manook Anthony.—No history of Pinang in the last hundred years could be considered complete without mention being made of the Anthony family, whose representative to-day is regarded as the *doyen* of Pinangites. This gentleman, Mr. J. M. Anthony, has a better and more intimate knowledge of all that pertains to the rise and progress of the settlement than can be claimed by any one else. Springing from an old and respected Armenian stock, the family name of Anthony first appears in Eastern records when Arratoon Anthony, grandfather of the subject of this sketch, and a native of Shiraz in Persia, sailed in a native dhow for Bombay, accompanied by his wife and three sons. Thence the family migrated to Calcutta, where the eldest son, Anthony Arratoon, married Mariam Jan, daughter of Ter Stephen, a minister of the Armenian Church. In 1825 this same Arratoon and his son came to Pinang, and, after surveying the land, decided to settle there. This was in about the year 1830. He commenced business as an exporter of local produce to Calcutta, his godown being situated on what is now the corner of Beach Street and Church Street, and was at that time the only house in the neighbourhood. His son was married in 1833. About the same time Anthony Arratoon commenced planting the estate now known as "England" at Ayer Etam, opening up 300 acres, first with nutmegs, and afterwards with coconuts. At this time his residence was Clove Hall, which is now the block between Clove Hall Road and Arratoon Road. Later, he took his eldest son, Michael Arratoon, into partnership, and established the firm of A. A. Anthony & Co. The founder of the concern died in 1873 at Pinang. His second son, Joseph Manook, who was born in 1847, and educated at the Pinang Free School and the La Martiniere College, Calcutta, entered the firm in 1863 as an assistant, and on the death of his brother Michael, in 1878, became sole partner. To-day he is the oldest merchant in Pinang. The firm carry on business as general merchants, agents, and so forth, doing a large business in shipping and insurance. They represent the Apar Line of steamers, the Douglas Line, and the Bombay and Persia Steam Navigation Company, and are agents for the Commercial Union Assurance Company, the Pelican and British Empire Life Assurance Company, and the British Dominions Marine Insurance Company. In 1905 Mr. Anthony, in partnership with Mr. A. F. Gore Anderson, established the well-known firm of Anthony & Anderson, carrying on business as share and exchange brokers in the same office. Mr. Anthony, in 1870, married Isabel Marian, eldest daughter of Mr. John Hogan,

merchant, of Pinang. Some time after the death of his first wife he married Regina, second daughter of Mr. M. Gregory, one of the leading merchants and shipowners in Calcutta. His eldest son, Stephen, born in 1871, educated at Dollar Institution, Scotland, and Edinburgh University, has been a partner in his father's business since 1896. His three younger sons were also educated at Dollar. Mr. Anthony is a member of all local clubs, and is a keen follower of the turf. In his early days he was a successful gentleman rider, and since 1891 he has owned many celebrated local racehorses, among them Bittern (who won the Queen's Diamond Jubilee Cup in 1897), Parmesan, Bushrat, Richard, and Plunger. He has a beautiful residence, "Chatsworth," in Northam Road.

ORIENTAL.

Mr. M. M. Noordin.—In the annals of Pinang's commercial history the family of Noordin have played a prominent part. At its head was Mohamed Noordin, who, since 1820, had traded in the northern settlement with such success that the present representa-



H. A. CADER.

tives hold considerable house and shop property and a large estate in Province Wellesley, known as the Noordin Estate. This gentleman was well known in public life by reason of his extensive and catholic generosity. Although he remained a staunch Mahomedan, he rendered considerable assistance to many Christian institutions. For many years he was a Municipal Commissioner and Justice of the Peace, and he contributed a large sum towards the cost of inaugurating the town's first water-supply from the Waterfall before the pipe system was in use. He died in 1870, leaving six sons and five daughters. His fourth son, Mr. M. M. Noordin, who is the proprietor of the firms of M. M. Noordin (Pinang and Singapore), was born in the settlement, and received his education at the local Free School. He is a special juror, has made three journeys to Europe, and two of his children are being educated in England. He does a large trade in the export of local produce to London, Marseilles, and several chief ports of India and China, in addition to his many other interests.

The manager of Mr. Noordin's business is Mr. Hassanally Abdul Cader, who was born in Surat in 1867, and was manager to Mr. Hussainally Wasi, in Singapore, a well-known Indian firm in Bombay, from 1891 to 1901, and has been with Mr. Noordin ever since. He is an enlightened gentleman, and his son is being educated at the Secondary County School,



M. M. NOORDIN, HIS OFFICES, AND RESIDENCE, "CLIFTON."



LIM HUA CHIAM, J.P. (FATHER OF LIM SENG HOO) AND HIS DESCENDANTS.
(FOUR GENERATIONS.)

Iford, Essex. He is a member of the Pinang Turf Club, and also a juror of the Supreme Court, Pinang, and is highly respected in commercial circles.

Mr. P. K. Nambyar, B.A., barrister-at-law, advocate, and solicitor, of Pinang, was born at Malabar, India, in 1869, and received his education at the Presidency College, Madras, and at St. John's College, Cambridge. He graduated B.A. with honours in 1893, and was called to the Bar in 1894. Mr. Nambyar practised in Madras from 1894 till 1904, and has since followed his profession in Pinang. He is president of the Pinang India-Ceylon Association.

Mr. Quah Beng Kee.—Education in Pinang is supported staunchly by Mr. Quah Beng Kee, who has been a Municipal Commissioner for Georgetown since 1902. He is the son of Mr. Quah Joo Moye, a well-known coconut planter of the settlement, and was born in 1872. He was educated at the Pinang Free School and at Roberts' College, Calcutta. Afterwards he entered the service of a Pinang business house, and subsequently he and his brothers started business as shipowners and general merchants, under the style of Beng Bros. They founded the Guan Lee Hin Steamship Company, of which Mr. Quah Beng Kee is now the sole proprietor. He is on the committee of the Chinese Chamber of Commerce and of the Chinese Town Hall, and is a member of the Pinang Association. His enthusiastic support of education is shown by the fact that he has generously conceded free passages on any of his launches to all children on the mainland of Province Wellesley desiring to attend schools at Pinang. Mr. Quah

Beng Kee, in 1894, married the daughter of the late Mr. Chew Choo In, Captain China of Deli, Sumatra. He has two residences—a town house at 95, Bishop Street, Pinang, and a country seat, "Castledale," in Province Wellesley.

Mr. Koh Seang Tat, J.P.—There are very few families in Pinang able to trace their descent from the early Chinese immigrants who came to the settlements in the far-off days of Captain Francis Light at the end of the eighteenth century. But this distinction can be claimed by the family of whom Mr. Koh Seang Tat is the senior representative to-day. Of this family—an old and respected one from the village of Koh-choo, Tang-on-Kwan, in Chuan-Chiew-fu, in the Hokien province of China—the first representative in the Straits Settlements was Mr. Koh Lay Hwan, who held the office of Captain China of Kedah in the native States. He had six sons and two daughters by his Pinang wife, Saw It Neoh, and two sons and one daughter by his Kedah wife, Guan Boey Neoh. The eldest son of the Pinang family was Mr. Koh Kok Chye, who married Cheah Thoe Neoh, and had six sons and three daughters by her. His eldest son was Mr. Koh Teng Choon, who carried on business as a planter. He married Uho Sim Neoh, and had five sons and three daughters. He died in 1874 at the age of sixty-one, and his wife died in 1901, when eighty-seven years old. Of this family the eldest son was Mr. Koh Seang Tat, the subject of this sketch. He was born in 1833, received his education at Pinang Free School, and, in partnership with the late Mr. Foo Tye Sin, commenced business as a general merchant under the style of Tye Sin Tat & Co., in the

premises in Beach Street now occupied by Messrs. Pritchard & Co. Up to the eighties the liquor and opium farms at Singapore had always been in the hands of local men. Mr. Koh Seang Tat was the first Pinang man to secure the contract and at the same time he contrived to get the Johore farms, his tenders for the Singapore farms receiving the support of the then Governor, who had watched with approval the way in which he had conducted the Pinang farms in the previous year. After a full and busy life as managing partner of these various concerns, he visited Europe, travelled extensively on the Continent, and came back to the Straits Settlements *via* America. On his return Mr. Koh Seang Tat was made a Justice of the Peace, being the first Chinese gentleman upon whom the Governor conferred that honour. For several terms he sat as a Municipal Commissioner. Successive Governors, when visiting Pinang, were entertained at his fine estate at Balik Pulau. On the occasion of the visit, in 1869, of H.R.H. the late Duke of Edinburgh, Mr. Koh Seang Tat had the honour of entertaining the royal visitor for several days as a guest at his palatial mansion in Leih Street, now bearing the name of Edinburgh House in commemoration of that occasion. Mr. Koh Seang Tat married Oon Geok Teah Neoh, sister of Captain China Oon Gan Thay, of Deli. On May 9, 1903, the venerable couple celebrated their golden wedding, on which occasion festivities on a lavish scale were held, and congratulations and innumerable marks of esteem were received from all classes of the community. There are many enduring evidences in Pinang of Mr. Koh Seang Tat's munificent benefactions. In 1863 he presented



KOH SEANG TAT.

1. MR. AND MRS. KAW LEOK HUP.

2 & 3. MR. AND MRS. KAW CHENG SIAN.

4. MR. AND MRS. KOH SEANG TAT (taken on the occasion of their Golden Wedding).

5. GRANDDAUGHTER.

6 & 7. THE LATE MR. AND MRS. KOH TENG CHOON.



KOH SEANG TAT AND HIS DESCENDANTS.



EDINBURGH HOUSE.

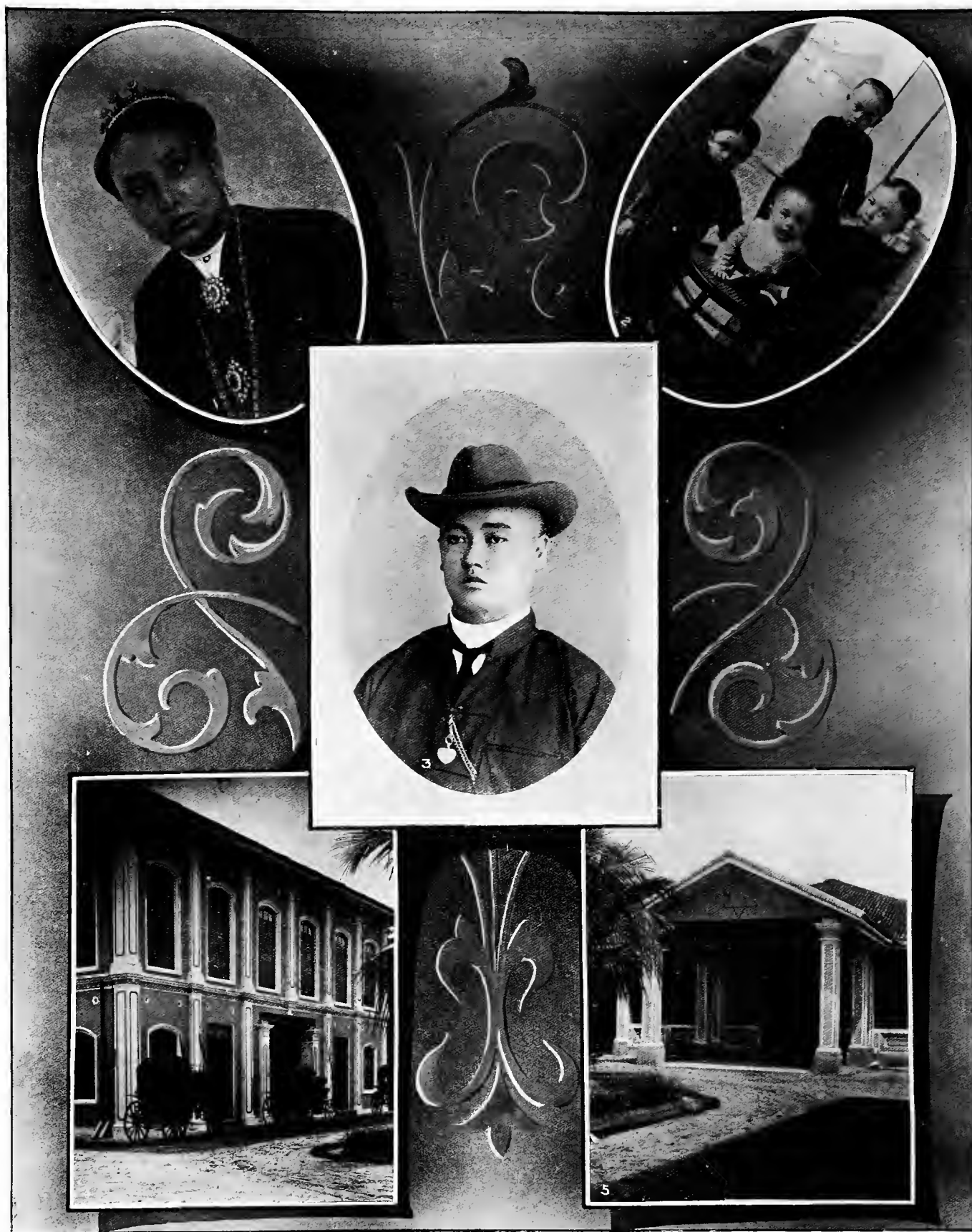
the town with a fountain which was erected near the Town Hall. It bears the inscription: "Presented to the public of Pinang by Koh Seang Tat, Esq." In 1878 he provided the funds for erecting a new wing for the Free School, on one of the walls of which are inscribed the words: "This building was erected at a cost of 2,020 dollars by Koh Seang Tat, Esq.: 1878." At the village of Balik Pulau, some 15 miles from the town, is a fountain with cattle-trough, also presented by him. On an obelisk between the water receptacles is a metal plate, the inscription on which shows that this monument was erected by Mr. Koh Seang Tat, of Edinburgh House, who has large interests in Balik Pulau, to commemorate the visit in 1882 of Sir Frederick Weld, K.C.M.G., Governor of the Straits Settlements, as a token of gratitude for the improvements made in the Balik Pulau district during his term of office. The fountain was opened in 1885 by Colonel Dunlop, President of the Municipal Commissioners of Georgetown, with much ceremony. In 1886 Mr. Koh Seang Tat founded the Centenary Scholarships of 1,500 dollars each for the Free School and St. Xavier's Institution. In memory of his father, Mr. Koh Teng Choon, he built a hospital at Balik Pulau at a cost of 2,000 dollars, and handed it over to the community. He also made a free gift of land at Bukit Panara for the purposes of a police-station and at Ayer Etam for a water reservoir. Mr. Koh Seang Tat had six sons and four daughters. The eldest surviving son, Mr. Kaw Cheng Sian, was born in 1863, and was educated at Pinang Free School and Doveton College, Calcutta. He was a partner in the ship-chandling firm of Messrs. Cheng Hooi & Co., until it was closed on the death of his brother, Kaw Cheng Hooi, the senior partner. In 1899 he secured the Hong-

kong Opium Farm and managed it for four years. Returning to Pinang in 1903, he has since managed his father's estates. He was for two years secretary and adviser to the Pinang Chinese community, and is now secretary of the Chinese Chamber of Commerce, and a member of all local clubs and public institutions. He was for many years President of the Anglo-Chinese Reading Room. In 1880 Mr. Kaw Cheng Sian married Cheah Saw Keow Moh, daughter of Mr. Cheah Siang, of Pinang, and by her has one son, Mr. Kaw Leok Hup, and two daughters, Kaw Chooi Pheng and Kaw Chooi Eng. The elder daughter was married, in 1905, to Mr. Chung Thye Seong, eighth son of the late multimillionaire, Captain Chung Keng Kwi. The son, Mr. Kaw Leok Hup, is now assisting in the management of his grandfather's business. In 1906 he married Ooi Phek Eong, only daughter of the late Mr. Ooi Eow Kee, merchant. Of this marriage a daughter, Kaw Suat Hoon, was born in March, 1907.

Mr. Lim Soo Chee, eldest son of Mr. Lim Kek Chuan, managing partner of the Pinang Opium and Spirit Farm, was born in 1880, in Pinang, and educated at the Free School there. After a commercial training with Messrs. Behn, Meyer & Co., he took up mining in Perak, and is still carrying on this industry in various parts of the Federated States. He is a partner in the Pinang Opium and Spirit Farm, and in other farms at Perlis in the Siamese Malay States. In 1901 he married a granddaughter of Khor Sim Choah, Raja of Luan Suan in Siam. He has three sons and one daughter. Mr. Lim is a member of the Society of Arts, London, the Pinang Turf Club, the Cycling Club, the Pinang Mutual Improvement Association, the Chinese Merchants' Club, and the Chinese Recreation Club. He resides at No. 4, Pinang Street.

Mr. H. M. Noordin, J.P.—Mr. Habib Marican Noordin is the third son of the late Mr. M. Noordin. He was born in Pinang in May, 1847, and was educated at St. Xavier's Institution. In 1862 he entered his father's business, and went to Burma in one of the firm's sailing vessels for the purpose of buying rice, and during the succeeding few years he made several similar trips. Upon his father's death, in 1870, he was appointed executor and trustee of the deceased gentleman's estate. At this time he commenced business on his own account, and did a large trade in the export of local produce. He was also agent for several lines of steamers, and managing director of the India Merchant and Steam Navigation Company. He has lived in retirement since 1905, and his business has been managed by his nephews and son-in-law. He has been a Justice of the Peace for Pinang since 1889, and resides at No. 193, Hutton Lane (Noordin Hall), and at Winnie Lodge, Hutton Lane.

Mr. Cheah Chen Eok, Superintendent of the Pinang Opium and Spirit Farm, is the only son of the late Mr. Cheah Sim Hean, merchant, of Pinang. He was born in 1852, and received his education at the Pinang Free School. When he was sixteen years of age he entered the service of Messrs. Boon Tek & Co., ships' chandlers, but shortly afterwards went to the Pinang branch of the Chartered Mercantile Bank of India, London, and China. There he remained for eight years, receiving a sound financial training, and in 1876 he commenced business as a ships' chandler and general merchant under the style of Chen Eok & Co. After six years' successful trading he embarked upon opium and spirit farming, and was connected with practically every farm in Singapore and Pinang for twenty-five years. His management of these mammoth concerns was beyond

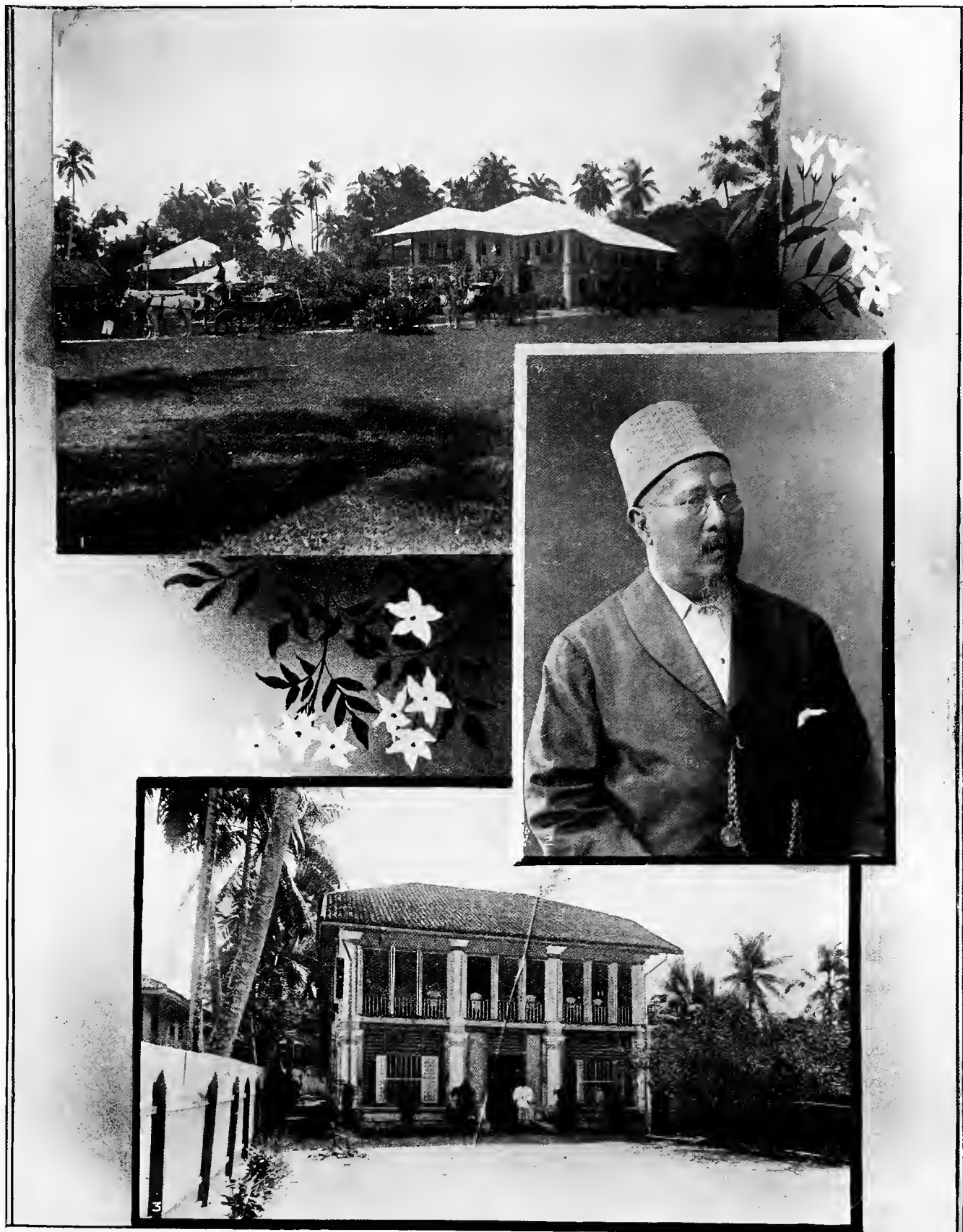


LIM SOO CHEE,

1, 2, & 3. MR. AND MRS. LIM SOO CHEE AND FAMILY.

4. THE COACH HOUSE
(See p. 757.)

5. DIAMOND JUBILEE LODGE.



H. M. NOORDIN AND HIS RESIDENCE.

(See p. 757.)



CHEAH CHEN EOK.

THE SONS OF CHEAH CHEN EOK.
"COOMBE HILL."

CHEAH TATTO.

all criticism, and although in 1902 he retired from active business, he consented to superintend the affairs of the present Pinang farm at the urgent request of the syndicate. Together with Mr. Lim Kek Chuan he was formerly largely interested in tin transactions, but now devotes himself, apart from the affairs of the farm, to the care of his estates, of which Coombe Hill is the principal. He is a Justice of the Peace, was formerly a Municipal

School, where he gained a gold medal (in 1887) and four scholarships. On completing his scholastic studies he entered the Mercantile Bank in order to obtain a financial training, and after three years spent there he got an insight into commercial matters in the service of Messrs. Behn, Meyer & Co. In 1896 he started on his own account as general revenue farmer in the native States, at one time running some twenty customs, opium, gambling, and

trading mostly in produce, pepper, and tin. The Calcutta business was carried on under the style of Messrs. Eng Hong & Co., and managed by his brother, Mr. Gan Hong Kee. The Pinang branch is carried on as Messrs. Eng Joo & Co., and is managed by himself. There was also a branch at Rangoon trading in rice and cutch, under the chop Eng Hong & Co. Failing to find enough scope for his energies in Calcutta, Mr. Gan Ngho Bee came to Singapore



MR. AND MRS. GOH BOON KENG AND FAMILY.

Commissioner, visitor to gaols and hospitals, member of the Chinese Advisory Board, trustee of the Free School, and a member of all local clubs. The Pinang clock tower was erected at his expense in commemoration of the late Queen Victoria. In 1872 he married the daughter of the late Foo Tye Sin, one of the best known Chinamen in Pinang. He has six sons and three daughters, and has won the high esteem of all classes of the community by his sterling qualities and his charitable and unassuming nature.

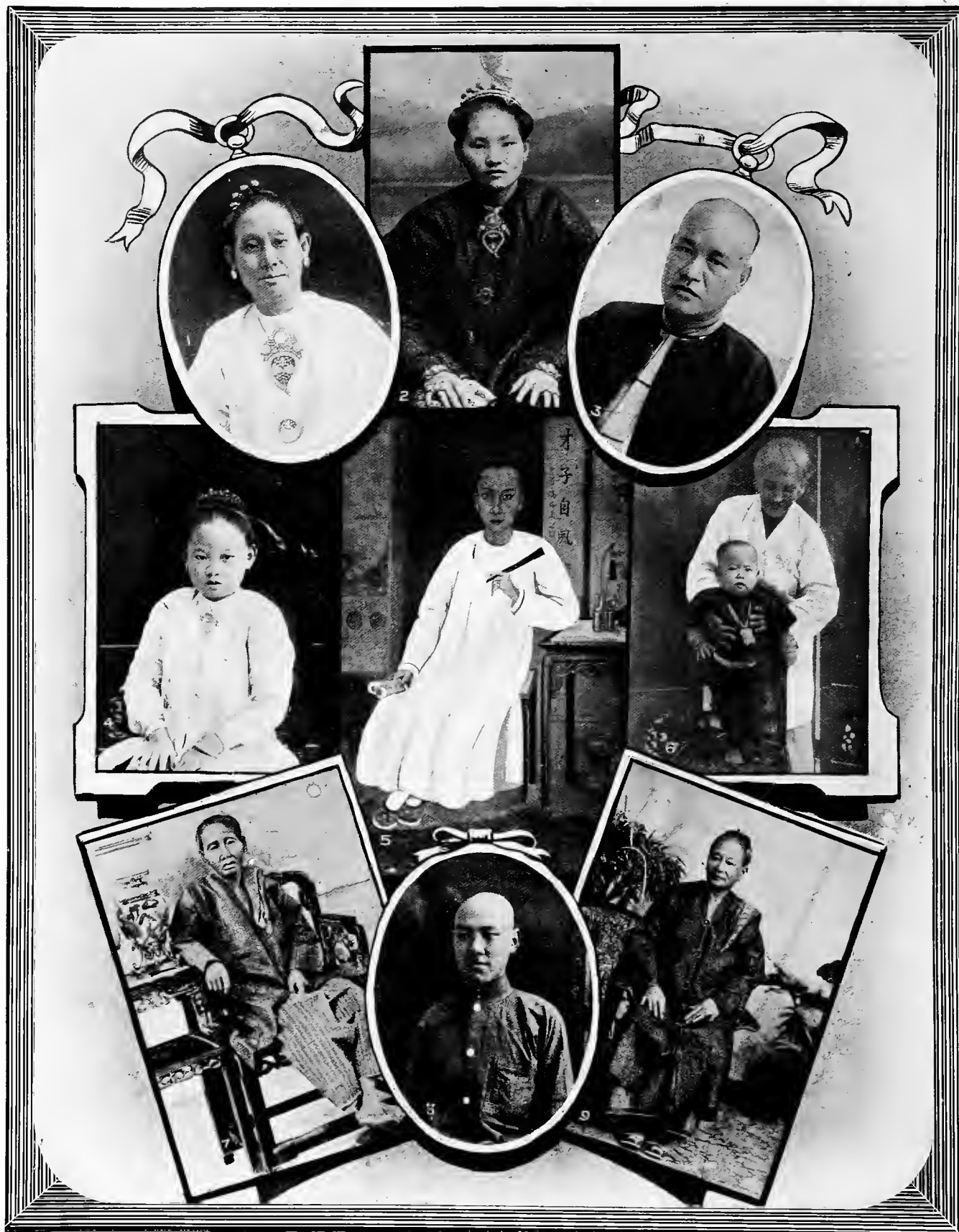
Cheah Tatto.—Mr. Cheah Tatto, eldest son of Mr. Cheah Chen Eok, was born in Pinang in 1871 and educated at the Convent, the St. Xavier's Institution, and St. George's College, England. In 1897 he entered Lincoln's Inn, but did not complete his terms. He returned to Pinang in 1900, and now is a partner in the opium and spirit farm. He intends shortly to proceed to England and take his final in law. Mr. Cheah is a member of the Turf Club and of the Chinese Recreation Club. He is married, has two sons and one daughter, and resides at Coombe Hill.

Mr. Goh Boon Keng is the fourth son of Mr. Goh Oon Kee, merchant, of Pinang, who died about thirty years ago. He was born in Pinang in 1872, and was educated at the Free

other farms, as well as being superintendent and general managing partner of the rice mills in Bridge Street, Pinang. To-day he carries on various revenue farms in Pinang, Kedah, Perlis, Satool, Perak, Negri Sembilan, and Selangor, and is interested in tin mining. He has travelled extensively in Europe, Asia, and in this colony and the neighbouring States. Mr. Goh Boon Keng is a committee member of the Chinese Chamber of Commerce, the Chinese Recreation Club, and the Pinang Literary Association, is a director of the *Straits Echo*, &c. His offices are at 159, Beach Street, and his private residence is at No. 278, Pinang Road. In 1894 he married Lim Kwee Sean, eldest daughter of the late Mr. Lim Leng Cheak.

Mr. Gan Ngho Bee.—A prominent man, who, up till his retirement from actual business, played an important rôle in the Chinese communal life of Pinang, and who is now regarded as a *doyen* by his fellow-countrymen, is Mr. Gan Ngho Bee. The son of Mr. Gan Guan Teat, a rice merchant of Saigon, he was born in 1859, and was educated at the Brothers' School and at Doveton College, Calcutta. On the completion of his education, he started business with his uncle, Mr. Gan Kim Swee, and his brother, Gan Hong Kee,

in 1889, and interested himself in the opium and spirit farm, of which he soon became manager, retaining the position for nine years. At the end of that time he went to Pinang, where, from 1897 to 1907, he managed the opium and spirit farm. Though Mr. Gan Ngho Bee has now retired from actual business, he is still interested largely in tin mining in the native States, has a big share in the Tronoh Mines, and owns a mine at Chooliat, in Perak. He also holds extensive landed property in Pinang. His residences, of which we give photographs, require to be seen to be fully appreciated. In his town house, "Aurora," Eastern splendour and Western solidity are combined harmoniously. His estate of Bloemfontein, Glugor, in the centre of the island, is one of the best in the settlement, whilst his other residence, "Town View," on Ayer Etam Hill, some 800 feet above sea-level, commands a magnificent panoramic view of the town and roadstead. His wife, Khoo Kuat Keong, whom he married in 1879, is the second daughter of Mr. Khoo Cheng, of Pinang. Of the marriage there are ten children. The eldest son, Mr. Gan Teong Teng, was educated at the Free School, and is now receiving a financial training in the Chartered Bank. The eldest daughter married



GAN NGOH BEE.

1. MRS. GAN NGOH BEE. 2. MRS. CHEAH TEONG HO. 3. GAN NGOH BEE. 4. MISS GAN CHEAH PEK HO. 5. THE LATE GAN GUAN TEAT.
6. GAN CHOO LAIT. 7. THO CHUAH NEOH. 8. GAN TEONG TENG. 9. MRS. GAN GUAN TEAT.



GAN NGOH BEE.

1. "TOWN VIEW."

2. "BLOEMFONTEIN."



To Mr. Sandbach &
 Mr. Johnston.
 I find that our
 household should
 be "kitty" and have in
 hand your name left
 page on which from the
 day at the same time
 they leaving his without
 an office in hand, as
 I understand from any for
 the duty of the post
 that our office should
 at all times remain on
 hand then to request
 your aid with regard
 to the house the thing
 without first asking
 but -
 Sincerely
 Yours faithfully
 Gan Guan Theat
 25th July 1857

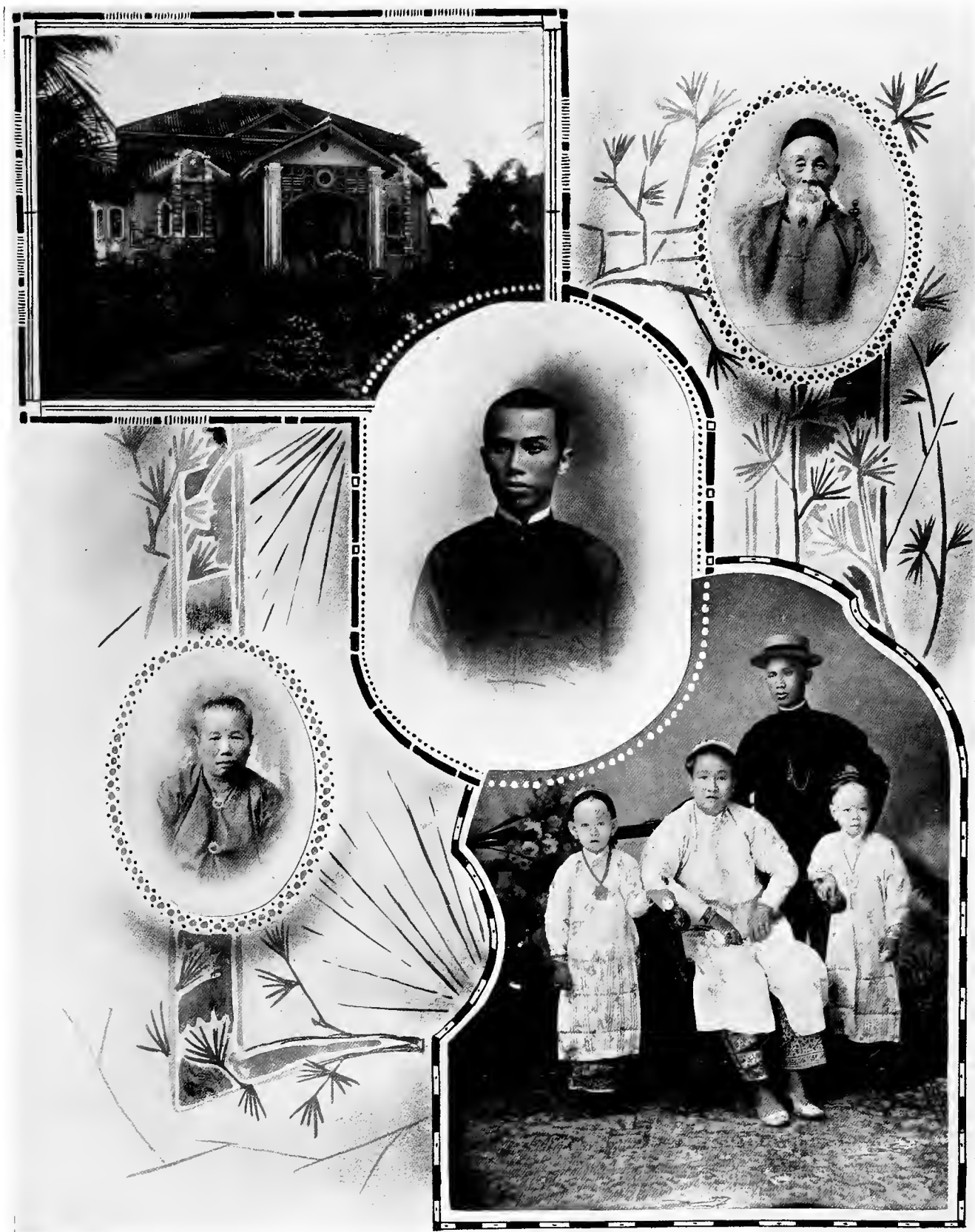


GAN NGOH BEE.

DRAWING ROOM OF AURORA HOUSE

MANUSCRIPT LETTER OF THE LATE GAN GUAN THEAT, DATED 1857.

AURORA HOUSE.



"CASTLE DALE."
THE LATE MRS. QUAH JOO MOYE.

QUAH BENG KEE.

QUAH BENG KEE.

THE LATE QUAH JOO MOYE.
THE FAMILY.

Mr. Cheah Teong Ho, of Pinang, and the second daughter is the wife of Mr. Khoo Siew Bee, manager of the revenue farms in Sarawak, North Borneo. Mr. Gan Ngoh Bee has always been a liberal-minded man, with a purse ever open to charitable institutions and to every public and sporting movement. The Gan Ngoh Bee Fountain was presented to the Pinang Free School by him. He is a member of the London Society of Arts, of the Pinang Association, and of the Pinang Literary Association; is a trustee of the Pinang Free School and a visitor to the local hospitals.

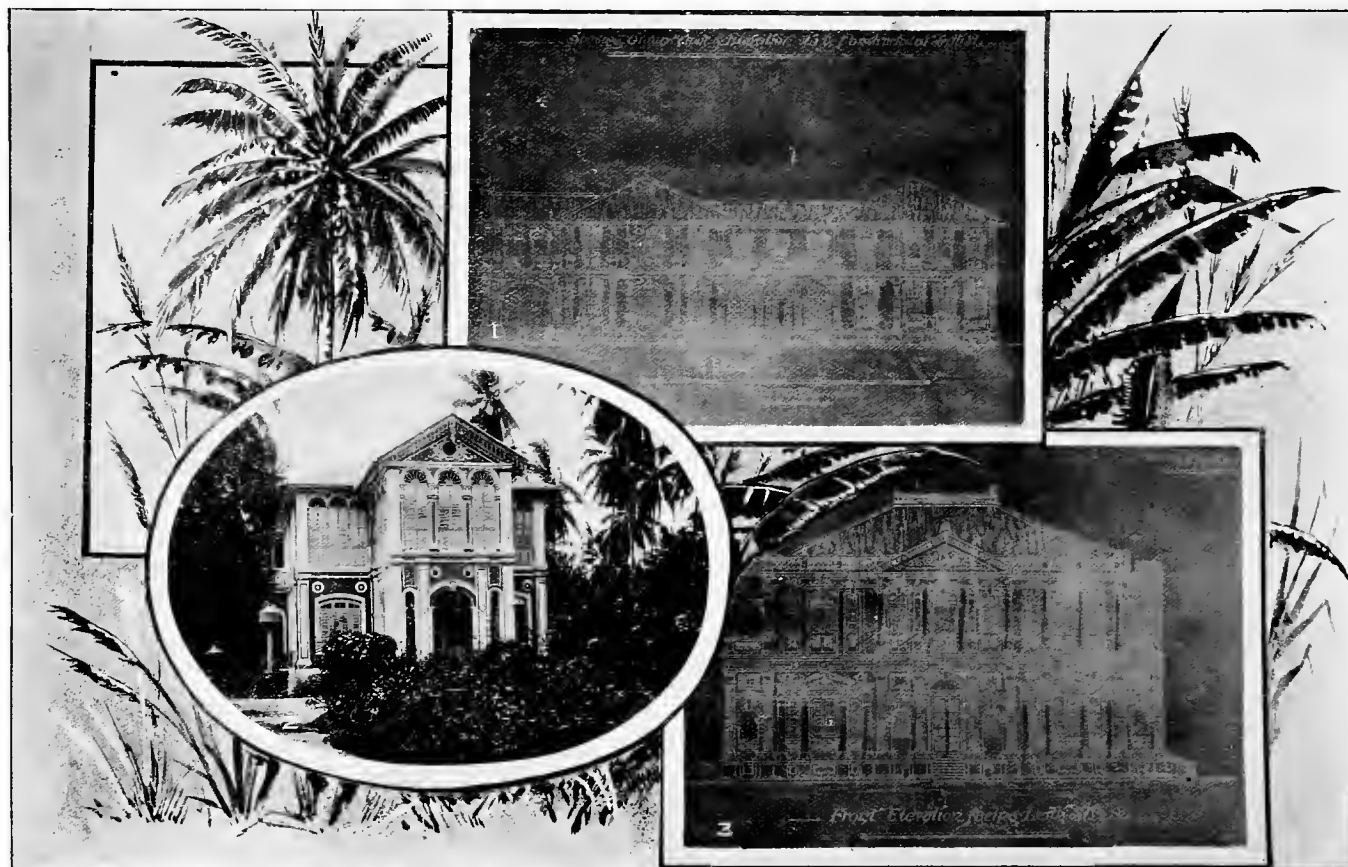
Mr. Yeo Wee Gark is a son of Mr. Yeo Chin Poon, who came to the Straits Settlements some sixty years ago, and settled in Pinang as a merchant. Mr. Wee Gark was educated privately. While still a young man he went to Asahan, in Sumatra, and set up business as a merchant, dealing in gutta and other local produce, and afterwards engaging in revenue farming. Amongst his initial ventures in this direction was a partnership in the Asahan Farm. Upon his return to Pinang in 1884 he became manager of the local Opium and Spirit Farm, and since then he has been connected with numerous farms in Pinang, the Federated Malay States, and Kedah. At the

several lots of house property in Pinang. His offices are at 19, Market Street. He resides at 60, Prangin Lane, and has a palatial country residence named "Kelso," in Scotland Road. He has two sons—Yeo Tin Lin and Yeo Tin Kee—and two daughters—Yeo Sin Choo and Yeo Song Pek. One of the daughters is married to Mr. Khoo Swee Bok, who assists in his father-in-law's business affairs generally.

Mr. Ho Tiang Wan.—Born in Pinang in 1850, Mr. Ho Tiang Wan is a son of Mr. Ho Kim Pan, of China. He started life as supercargo on a native vessel trading between Pinang and Singapore, and afterwards engaged in tin buying in Singapore in partnership with Mr. Ong Tim. Returning to Pinang in 1880, he opened a native drug and medicine store under the style of Lo Chong Ann & Co., at No. 81, Beach Street, Pinang, and commenced dealing on a large scale in Achin pepper. He took the gambling sub-farm and many other farms in the Federated States, and became a partner in the Pinang opium and spirit farm. He is the managing farmer of the general opium and gambling farm at Satool, Sungei Upay, and Perlis in the Siamese Malay States, and is still interested in the pepper trade in Satool, where he has a branch business. Mr.

daughters. The elder son, Mr. Ho Kim Kee, is manager of all his businesses, and a partner in the firm of Messrs. Chow Kit & Co., of Kuala Lumpur. He is a keen sportsman, taking an especial interest in horseracing. Among his best-known horses are Palawan, Lady Kiss, Albion II., and Lynwood. He is a member of all the Straits racing and turf clubs, as well as of the Chinese Recreation Club and the Cycling Club. The other son, Mr. Ho Kim Tuk, is in England. Mr. Ho Tiang Wan's town house is at 76, Love Lane, and his country residence is Pretoria Hall, 376, Burma Road.

Mr. Lim Eu Toh is the second son of the late Lim Chin Guan, who was in the Chinese Imperial Customs for twenty-five years, and was decorated by the Emperor Tung Chi with the Order of Merit. He was born in Pinang in 1871, and received his education at the Free School and St. Xavier's Institution. In 1887 he entered the service of Messrs. Huttenbach, Liebert & Co., and remained with them until 1896, when the firm of Messrs. Tiang Lee & Co., of which he is the senior partner, was formed. He was formerly on the committee of Pinang Free School, and he is vice-president of the Pinang Association. In 1905 he was



YEO WEE GARK.

1. PLAN OF NEW RESIDENCE.

2. "KELSO."

3. PLAN OF NEW RESIDENCE (Side View).

present time he is a partner in and auditor of the Pinang Opium and Spirit Farm. Mr. Yeo Wee Gark is president of the Chinese Club, a patron of the Chinese Recreation Club, a member of the Chinese Advisory Board and of the Pinang Literary Association. He possesses interests in various revenue farms in Perak and Northern Johore, and in tin mines in the native States, and he owns

Ho Tiang Wan is the secretary of the Chinese Club, a member of the committee of the Anglo-Chinese Reading-room, a member of the Pinang Literary Association, a patron of the Chinese Recreation Club, and is also on the board of directors of Pinang Khean Guan Insurance Company, Ltd. In 1871 he married Quah Keat Sim Neoh, daughter of Mr. Quah Eng, of Pinang. He has two sons and three

elected a member of the Pinang Municipal Commission for Georgetown, and was re-elected in 1907. He is a member of the London Society of Arts. He married in 1890 the second daughter of Khoo Thean Poh, but she died in 1903. In 1905 he married the eldest daughter of Khoo Kuat Siew, merchant, of Rangoon. He resides at 15, York Road, and has two sons and two daughters.



YEO WEE GARK AND FAMILY.



HO TIANG WAN.

PRETORIA HALL.

2 HO TIANG WAN AND FAMILY

(See p. 766.)



LIM EU TOH.

1. MRS. LIM EU TOH.

2. THE LATE KHOO SOON NEOH (Wife of Lim Eu Toh).

3. THE RESIDENCE.

4. THE LATE LIM CHIN GUAN.

5. LIM EU TOH.
(See p. 766.)

Mr. C. S. Seng and his Partners.—In Chinese circles in Pinang the partners in the firm of C. S. Seng & Co. are well known figures. Mr. Law Yew Ee is the son of the late Mr. Law Seow Huck, a Pinang merchant and shipowner. He was born in 1869, and was educated at the Pinang Free School, where he won the Gottlieb and Le Boon Choe Scholarships. Upon leaving school he entered a mercantile office, and after having had ten years' commercial experience, became one of the founders of the firm of C. S. Seng & Co., of which he has since been the senior partner. He is a member of the Chinese Chamber of Commerce, the Chinese Merchants' Club, the Chinese Recreation Club, and the Pinang Literary Association. He married a daughter of Mr. Yoh Boon Leng, of Pinang, and his private residence is 138, Carnarvon Street. Mr. Yoh Boon Tean is also a native of Pinang, and attended the Free School. He joined the firm in 1902, and married a daughter of Mr. Foo Choo Choon, a wealthy tin-mine owner of the Federated Malay States, whose

assisted in the supervision of the Pinang opium and spirit farm by his second son, Mr. Cheah Tat Jin, who was born at Pinang in 1886. This gentleman received his education at the St. Xavier's Institution. In addition to his connection with the opium farm, he is a partner in the shipping firm of Keng Bee. He is a member of the Turf Club and of the Chinese Recreation Club. In May, 1906, he married Lim Kwee Guan, third daughter of Mr. Lim Leng Cheak, late manufacturer and shipowner of Pinang. Mr. Cheah Tat Jin resides at "Eokham," Pinang.

Mr. Cheah Choon Seng was born in 1874 at Pontianak, in the Dutch East Indies, where he was educated in the Chinese language. As a young man he began contracting on his own account for the supply of provisions and food-stuffs to the Dutch Government, and continued the business for eight years. Then he removed to Kota Raja, on the west coast of Sumatra. He still held contracts from the Government, and undertook also various railway construction contracts, besides interesting himself in opium

Tambun mines in Perak and the Bentong mines near Kuala Lumpur, and is also a partner in the Medan opium farms. He is a member of the Chinese Town Hall Committee, Pinang.



CHEAH CHOON SENG.

His wife is a daughter of Mr. Chong Hi, the Burgermeester (Mayor) of Pontianak, and he has one son and four daughters, as well as three adopted sons. A few years ago he lost his eldest son, who was a promising man. His private residence in Pinang is at No. 8, Leith Street.

Mr. Leong Lok Hing, J.P.—Mr. Leong Lok Hing is a very prominent member of the



LEONG LOK HING, J.P.

Cantonese community in Pinang. The son of a Chinese merchant, he was born in Canton in 1851, and educated at San Francisco, U.S.A. He carried on business as a general merchant



MR. AND MRS. CHEAH TAT JIN.

biography is given in another section of this work. Mr. Chew Seah Seng, after whom Messrs. C. S. Seng & Co. is named, was one of the founders of the business, but has ceased to be an active partner. He is engaged in managing the business of his father-in-law, Mr. Cheah Choon Sen, Chinese Consul at Pinang. Mr. Lo Beng Kuang is attorney to Mr. Chan Kang Choon, and he has been largely responsible for financing Messrs. Seng & Co. He was until lately a Municipal Commissioner. Mr. Chan Kai Choo is a son of Mr. Chan Kang Choon. He is a large landed proprietor and tin miner, and has an interest in the Pinang opium farm.

Cheah Tat Jin.—Mr. Cheah Chen Eok is

and other revenue farms. About this time he was appointed Lieutenant China, a post which he held for twenty-one years, and afterwards Captain China. In this connection the Dutch Government invested him with the Gold Star for "Trouw en Verdienste," and with a gold medal for sterling services rendered to the administration. Mr. Cheah acquired large properties at Kota Raja. Some ten years ago, however, he relinquished all his business there, and, handing it over to Mr. Leong Mok On, his attorney, came to Pinang, and was appointed Chinese Consul. That office he filled for seven years, and upon his resignation it was taken up by his son-in-law, the well-known Mr. Leong Fee. Mr. Cheah is largely interested in the



CHUA KEE EE.

1. THE LATE, CHUA YU KAY.

2. THE LATE CHUA KANG WHUAT.

3. MRS. CHUA YU KAY.

4. CHUA KEE EE.

5. MRS. CHUA KANG WHUAT.

6. THE LATE MRS. CHUA KEE EE.

CHUA KEE EE AND FAMILY.

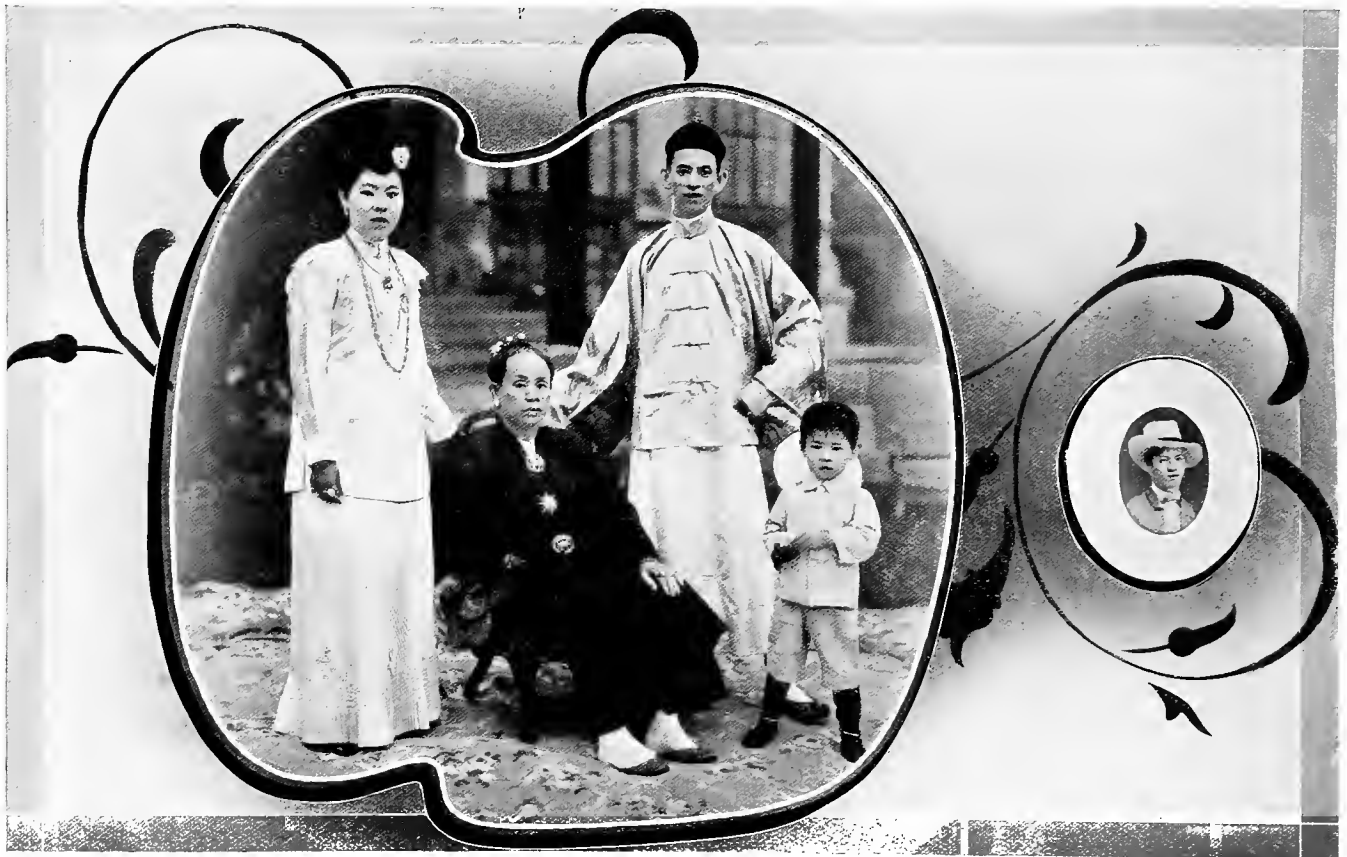
in California until 1888, when he came to Pinang and established the firm of Kwong On & Co., importers, at 113, Beach Street. Branches have since been opened at Ipoh and Tapah, in the Federated Malay States. Mr. Leong owns several tin mines in the Federated Malay States, and the Sungei Semambu, a very extensive rubber, coconut, and tapioca estate, in the Krian district. He has been a member of the Chinese Advisory Board for over ten years, is Vice-President of the Chinese Chamber of Commerce, a Justice of the Peace, trustee of the Free School and of the Chinese Town Hall, and a member of the committee of the Pinang Association. He resides at No. 76, Bishop Street, and has a country house, "The Pleasance," in Gottlieb Road.

Mr. Lim Eow Thoon, second son of the late Mr. Lim Leng Cheak, was born at Pinang on December 6, 1886. After completing his schooling in English and Chinese at the Free School, he joined his father's firm as an assistant, and since 1901 has been a partner in the business. He is managing partner of the Chop Chip Hong Bee & Co.'s rice mills, and is also part owner of Batu Puteh estate and of various other estates under his father's

Mr. Ong Hun Chong.—One of the best-known merchants of Pinang is Mr. Ong Hun Chong, the son of the late Mr. Ong Guan Cheng, who came to the settlement from Hokien Province in China some fifty-three years ago and began business as a tin merchant. His son, the subject of this sketch, was born in 1865, and educated at a Chinese school in Pinang. After leaving school he entered into business with his father, trading under the style of Ban Tin Lum at 231, Beach Street, as tin, pepper, and salt merchants. After his father's death he carried on the business in conjunction with his brothers, but now he is the sole proprietor. Business connections are maintained with Achin, Perak, and the Siamese Malay States, from which countries tin and pepper are imported. Mr. Ong Hun Chong is also a partner in the Pinang opium and spirit farms, and principal shareholder in the spirit farm of Tongkah, besides owning coconut plantations in Green Lane and Western Road, Pinang. He was one of the founders and at one time secretary of the Chinese Merchants' Club. He is on the committee of the Chinese Chamber of Commerce, and is head trustee of the Ong Ancestral Temple in Pinang Road. His chief residence is at 48c, Northam Road, and he has

in Pinang and Kuala Lumpur is Mr. Yeoh Paik Keat, second son of Mr. Yeoh Chin Leong, of Pinang. He was born in Pinang in 1874 and educated at the Free School there, afterwards serving with Messrs. Schmidt, Kuestermann & Co. for ten years. At the end of that period he embarked upon an independent business career, joining as manager the firm of Tiang Lu & Co., Pinang, import and export merchants, of which he was one of the founders. Early in 1907 he extended his business to Kuala Lumpur under the same style—Tiang Lu & Co.—and bought the interest of the Federated Malay States Ice Company. Both enterprises are now under his sole management. Mr. Yeoh married in 1896 the fourth daughter of Mr. Khoo Thean Poh. He owns various plantations and rubber estates in Province Wellesley and Pinang and tin mines in Selangor. He is a member of the Weld Hill Club, Kuala Lumpur, and of the Chinese Recreation Club, Pinang.

Mr. Khoo Guat Cheng, third son of the late Mr. Khoo Soo Hong, merchant, of Pinang, the subject of this sketch, was born in 1862. He was educated at the Pinang Free School, and commenced business on his own account as a general merchant under the style of Guat



LIM EOW THOON.

THE FAMILY.

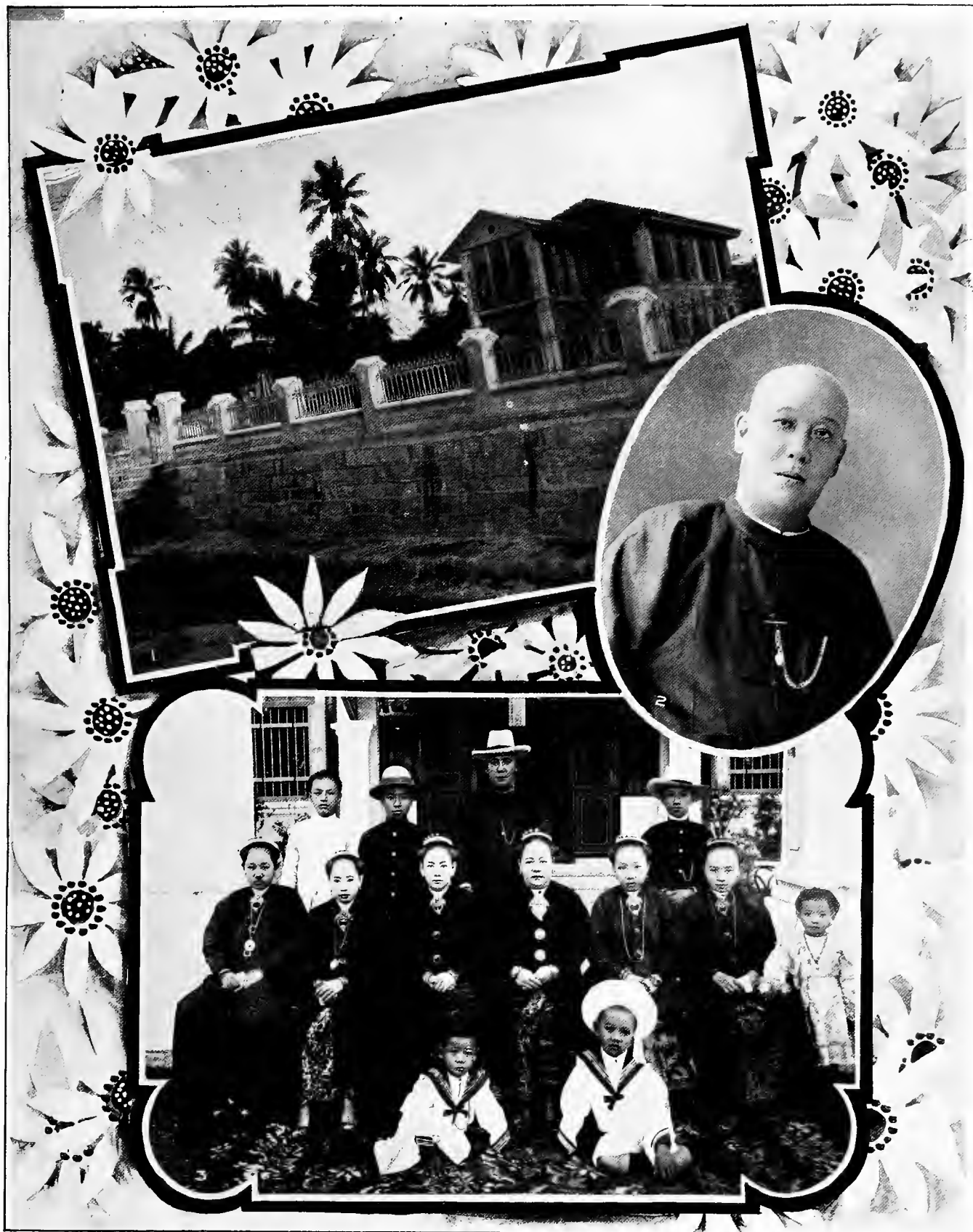
LIM EOW THOON.

will. Mr. Lim is a member of the Chinese Recreation Club, and plays tennis, football, cricket, and billiards. A keen patron of the turf, he owned the well-known racing pony The Gunner, which won two gold cups in 1906, and several other racehorses. On March 4, 1904, he married Goh Saw Chooi, second daughter of Mr. Goh Ewe Keong, of Pinang, and has one son. His private residence is at 278, Pinang Road.

another in Prangin Lane. In 1884 he married Lim Pek Mow, daughter of Mr. Lim Seok Chin, of Pinang. Of the marriage there are five sons and three daughters, of whom the eldest, Ong Huck Hoon, is now preparing for his Cambridge examinations at Pinang Free School, where he is sub-prefect and sergeant of the Cadet Corps.

Mr. Yeoh Paik Keat.—A well-known member of both commercial and social circles

Cheng Brothers in Beach Street. He owns extensive landed property in Pinang town, including such well-known residences as "Cedar Bank," off Northam Road, "Hill Rise," in Waterfall Road, and others. In former days he was a keen supporter of the turf, and owned some well-known racehorses. In 1884 he re-married Cheah Choo Neo, daughter of Cheah Hin Chien, and he has two sons—Khoo Teik Hock and Khoo Teik



KHOO GUAT CHENG.

1 "CEDAR BANK."

2. KHOO GUAT CHENG.

3. THE FAMILY GROUP.



1. BAN ONG (ONE OF THE ANCESTORS OF ONG HUN CHONG). 2. ONG HUN CHONG.
 (Wang Shen Tsi in the later "Leang" dynasty was created Ban Ong by Emperor Tai Tsu in A.D. 907.)
 3. ONG GUAN CHENG. 4. FAMILY BIRTHDAY GROUP.
 (See p. 772.)



ONG HUN CHONG AND FAMILY.

(See p 772.)



"FONTENAY."



THE LIM KEE CHUAN FAMILY AND THE FAMILY VAULT.

Ee—and three daughters—Khoo Lean Im, Khoo Lean Oon, and Khoo Lean Khim. His private residence is at "Cedar Bank."

Mr. Khoo Cheow Teong, son of the late Mr. Khoo Cheng Lim, was born in Pinang in 1849. Educated in a Chinese school, he soon

College in Singapore, and a very considerable sum to the Mahomedan community of Asahan for repairing a Mahomedan mosque. He has three sons and three daughters. The eldest son, Mr. Khoo Sian Wei, who carries on business on his own account as a general trader, is

years after leaving school he served in the Chartered Bank and then joined Mr. Gan Ngoh Bee as assistant in the management of the Pinang Opium and Spirit Farm. In 1901 he became managing partner of the Singapore Opium and Spirit Farm, and held a similar



GAN TEONG TAT'S RESIDENCE.

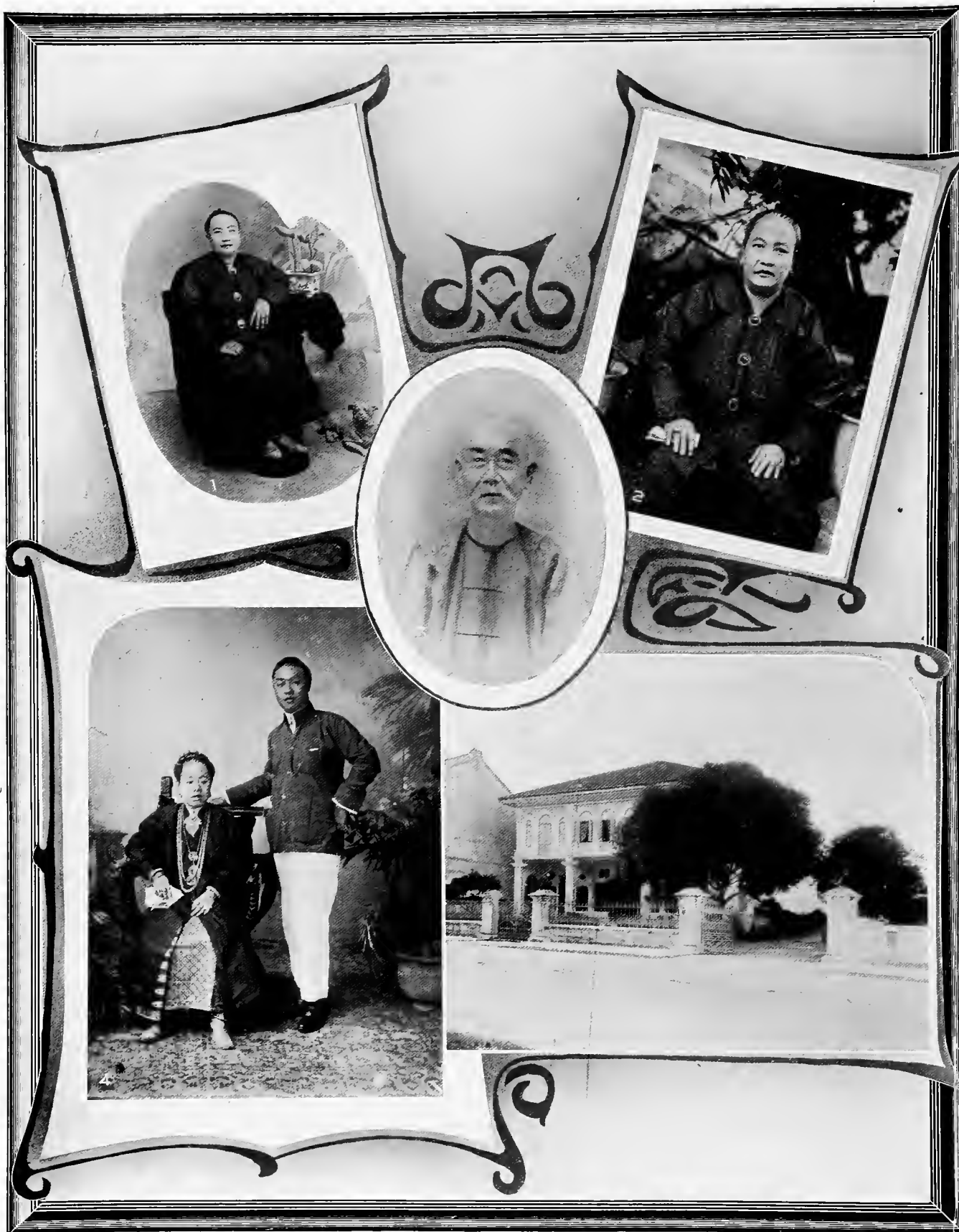
became a very proficient scholar, and was therefore able when quite young to join a Chinese firm as an assistant. Having served his apprenticeship, he went to Perak, where he traded and assisted others in trade for some time. He subsequently chose as the field of his labour Asahan, on the east coast of Sumatra, where he carried on business as a general merchant with such success that he rapidly became quite a wealthy man. His business led him from one part of Malaya to another, and it was while he was in Malacca in 1874 that he was married to the eldest daughter of the late Mr. Lim Cheoh, a popular rice merchant of that settlement. In 1878 the Dutch Government made him Captain China of Asahan, an appointment somewhat analogous to that of Protector of Chinese in the Straits Settlements. Since then Mr. Khoo Cheow Teong has been interested in the revenue farms of Deli, Asahan, Bengkalis, Pinang, as well as carrying on business in several other places. In 1904 he resigned the post of Captain China on account of old age, but he still spends a considerable part of his time in Asahan, looking after his numerous businesses. He makes his home in Pinang, where he owns considerable landed property and is regarded as one of the wealthiest inhabitants. His private residence, which faces the Supreme Court, is known as Sunbeam Hall. The various charitable donations made by Mr. Khoo Cheow Teong include a gift of 2,000 dollars to the Medical

the son-in-law of the late Gor Khuan Lung and the grandson-in-law of the late Mr. Foo Thye Sin, of Pinang. The second, Mr. Khoo Sian Ewe, married the only daughter of the late Mr. Lei Bian Leong, the well-known merchant of Pinang, and granddaughter of the late Mr. Khoo Tiong Toh, millionaire and steamship-owner of Chop Bun Hin, Singapore and Pinang. Mr. Khoo Sian Ewe, who was born in Malacca in 1885, was educated both in English and Chinese. He is now looking after his father's Pinang affairs. The third son of Mr. Cheow Teong is still pursuing his studies in the Pinang Free School.

Mr. Gan Teong Tat.—The father of Mr. Gan Teong Tat was Mr. Gan Hong Kee, who was born in Pinang in 1856. Mr. Gan, sen., obtained his education at James's School and St. Xavier's Institution, and then commenced business, together with Mr. Gan Kim Swee, as general and produce merchants, under the style of Eng Joo & Co., Pinang, and Eng Hong & Co., Calcutta. For more than six years he represented his firm in Calcutta, and on returning to Pinang became managing farmer of the Opium and Spirit Farm. He died in 1895. His eldest son, Mr. Gan Teong Tat, born in 1878, was educated at the Free School and St. Xavier's Institution, where he had a distinguished career as a student, winning the Centenary Scholarship and gold medal, as well as the Cross and Bee medal for "truth, honesty, and industry" in 1896. For two

appointment in the Pinang Farm from 1904 till 1906. Mr. Gan Teong Tat has served as a Municipal Commissioner, is on the committee of the Chinese Recreation Club, a member of the Cycling Club, the Turf Club, and the Pinang Mutual Improvement Association. He also holds a commission as second lieutenant in No. 2 Company, Pinang Volunteer Cadet Corps. In 1897 he married Kam Chooi Lean, fourth daughter of Mr. Kam Beng Chan, of Pinang. He resides at "Roseland," Farquhar Street. His brother, Mr. Gan Teong Tiek, was born in Calcutta in 1881 and educated at the Free School and St. Xavier's Institution. After passing the Cambridge Junior Local examination he entered the Chartered Bank, and is now managing partner of the important pepper firm of Messrs. Ban Eng Seng & Co., of Presgrave Street. He is hon. secretary of the Chinese Recreation Club and a member of the Turf Club.

Mr. Thio Tiau Siat, *alias* Chang Chin Hsun, left his native district of Taipu, in Canton Province, in 1840, when he was only seventeen, and emigrated to Batavia, in Java. There he set up in business as a general merchant, gradually extending his operations to the renting of opium, spirit, and revenue farms, besides taking up large contracts for the Dutch Government. Having laid the foundations of his fortune, he went, when thirty-five years of age, to Achin, where he carried on contracting and revenue farming. In 1875 he opened



KHOO CHEOW TEONG.

1, 2, & 3. MR. KHOO CHEOW TEONG AND FAMILY.

4. MR. AND MRS. KHOO SIAN WEI.
(See p. 777.)

5. SUNBEAM HALL.

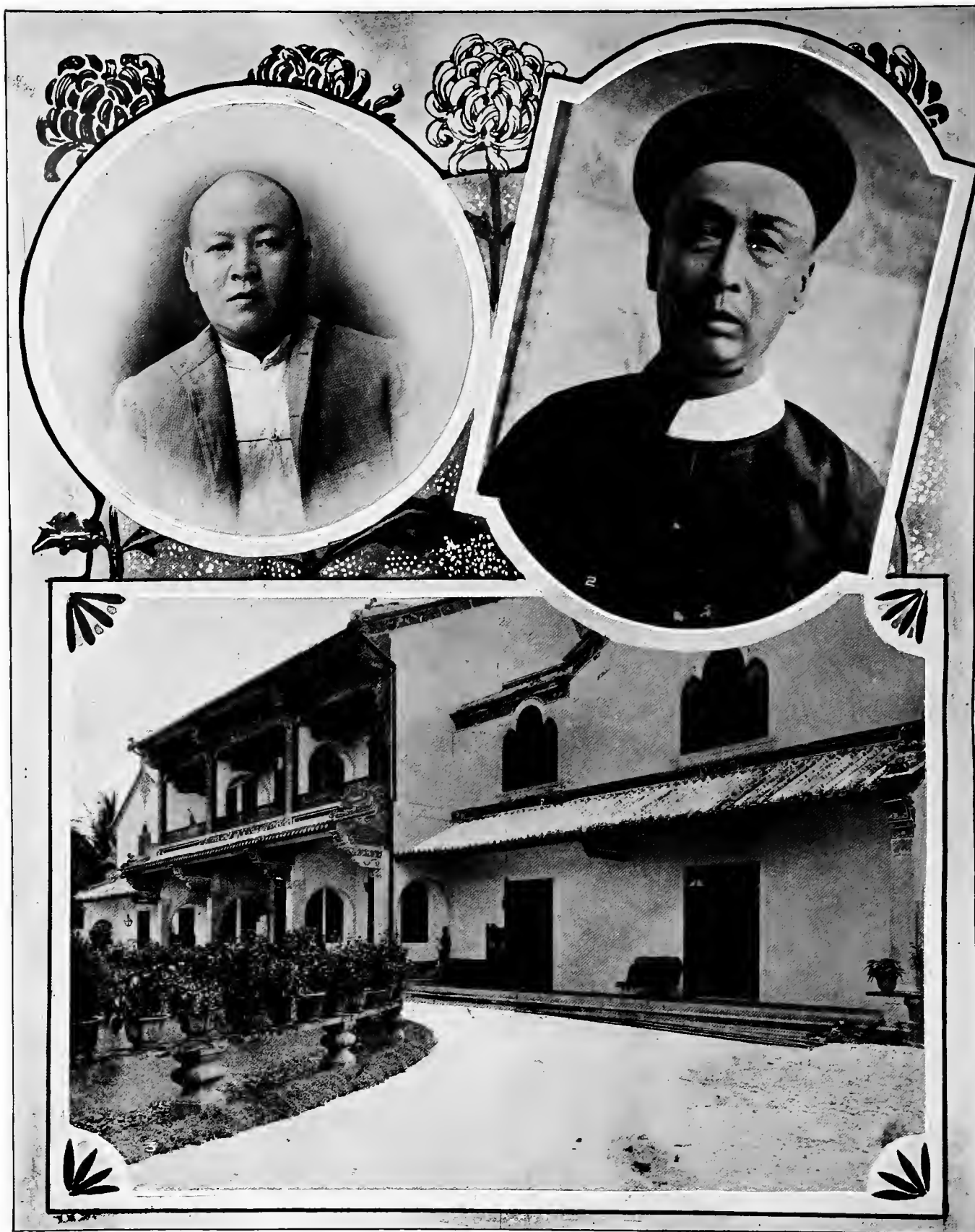


1. GROUP OF THE LATE GAN HONG KEE'S FAMILY.

2. GAN TEONG TAT AND FAMILY.

3. GAN TEONG TIEK AND FAMILY.

(See p. 777.)



THIO TIAUW SIAT.

1. THIO SIAUW KONG (Manager).

2. THIO TIAUW SIAT.

3. THIO TIAUW SIAT'S RESIDENCE.

a branch business in Pinang, in partnership with Mr. Lee Ah Ghee (Captain China of Batavia) and Mr. Wong Boon Sin. Five years later the business was extended to Deli, and in 1886 he started on his own account the firm of Ban Yoo Hin, running the steamships *Pegu*, *Rajah*, and *Hok Canton* in the Achin trade. Mr. Thio Tiau Siat's business ramifications extend to Hongkong and Chefoo. He is also a partner in the Pinang Opium and Spirit Farms, was formerly interested in Singapore and Rian Farms, and owns large landed properties in Java, Sumatra, and Pinang, besides being interested in tin mines in Klang, Selangor. During his frequent visits to China and the Netherlands Indies his Pinang business is managed by his cousin and attorney, Mr. Thio Siau Kong. Mr. Thio Tiau Siat was formerly Consul for China in Pinang, and after that went to Singapore as Consul-General for China. At present he is Minister for the Emperor of China. He is on the Board of Directors of the Canton Railway and a partner of the Bank of China.

Mr. Lim Cheng Law is the second son of the late Mr. Puah Hin Leong, rice-mill owner and landed proprietor, of Pinang. Born in Pinang in 1888, he was educated at St. Xavier's Institution. Upon leaving school he entered the employment of Messrs. Gilfillan & Co. (now Adamson, Gilfillan & Co., Ltd.) in Pinang. Some time afterwards he transferred his services from this firm to his father's business, and is now manager and cashier. He speculates extensively in shares, and has acquired considerable wealth. In January, 1905, he married the only daughter of Mr. Khoo Bean Leang, rice-mill owner, and the wedding was very brilliant, being celebrated

with the usual picturesque rites and attended by the leading European and Chinese residents of the settlement. Mr. Lim is a member of the Society for the Encouragement of Arts, Manufactures, and Commerce of London, and of the Chinese Recreation Club. At one time he was a committee member of the Pinang Anti-Opium Association, but he resigned in consequence of pressure of business. Mr. Lim is very fond of horses, and possesses many valuable animals. One of the best of these is the bay gelding Diamond. The chief occupations of his leisure are walking and tennis. His residence is Kitson Hall. Mr. Lim Cheng Law has many sisters. The eldest, Lim Saw Yean, married Mr. Chuah Chooi Ghee, managing proprietor of Messrs Soon Hin & Co., exporters and importers of rice, copra, nutmegs, &c. This gentleman is assisted in his business by his brother, Mr. Chuah Hoe Hup, and his nephew, Mr. Chua Sui Woi. He is a member of the Pinang Chinese Chamber of Commerce and a trustee of the Seh Chuah Kongsi and of the Pinang Chinese Town Hall. He has a country seat at Jelutong. Lim Saw Geg, another sister of the subject of this sketch, is the wife of Mr. Chuah Chooi Boey, who is the manager of Messrs. Heap Hoe & Co. He is a member of the Chinese Cycling Club committee and a life member of the Chinese Recreation Club. Mr. Ong Oh Leng, son of Mr. Ong Beow Suan, a well-known citizen of Tongkah, Siam, married Mr. Lim Cheng Law's third sister, Lim Saw Khim, who died in January, 1907. Mr. Ong Oh Leng, who is manager and cashier of the ironmongery business of Messrs. Guan Teen Ho & Co., Pinang, has considerable landed property both in Pinang and Tongkah.

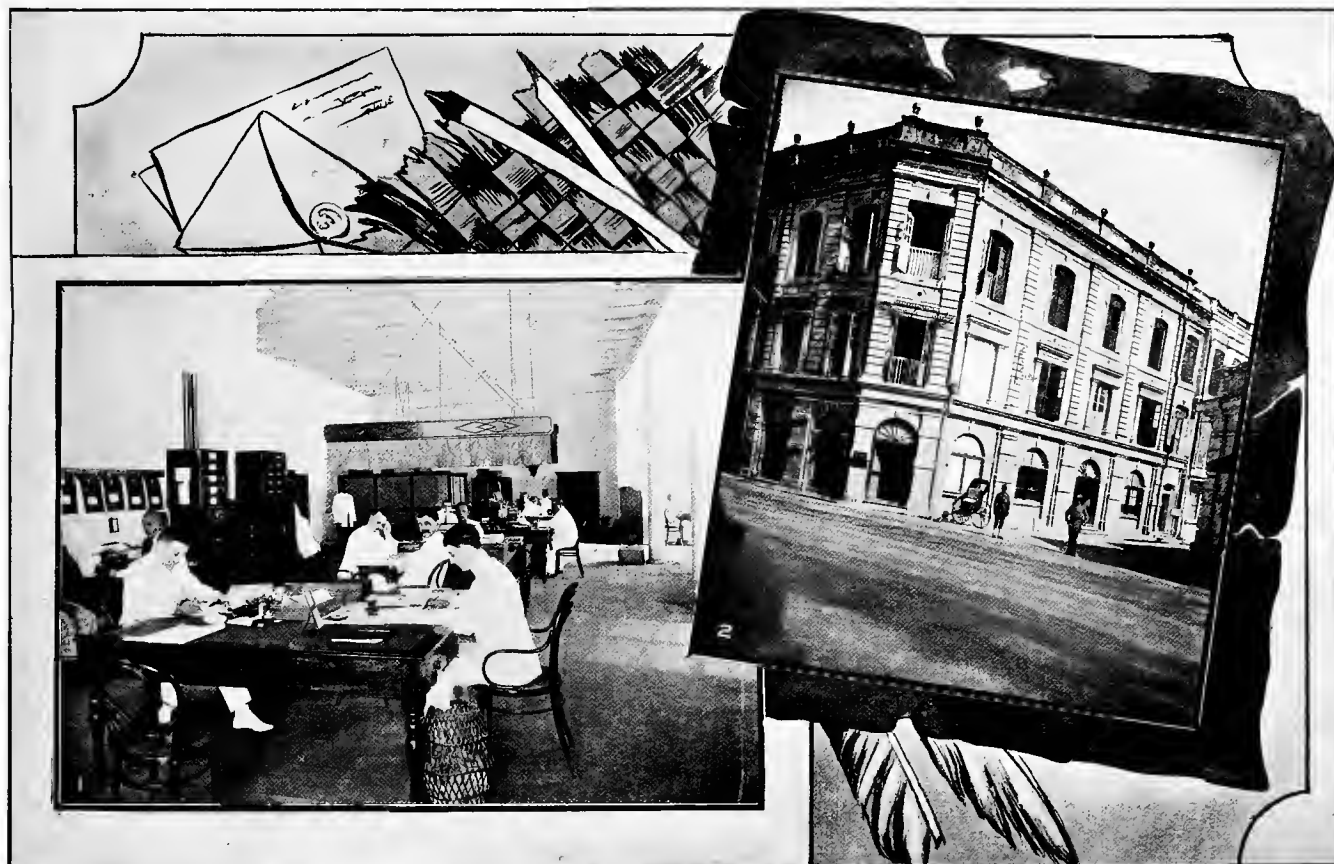
Mr. Foo Eang Sean, chief storekeeper and principal Chinese clerk to Messrs. Behn, Meyer & Co. at Pinang, was born in the settlement and was educated at the Free School. In 1892 he became a clerk to Messrs. Behn, Meyer & Co., and has risen to his present position by reason of his integrity and ability. He has tapioca, coconut, and rubber-planting interests in the Siamese Malay States, and has also tin-mining interests in Selangor. His father, Mr. Foo Tye Sin, was born in Pinang in 1825 and educated at the Free School. He commenced business as a general merchant, under the style of Tye Sin Tat & Co., in Beach Street, and became a prosperous mine owner and a leading member of the Chinese community. He was appointed a Justice of the Peace and a Municipal Commissioner, and enjoyed the complete confidence of the Government. He showed considerable interest in educational matters. He married a daughter of Mr. Kam Tong Keng, merchant, of Pinang, and has four sons and six daughters. His estate of Victoria, in Kedah, is the largest property of its kind in the vicinity of Pinang, being some 25,000 acres in extent. Mr. Foo Eang Sean's town residence is at 1, Light Street, Pinang.

PINANG COMMERCIAL.

EUROPEAN.

KENNEDY & CO.

The present firm of Messrs. Kennedy & Co. was the outcome of a business originally established by Mr. Whitworth Allen, broker and



KENNEDY & CO.

1. OFFICES.

2. EXTERIOR OF PREMISES.



LIM CHENG LAW.

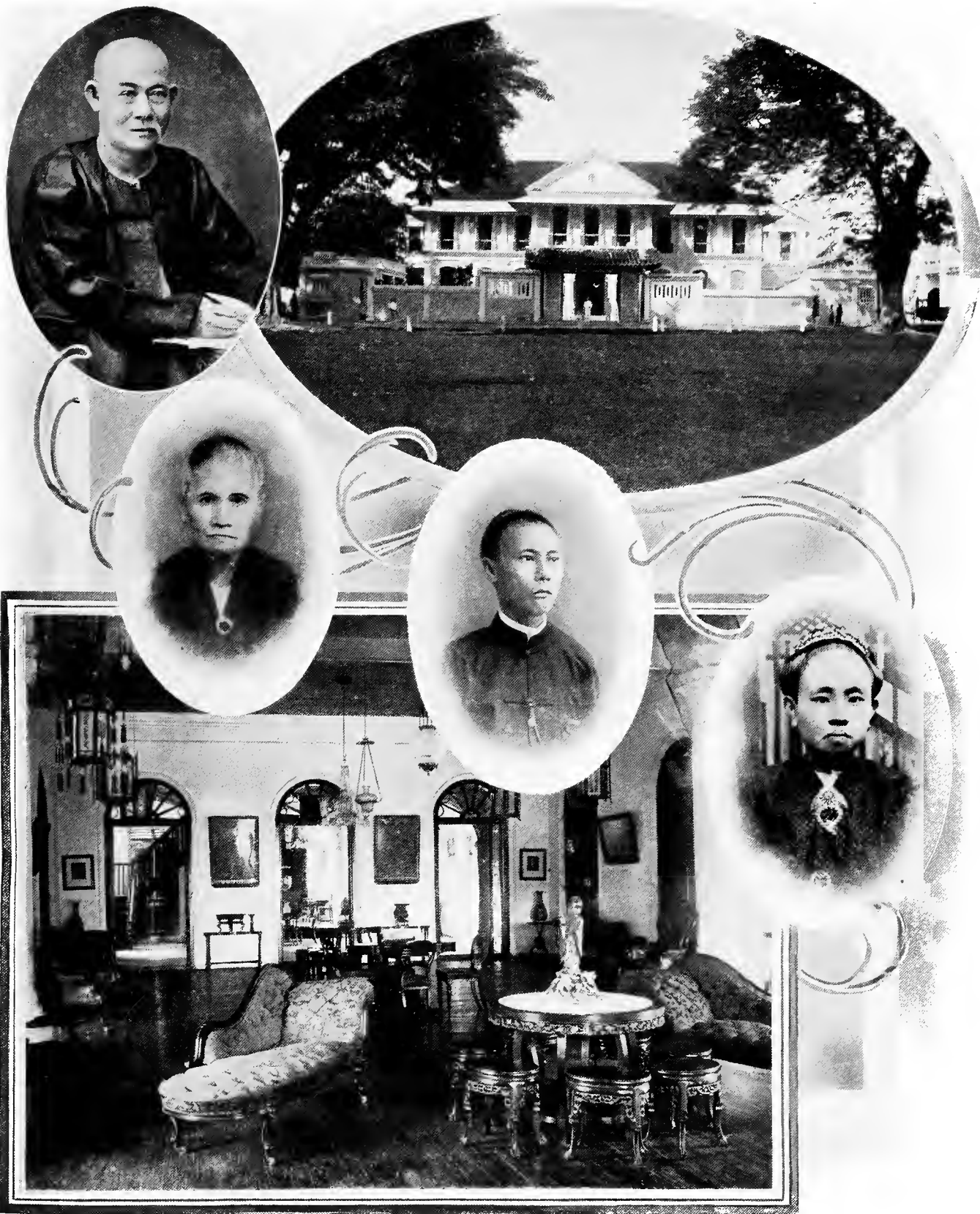
1. STARTING FOR A DRIVE.

2. THE STABLES.

3. THE RECEPTION HALL.
(See p. 781.)

4. MRS. PUAH HIN LEONG.

5. MR. AND MRS. LIM CHENG LAW.



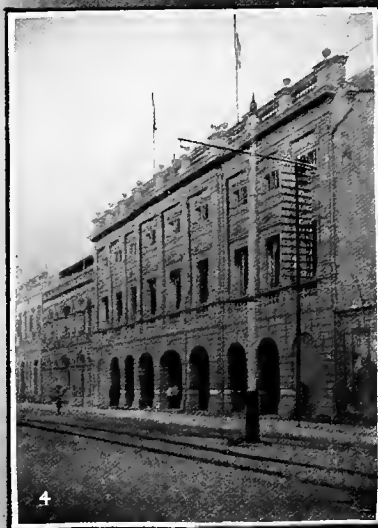
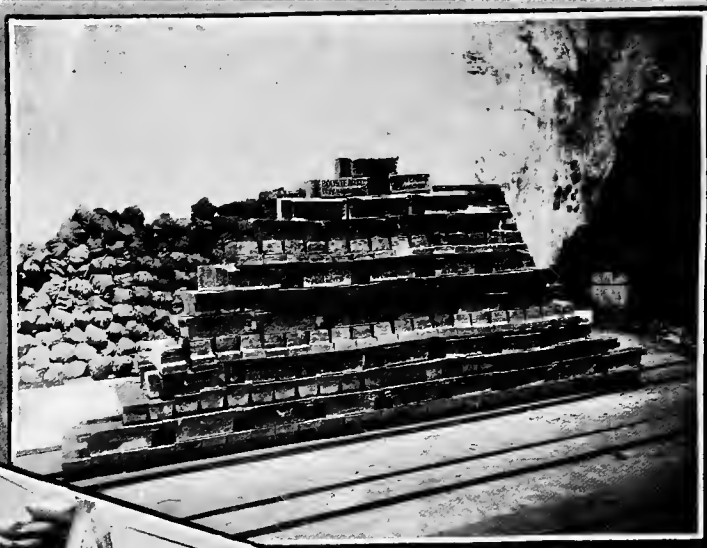
FOO EANG SEAN.

THE LATE FOO TYE SIN.
MRS. FOO TYE SIN.

FOO EANG SEAN'S RESIDENCE.

FOO EANG SEAN.
THE DRAWING ROOM.
(See p. 781.)

MRS. FOO EANG SEAN.



BOUSTEAD & CO.

1. TIN EXHIBIT.

2. THE GODOWN.

3. TIN REFINERY

4. PINANG PREMISES.

accountant, in Logan's Buildings, Beach Street. In 1886 Mr. James Young Kennedy joined Mr. Whitworth Allen, and the name of the firm then became Allen & Kennedy. Mr. Allen died in England in 1898, and in the following year the title of the firm was changed to Kennedy & Co. Towards the end of 1900 Mr. J. Y. Kennedy severed his connection with the East, and Mr. Cecil Alexander Law and Mr. Alexander Bowers Smith, assistants in the firm, took over the business as exchange and share brokers, accountants, and estate agents. The firm are agents for the Perak Sugar Cultivation Company, Ltd., of Shanghai; Kalumpang Rubber Company, Ltd., of Shanghai; Malay Peninsula Agricultural Association; Pinang Labour Bureau; New Padang Jawa

of the Peace, a member of the Chamber of Commerce, and one of the committee of the Pinang Club.

Mr. Alexander Bowers Smith was born in Greenock, Scotland, and educated at Clifton Bank School, Dundee High School, and St. Andrew's University. Trained as a merchant in Dundee, he came to Pinang in March, 1897, and acted for a short time as secretary to Mr. Justice A. F. G. Law, afterwards joining the firm. He is a member of the Chamber of Commerce, and was Worshipful Master of Lodge "Royal Prince of Wales," No. 1,555, E.C., during the year 1902. Formerly a member of the 1st Fife-shire Artillery Volunteers (University Battery), he joined the Pinang Volunteers as sergeant when the corps was

own refinery, where their special brand of "Boustead" tin is produced. Tapioca, rubber, copra, pepper, nutmegs, sugar, hides, and gums also bulk largely in the firm's exports. Messrs. Boustead are the Pinang representatives of several estates, the more prominent of which are the Pinang Sugar Estates, the Straits Sugar Company, the Malakoff Plantations Company, and Bertam, Otaheite, and Sans Souci estates. Among the many other important agencies held by the firm are those of the Nippon Yusen Kaisha, Glen, Shire, Messageries Maritimes, Indo-China Steam Navigation Company, and other steamship lines. The local manager is Mr. W. H. Macgregor. He is a Justice of the Peace, vice-chairman of the Chamber of Commerce, and a member of the Pinang committee of the



BOUSTEAD & CO.

SHELL TRANSPORT & OIL COMPANY'S INSTALLATION.

Rubber Company; Gedong Bidor Rubber Company; Denison Estate Company, Ltd.; Cherok Krian Tin-Mining Company; Kedah Rubber Syndicate; Rahman Tin Syndicate; Bidor Mining Syndicate; Chior Valley Tin Syndicate; Pinang-Maliwan Syndicate; Guardian Assurance Company, and Reuter's Telegram Company, Ltd., and they represent also the Scottish Provident Assurance Company in Pinang. The partners of the firm have been appointed by the Supreme Court of the Straits Settlements as receivers of the estates of Mahomed Noordin, of Syed Pullay Merican, Seh Tan Kongsee, and of M. N. M. Noordin.

Mr. C. A. Law was born in County Dublin, and educated at Monmouth and Kingstown, and was trained as a stockbroker on the Dublin Stock Exchange. He came to the East in 1896 as secretary to Mr. Justice A. F. G. Law, Puisne Judge, and afterwards joined the firm of Messrs. Kennedy & Co. He is now a Justice

formed in 1900, and was promoted to commissioned rank in 1901.

BOUSTEAD & CO.

At Pinang, as well as at Singapore, large areas of land abutting on the sea have been reclaimed. In the northern settlement, Beach Street, although now a considerable distance inland, ran along the sea front, and it was in those early days that the Pinang branch of the important Straits merchant and shipping house of Boustead & Co. was established. The firm's present commodious offices and godowns on Weld Quay are built on reclaimed ground and were first occupied in 1893. A great variety of goods is imported by the house, the principal lines being cotton and piece goods and hardware. On the export side, tin, the most important Malayan product, takes the first place. Messrs. Boustead & Co. have their

Tanjong Pagar Dock Board and of the Harbour Advisory Board.

HUTTENBACH BROTHERS & CO.

This important firm, having been established so far back as 1873, ranks amongst the oldest in the settlement. The business of the firm is that of general merchants, and comprises amongst other interests the importation on a large scale of piece, rough and sundry goods. The town offices and warehouses shown in our illustrations are situated at 27 and 27A, Beach Street, and cover a considerable area, while at Sungei Pinang the coal, oil, machinery and general stores are perhaps unique, as regards their favourable position and large storage capacity, and have the advantage of being easy of access by both road and water. The firm is well known for its enterprise and its general policy of progressing with the times. For



HUTTENBACH BROS., LTD.

THE OFFICES AND SHOWROOMS.
OUTLYING GODOWNS AT SUNGAI PINANG.

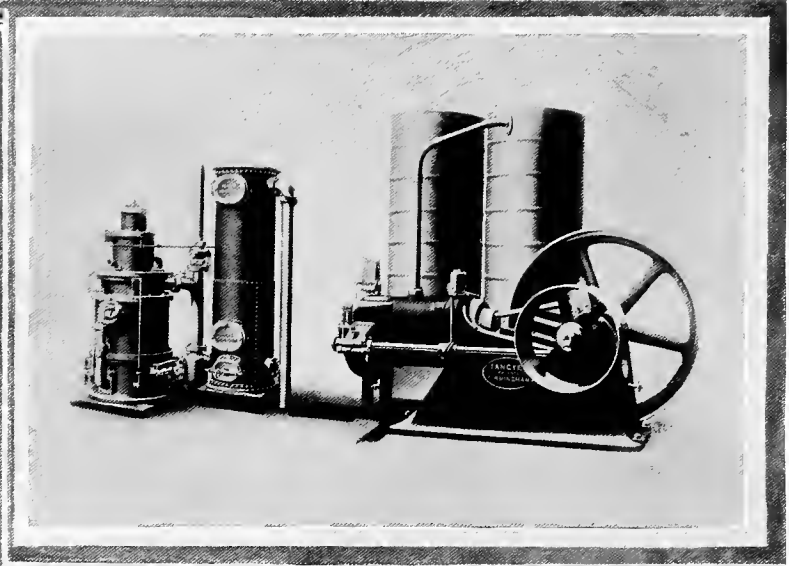
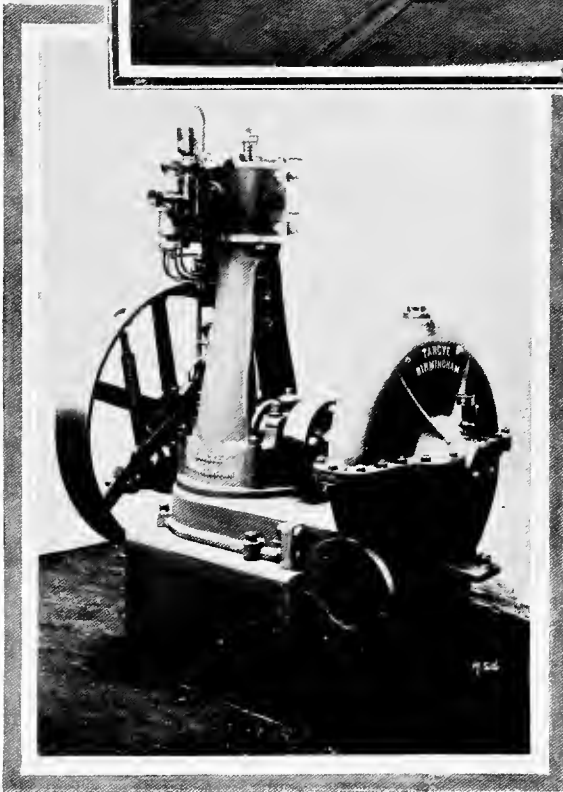
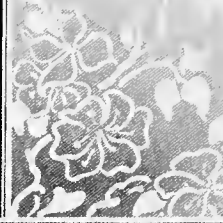
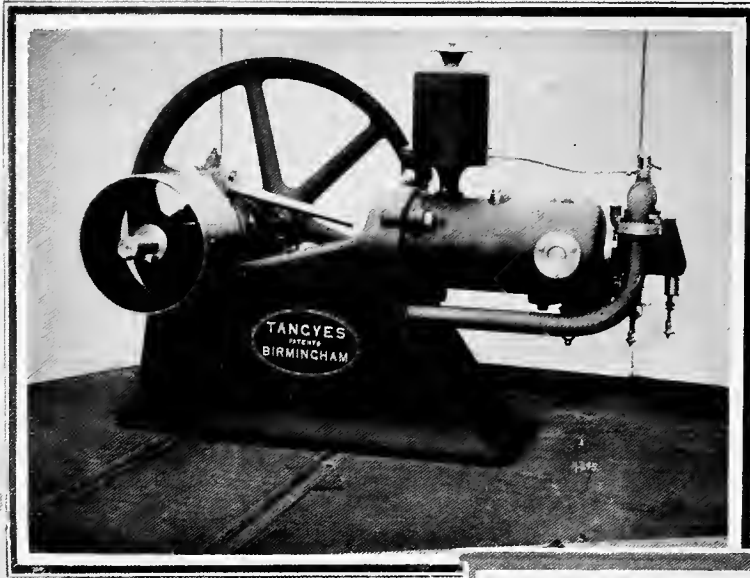
AUGUST HUTTENBACH (Senior Partner)
ELECTRICAL SHOWROOMS.



HUTTENBACH BROS., LTD.

WALL BUILT OF PRODUCT OF THE FACTORY.
THE ICE WORKS.

PIPES AND RIDGING AT BATU FERRINGHI.
GROUP OF MESSRS. HUTTENBACH BROS. & CO.'S STAFF.
(Presented to Mr. Huttenbach by the staff on his departure for Europe.)



HUTTENBACH BROS., LTD.
TANCY'S ENGINES AND PUMPS.

instance, in the year 1903 Messrs. Huttenbach Brothers & Co., recognising the rapid developments taking place in the Straits Settlements and Federated Malay States in connection with the many branches of industry requiring machinery, started their machinery department, which has met with such continued success, that at the present time they have a connection extending throughout the Straits Settlements, Federated Malay States, Siamese States, and Lower Burma. From the commencement of the department the firm has made a special point of keeping abreast with the latest practices in tin mining, saw milling, the treatment of paddy, tapioca, &c., and all agricultural machinery, with the result that they are always in a position to offer competent advice on these matters, and to supply machinery best calculated to meet the requirements of their clients. They have a number of fully qualified European mechanical engineers attached to their staff, who superintend the erection and testing of any plant supplied by the firm, and who instruct their clients in the handling, running, and cleaning of the plant—a most important consideration for its continuous satisfactory running and long life.

London, whose well-known Kitson vapour lamps have proved a great boon to tin miners, &c., who require a quickly available, powerful, yet economical light not dependent, like electricity, on generating machinery. The firm has carried out large contracts for the supply of ironwork and steel girders for a number of bridges and buildings constructed by the Government Public Works Department and private contractors. It may be mentioned also that the whole of the street lighting of Taiping—an important mining town in the Federated Malay States—consisting entirely of Kitson vapour lamps of 500 and 1,000 candle-power, was installed by Messrs. Huttenbach Brothers & Co. It was in conjunction with Messrs. Tangye that suction gas-producing plant and engines were first introduced into the Straits Settlements and Federated Malay States. Illustrations of these and other of Messrs. Tangye's machinery are shown in the text. It was soon found that these engines were far and away the most economical and the simplest to handle, with the result that they are now being introduced into every new mine or industrial undertaking where running expenses are an important item. A branch of the

probably the first water-power plant erected in the Straits. The plant is capable of developing 80 b.h.p., and 18 tons of ice can be made daily. The Kuala Lumpor plant is driven by Turner's horizontal steam-engine, and is capable of turning out 10 tons of ice daily. In combination with the Pinang Ice Factory is a factory where decorative tiles for floors, cement drain-pipes and concrete blocks for building purposes are made. Illustrations of some of the tiles, cement blocks, pipes, and ridging made at these works are shown. Following their policy of keeping up with the times, the firm added an Electrical Department to their Pinang office in 1904, and so well was their enterprise justified that branch offices have since been opened in Kuala Lumpur and Singapore, all being in charge of European electrical engineers, of whom there are at the present moment five attached to the electrical department solely. Although the electrical department is of recent origin only, a large number of important contracts have already been successfully carried out. The Kuala Lumpor branch has been entrusted with extensive Government contracts, and has also carried out numerous private installations both for lighting and power.



THE TILE WORKS.

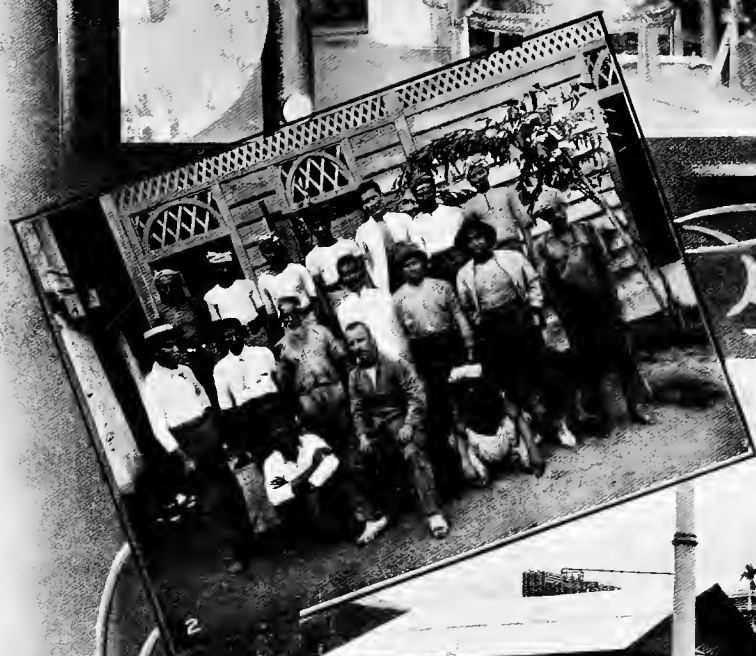
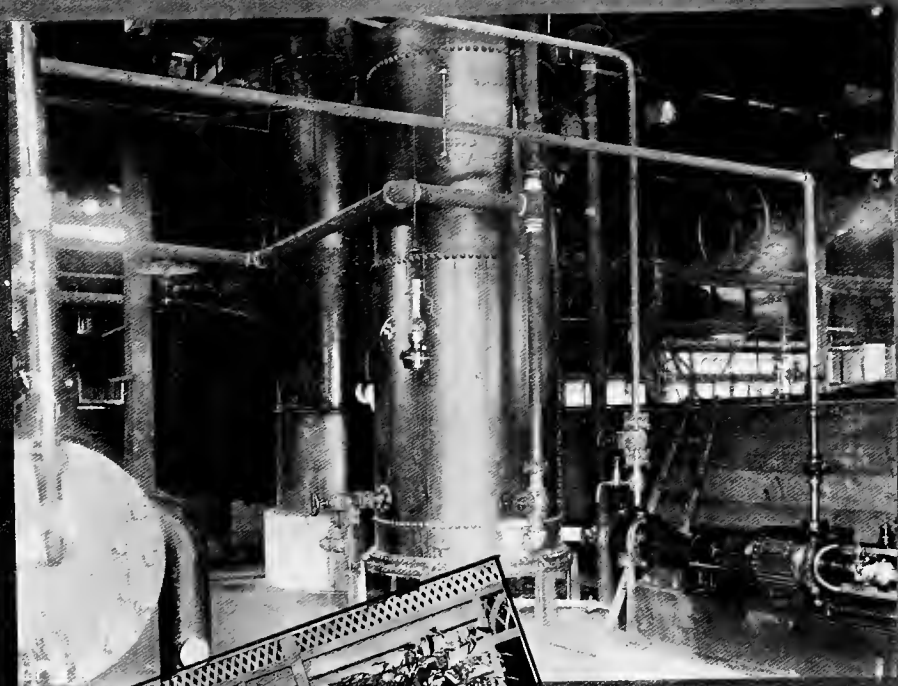
HUTTENBACH BROS., LTD.

SPECIMEN TILES.

Among the principal sole agencies held by the firm for machinery goods are those of the well-known firms of Messrs. Tangye, Birmingham, whose suction, gas, and oil engines, steam pumps, petrol motor pumps, &c., have gained for themselves, through their sound construction and simple design, a very high reputation; Messrs. E. R. & F. Turner, Ipswich, makers of steam-engines, &c.; A. & J. Main & Co., Ltd., structural engineers, of Glasgow and Calcutta; the Kitson Light Foreign Supply Company,

department is the manufacture of ice, one of our photographs showing the general view of the Pinang Ice Works. They have two ice factories, one at Batu Ferringhi, some 12 miles out of Pinang, and one in Kuala Lumpur. Both factories as well as the adjoining managers' houses are lighted by electricity, the supply of which is generated by their own dynamos. The Pinang factory is driven by water-power, the turbine, &c., having been installed by their own engineers. This was

Among some of the contracts carried out by the Pinang branch, mention may be made of the following: the lighting and ventilating of the Residency, Drill Hall, Chinese Temple, &c.; a complete lighting and power plant for Messrs. Lee Chin Ho & Sons, which concern has lately been taken over by the Eastern Smelting Company, Ltd. This plant comprises gas producers and engines driving the dynamos which supply the whole of the necessary power for the working of all the



TANJONG PINANG ICE COMPANY, LTD.

1. THE ICE WORKS.

2. THE STAFF.

3. THE FACTORY.

machinery and the lighting of the works and manager's house. The stamp batteries, pumps, furnace blowers, and stone crushers are all driven by electric motors. Another plant has just recently been completed for the lighting up of the houses and streets on an estate; the plant comprises an oil engine, dynamo, accumulator battery and switchboard. Another interesting plant installed by the firm consists of a dynamo driven by a water-wheel, the water-wheel having been designed and made on the estate, which is right in the jungle, and twenty-five miles away from any town. The firm was recently entrusted with an order for the lighting of a large Mahomedan temple, the main feature of which is a 120-light electrolier, which is to hang from the centre dome. This electrolier will be 66 feet in length, and will be gold-plated. This electrolier, as well as all the others that are to be

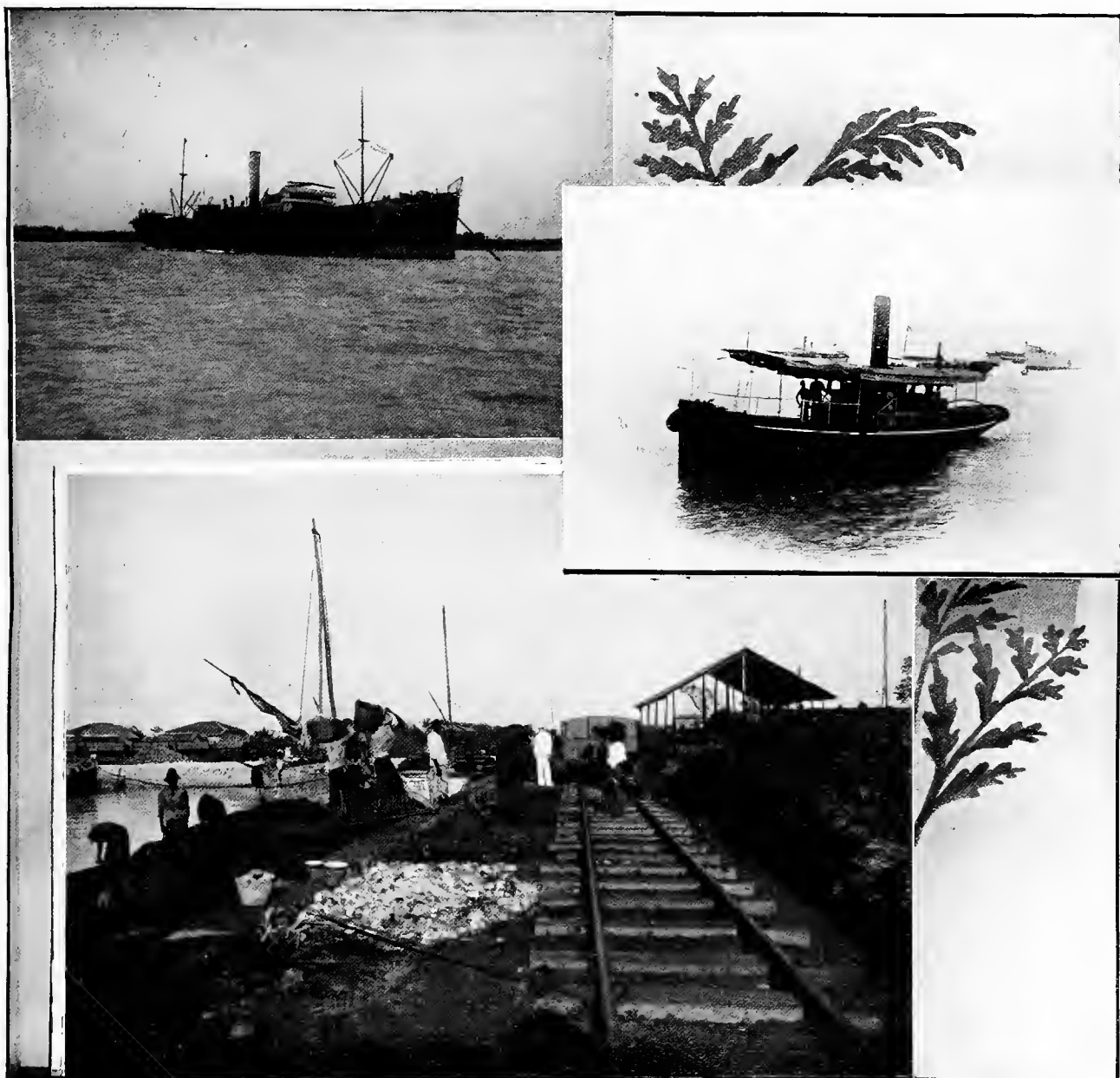
installed, was designed by their own engineers. Among the various plants carried out by the Singapore branch, mention may be made of the lighting up of a large pineapple factory. The records of these two departments up to the present fully justify the initiative displayed by the firm in starting them, and future expectations will doubtless be equally realised. Our illustrations also contain a group photograph of the staff and employees of the firm, the original of which was taken for and presented by the staff as a souvenir to Mr. Huttenbach, on the occasion of his departure for Europe. The picturesque group is at the same time an illustration of the diversity of nationalities required to make up the staff of a mercantile firm in these parts of the East.

Mr. H. Hilton, J.P., is the eldest brother of Captain Frank Hilton, of Singapore. He was born at Stand, Whitefield, Lancashire, and

was educated privately at Fairfield. He received his mercantile training at Manchester, where he resided for eight years. In 1891 he came to Pinang and joined Messrs. Huttenbach, Bros. & Co., with whom he served at Singapore. He was with them for eleven years and then became a partner in the firm as well as in Huttenbach & Co., of London. In 1900 he married Ada Margaret, elder daughter of Mr. John Findlay, of Hankow, China. He is a Justice of the Peace, and a member of all local clubs, including the Singapore Club. His recreations are golf and shooting.

ADAMSON, GILFILLAN & CO., LTD.

Although Pinang is a much older British settlement than Singapore, the general trend of commercial houses is to lay the foundation in the southern settlement and extend to



SS. "PASHA" DISCHARGING COAL.

ADAMSON, GILFILLAN & CO., LTD.

THE COAL DEPÔT AT PRYE.

THE STEAM LAUNCH "DESPATCH."



ADAMSON, GILFILLAN & CO., LTD.

1. THE MAIN OFFICE.

2. SHIPPING OFFICE.

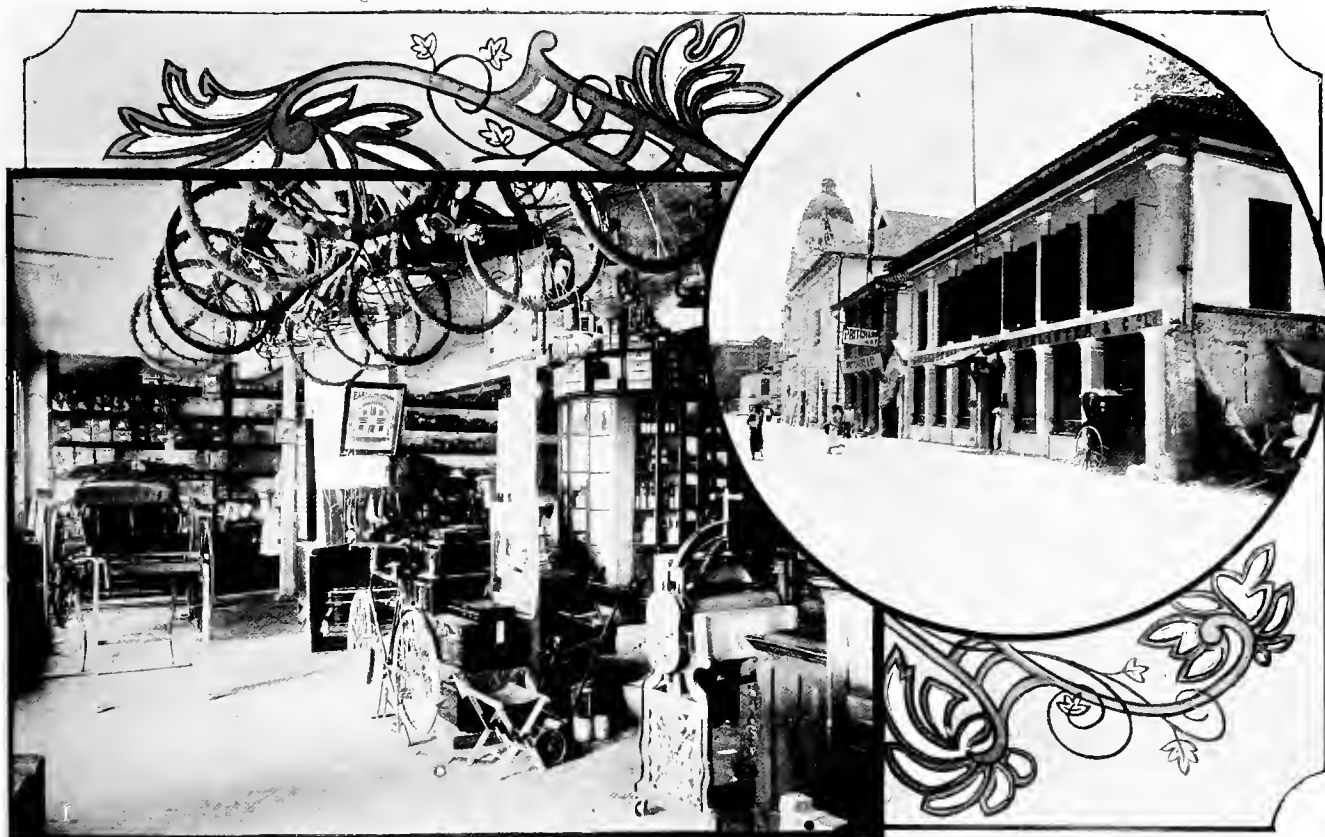
3. THE MAIN PREMISES.

4. THE GODOWNS.

Pinang as prosperity increases. This was the case with the well-known Scotch firm of Adamson, Gilfillan & Co., Ltd., the formation and growth of which is detailed in the Singapore section of this work. In 1884 Messrs. H. W. Wood and R. T. Peake, of whom the former is now a director of the company and the latter the secretary, started the Pinang

kind of local produce. They represent several marine and fire insurance companies, amongst which may be mentioned the Marine Insurance Company, of London, the New Zealand Fire and Marine, the China Fire Company, the Scottish Union, and the National Fire Insurance Company. They are also agents for several tin mining undertakings, including the Rahman

engineering firm of McAlister & Co., and the character of the business done is precisely similar to that at Singapore, which is fully described elsewhere in this volume. All kinds of engineering requisites are sold, both locally and in Sumatra, Northern Perak, Province Wellesley, and the Siamese Malay States. A speciality is made of estate tools, particularly



McALISTER & CO.
THE OFFICES AND THE SHOWROOM.

branch. A general export and import business only was done at first, but a most important development took place in 1888, when the agency of the P. & O. Steam Navigation Company was acquired. Since then other important shipping agencies have been obtained, including that for the Asiatic Steam Navigation Company, Ltd., of India, the American Asiatic Steam Navigation Company, the steamers of the Standard Oil Company, and the Straits Steamship Company. The firm do a large and miscellaneous import business in Manchester goods of all classes—sewing cotton (manufactured by the Central Agency, Ltd., of Glasgow), oils and candles (manufactured by the Burma Oil Company, Ltd.), water and steam pipes, iron and hardware (including the manufactures of the Bengal Iron and Steel Company, Ltd.), mining machinery (the firm, as representing Messrs. Fraser & Chalmers, being exceptionally well equipped for this class of business), American and Australian flour, provisions, wines, spirits, &c. Coal is one of the items in which the firm specially interests itself, and large stocks are carried. The company, in addition to an extensive mining and bunkering business, hold the present contract for the Federated Malay States Railway, and supply coals from the well-known Lodna Colliery, which they represent. They do a large export trade in tin, tapioca, pepper, copra, hides, spices, and in fact in every

Tin Company, Ltd., the Rahman Hydraulic Tin, Ltd., and the Siamese Tin Syndicate, Ltd. Messrs. Adamson, Gilfillan & Co.'s offices are located in the Hongkong and Shanghai Bank buildings and are among the finest in Pinang. The staff comprises seven European assistants and twenty-five Chinese and other clerks, godown superintendents, and so forth. The general office arrangements are in the hands of Mr. A. J. Reutens, who has been with the firm since its earliest days. The firm's godowns are situated in Church Street Ghaut, Sungei Pinang, and Batu Panjang Block, Beach Street. Mr. John Mitchell, the Pinang manager, who is a Scotsman, after a lengthy practical experience in shipping and other businesses in London, joined the company in Pinang in 1897, and has held his present position since 1904. He is a member of the committee of the Pinang Chamber of Commerce and the Pinang committee of the Tanjong Pagar Dock Board, besides being the Consul for Belgium and Consular Agent for France in the settlement. Mr. D. Duncan is in charge of the import department, and Mr. C. Matthew of the shipping.

McALISTER & CO., LTD.

In January, 1899, Mr. C. V. Stephens founded the Pinang branch of the well-known engin-

rubber machinery. Ships' gear, such as wire and other kinds of ropes, paints, and general ships' chandlery, form an important line of business.

Mr. William Goldie, manager of the Pinang branch of McAlister & Co., Ltd., is a native of Glasgow. He joined his present employers at Singapore in 1899, and subsequently managed the firm's branch house in Ipoh, Perak, being transferred from there to Pinang.

SANDILANDS, BUTTERY & CO.

The firm of Messrs. Sandilands, Buttery & Co. was established at Pinang in 1854-55, by Messrs. John Buttery and G. M. Sandilands, both of Glasgow, on the site of the present Government buildings. The partners commenced business as East India merchants with an office in Glasgow, but transferred in 1875 to London. Early in the history of the firm Mr. John Allan was taken into partnership. After the death of Mr. Sandilands, at Hampstead, in 1880, and of Mr. Allan, in 1894, the firm consisted of Messrs. J. Buttery, James Gibson, Arthur George Wright, Daniel Gilchrist and A. K. Buttery, the last named two being at Pinang. The London offices are No. 5, Mark Lane, and there is a branch at Singapore. At the present time the firm are general importers and exporters. Their



MESSRS. SANDILANDS, BUTTERY & CO.'S STAFF.

NOBEL'S EXPLOSIVES MAGAZINE.

imports comprise all imaginable articles, from cotton goods, iron ware, and machinery to wines and spirits. Flake tapioca forms the principal article of export, the firm being agents for the well-known tapioca estates of Batu Puteh, in the Kedah district, and Alma estate in Province Wellesley. Pepper, nutmegs, cloves, and isinglass are dealt in, while Rambong rubber from Sumatra, as well as estate-grown Para rubber, is also traded in extensively. Tobacco grown on the famous Paya Jambu estate at Deli, Sumatra, is sent direct by the firm to their brokers in Amsterdam and there sold. They also ship tin largely to all parts of the world, whilst sugar in its raw state from Province Wellesley is consigned to the London and Greenock refineries. Among the agencies held by the firm are those of the National Bank of China, Ltd., National Bank of India, Ltd., Clan line of steamers, Ben line, Union line, Mogul line, Warrack line, Pacific Mail Steamship Company, Occidental and Oriental Steamship Company, Toyo Kisen Kaisha, Portland and Asiatic Steamship Company, Lloyd's, Liverpool Underwriters' Association, Underwriters' Association, Glasgow; Underwriting Association, London; Imperial Fire Office, Norwich Union Fire Insurance Company, Commercial Union Insurance Company, Ltd., Liverpool and London

present time the staff consists of three Europeans and a number of native clerks, storekeepers, coolies and others. The firm's godowns extend in an unbroken block from Beach Street to Weld Quay. Mr. Alexander Kay Buttery, who was born in Glasgow and educated at Charterhouse and King's College, London, joined the office in Mark Lane and came to the East in 1894. He is a member of the Chamber of Commerce, of the committee of the Turf Club, and of the Pinang Association, a member of all local clubs, a Justice of the Peace, and was formerly a member of the Municipal Council. He is a well-known patron of the turf, owning the horses Diamond Star and Evening Star, which did so well in 1906. His private residence is at "Highbury," Perak Road.

ALLEN DENNYS & CO.

The firm of Allen Denny & Co. was established at Pinang in 1888 under the title of Wooldridge & Co. as landing, shipping, and forwarding agents, carrying on business in a small way on the site of the present storehouses, known as the "Jetty Sheds," which face the water-front. Mr. Wooldridge was at that time in the employ of the Prye River Dock Company. In 1900 he took into partner-

the numerous parcel and forwarding agencies which it holds are those of Thomas Cook & Sons, George W. Wheatley & Co., the Globe Foreign Express, Neale & Wilkinson, Ltd., Pall Mall Deposit and Forwarding Company, Ltd., William Whiteley, Ltd., Van Oppen & Co., Ltd., Sewell & Crowther, Ltd., Pitt & Scott, Ltd., Pickfords, Ltd., Stockwell & Co., E. B. Creasy, McDougall, Clark & Co., Parcel Despatch Company, and John Little & Co. The firm are also landing agents for cargoes on the steamers of the P. & O. line, the Ocean ("Blue Funnel" line), China Mutual, Messageries Maritimes, Indo-China, Nippon Yusen Kaisha, Warrack, Mogul & Ben lines, Shire & Glen lines, and the Java-Bengal line. From a small beginning, when Mr. Allen Denny and six native clerks conducted the whole of the business, the undertaking has so grown that now it requires the services of two Europeans, 30 other assistants, and some hundreds of coolies, whilst a fleet of 25 lighters is more or less continually employed. The premises, which are leased from the Government, adjoin the pier, and give the firm every facility for dealing with the ever-increasing transshipment trade of Pinang. About 14,000 tons of cargo can be stored at one time in the godowns.

Mr. Allen Denny, the proprietor, was born in New York, U.S.A., in 1871, educated in



ALLEN DENNYS & CO.'S PREMISES.

and Globe Insurance Company, Standard Life Assurance Company, Merchants' Marine Insurance Company, Ltd., Union Insurance Company of Canton, Ltd., Yangtze Insurance Association, Ltd., City of Glasgow Life Assurance Company, Globe Marine Insurance Company, World's Marine Insurance Company, Italia Soc. Assicurazioni, Paya Jambu Tobacco Estate, and Larut Tin Mining Company. At the

ship Mr. Frank Denny, who became sole owner in the same year on the death of Mr. Wooldridge. His brother, Mr. Allen Denny, joined the business as a partner in 1901, and after buying out the original proprietor he changed the name of the firm to Allen Denny & Co., of which he is sole owner and proprietor at the present time. The business is now one of the leading concerns of Pinang. Among

Essex, England, and at the early age of sixteen came out to the colonies and joined the firm of Messrs. Boustead & Co., Singapore. There he remained for eight years in the shipping department. Afterwards he became manager of the shipping business of Messrs. W. Mansfield & Co.'s Pinang branch. At the end of six years he joined his brother in the firm of Wooldridge & Co., which was subsequently

changed to its present name. He is a member of the Chamber of Commerce and of all local clubs, was formerly a member of the Pilot Board, and is official pool measurer to the New York Shipping Conference. His residence is "Norwood," Logan Road. In 1900 he married Blanche Josephine, youngest daughter of Lieut.-Colonel G. Roche Kettlewell, I.V.D., of the Bengal staff, and granddaughter of the late General J. W. Kettlewell, R.A. His father, Dr. Nicholas Belfield Dennys, was one of the best known public men in the Straits Settlements. He entered the Civil Department of the British Navy in 1855, and during August of the same year was present at the bombardment of Sveaborg, for which service he obtained the Baltic medal. Resigning later, he joined the Consular Service in China in 1863 as Student Interpreter at Peking, passing his examination in the Chinese language a year later. In the following year he resigned from that service and became proprietor and editor

in Butterworth for six years, and in the next two years performed similar duties in Singapore. During his sojourn in Singapore he was secretary, librarian, and honorary curator of the Raffles Museum. In 1889 he was made Magistrate at Gopeng, Kinta, in the Federated Malay States, but in the year following he was obliged to resign owing to ill-health. A few years later, however, he was selected as District Judge and Protector of Chinese in Sandakan, North Borneo. After a painful operation in the Hongkong hospital he died in 1900. Dr. Dennys was the author of several books, including "The Treaty Ports of China," "The Folklore of China," "Notes for Tourists in the North of China," "Handbook of Cantonese," "A Descriptive Dictionary of British Malaya," &c. He was also the inventor of the Zocus Anti-Fouling Paint and the Dennys-Cuff system of electric lighting, and the flexible cofferdam. His widow has settled in England, while his only daughter married

Friedrichs, who remained with him until 1900. In 1902 Mr. Jebesen retired, and the business was sold to Messrs. Henry and Johannes Pickenpack, who are the sole proprietors at the present time. Mr. A. Friedrichs represents them in Hamburg. The firm import a variety of goods, the principal lines comprising ironware, hardware, and a multitude of manufactured goods from Germany, while special attention is given to fire, life, and marine insurance business. Messrs. Pickenpack Bros. were born, educated, and commercially trained in Hamburg. The senior partner, Mr. Henry Pickenpack, came East in 1894, and his brother followed two years later. The firm are members of the Pinang Chamber of Commerce.

PATERSON, SIMONS & CO., LTD.

The many activities of this well-known firm are narrated in detail in the Singapore section



PREMISES OF HERM. JEBSEN & CO.

of the *China Mail*, Hongkong, retaining the position until 1876, and during most of the time acting as secretary of the City Hall, curator of the Museum and librarian (semi-official), and for a time secretary of the Chamber of Commerce. In April, 1877, he was appointed Assistant Protector of Chinese at Singapore and a Justice of the Peace for the Straits Settlements, receiving the decoration of the Dragon from the Emperor of China in the following year. He was appointed Police Magistrate in 1879, and served successively as Third, Second, and First Magistrate and Commissioner of the Court of Requests in Singapore, and also Province Wellesley. Mr. Dennys was appointed extra Coroner in 1881, and served as Magistrate

Mr. (now Sir) George S. Murray, of Singapore, who is well known throughout the Straits Settlements. The sons have settled in various parts of the Straits.

HERM. JEBSEN & CO.

It was on April 15, 1882, that Hermann Jebesen, of Altona, near Hamburg, and his partner, A. Behncke, who were both employed by Messrs. Schmidt, Kuestermann & Co. of Pinang, commenced operations as general importers and exporters at 35, Beach Street. Mr. A. Behncke died three years later, and Mr. H. Jebesen was joined in partnership by Mr. A.

of this volume. In 1902 Messrs. Paterson, Simons & Co. commenced business at Pinang by taking over the local concern of Hallifax & Co., importers, exporters, and general merchants. Their trade, conducted from Weld Quay, is of a varied nature, like that carried on by the Singapore house, a special branch being devoted to tin and coal. The local manager is Mr. F. O. Hallifax, who was born in Norwood, a suburb of London. He received his education at Ramsgate, and came to Pinang in 1882, where, ten years later, he founded the firm of Hallifax & Co. Mr. Hallifax is a member of the committee of the Pinang Chamber of Commerce, President of the Pinang Cricket Club, and a member of all other local clubs,



PATERSON, SIMONS & CO.
THE OFFICES.



GUTHRIE & CO., LTD.

1. INTERIOR OF TIN FACTORY.

2. THE SMELTING OVENS.

3. TIN EXHIBIT.

GUTHRIE & CO., LTD.

The history of the house of Guthrie, the oldest mercantile firm in the Straits Settlements, is fully narrated in the Singapore section of this publication. The Pinang branch was established by Mr. A. Hood Begg in April, 1905, at Nos. 49 and 51, Beach Street. Here the business carried on is almost identical with that of the Singapore establishment. Extending from Beach Street in an unbroken block to Weld Quay, the firm's godowns are stocked with enormous quantities of goods used in the Eastern trade. An important item, however, which applies only to the Pinang branch, is the tin-refining business done by Messrs. Guthrie & Co., Ltd. The refinery works (of which our photographs show a section) are situated in the centre of the godowns. Tin in

its crude state is brought in from Perak and the Siamese Malay States, and after passing through the refining process is shipped to all parts of the world. The business is presided over by Mr. A. Hood Begg, with a staff of three European assistants and some twenty other employees, besides a small army of coolies in the godowns and the works. Mr. Hood Begg is a native of Edinburgh, and was educated at the academy in that city. He came East some thirteen years ago, and has managed the Pinang branch of Guthrie & Co., Ltd., since its inception. He is on the committee of the Chamber of Commerce and a member of all local clubs as well as of the Sports Club, London.

SCHIFFMANN, HEER & CO.

This firm was established in July, 1891, by Messrs. Schiffmann & Heer, who, before that

date, had been the chief assistants in the firm of Messrs. Friedrichs & Co. In 1903 Mr. Heer retired from the business and went to Europe on account of failing health, his place being taken by Mr. Pertile, head of the firm of Messrs. Pertile & Co., of Singapore. In 1904, when Mr. Schiffmann went to Singapore as managing-partner of the house there, Mr. A. Tobler, who had been an assistant with the firm since 1900, took over the management of the Pinang branch. In 1906 Mr. Pertile ceased to be an active partner, and the firm is now being carried on by Mr. Schiffmann as sole proprietor. The firm are extensive importers, dealing with practically everything that the Far Eastern market demands, and chiefly with piece and cotton goods, cloths, drills, prints, all sorts of ready-made clothing, hardware, and ironware, procured direct from the United

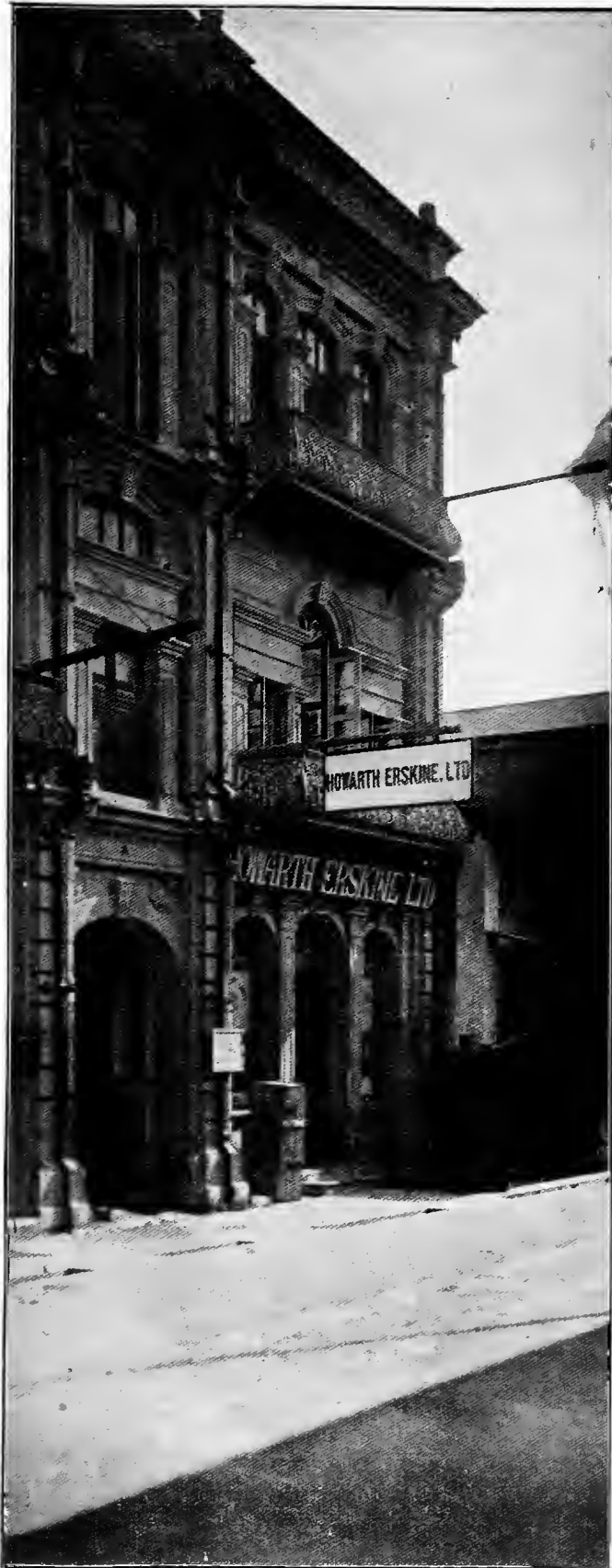


SCHIFFMANN, HEER & CO.

NEW PREMISES.

THE OFFICE.

OLD PREMISES



PREMISES OF MESSRS. HOWARTH ERSKINE & CO., LTD.



PREMISES OF MESSRS. RILEY, HARGREAVES & CO., LTD.

Kingdom, Germany, and Austria. A big trade is also done in flour from Australia and refined sugar from Java. The firm are the sole importers of the well-known "Straits Dollar" safes. Their chief exports are spices of all descriptions, rubber, tapioca, wolfram, and so forth. They hold the agencies for l'Universo Insurance Company, Ltd., Milan; the Continental Insurance Company, the Law Union and Crown Insurance Company, l'Union Fire Insurance Company of Paris, Albingia Insurance Company of Hamburg, and the Hevea Rubber Planting Company, Ltd. Mr. A. Tobler, the manager, is a native of St. Gall, in Switzerland, and received his commercial training at Zurich. He came to Pinang in 1900, and is now a member of all local clubs, and of the Chamber of Commerce, and is Vice-Consul for Denmark. His private residence is at "Friedrich's Ruhe," Northam Road.

ALBERT EDWARD WEBSTER.

Born in Essex and educated in Hampshire, Mr. A. E. Webster, the manager of Messrs. Fraser and Neave's mineral water factory in Pinang, received a thorough training in this industry in his father's establishment. He came to the Straits Settlements in 1906, and was an assistant in the firm's Singapore works before going to Pinang. He is secretary of the local branch of the Y.M.C.A. and a member of the Cricket and Swimming Clubs.

HOWARTH ERSKINE, LTD.

A branch of this important engineering concern, the widespread activities of which are fully described in another section of this work, was opened at Pinang in 1901. At first its busi-

ness was confined to installing electrical plants, appliances, and so forth, but now more general engineering work is carried out. Among the important contracts executed from the Pinang branch are the construction of three bridges in Province Wellesley, of a three-span steel bridge at Kopala Batas, Kedah (the first of its kind in that country), and of an aerial ropeway at Tongkah. The River Road and Sungei Pinang bridges also are being built for the municipality of Pinang by this firm.

RILEY, HARGREAVES & CO., LTD.

In the Singapore section of this work the operations of this important engineering concern are described at some length. The Pinang branch was opened in 1907, and is intended to serve the purpose of an agency for the head office in Singapore. A large stock of all kinds of engineering appliances is kept in Pinang, and the firm is prepared to carry out bridge building, the construction of iron godowns, the supply and erection of cooking plant of every description, rubber factories, rice mills machinery, and so forth. An electric lift and electric installations have just been completed by Messrs. Riley, Hargreaves & Co. in the buildings of the Hongkong and Shanghai Banking Corporation. The firm's premises are in Beach Street, adjoining the International Banking Corporation. Mr. Thomas Edward Edmett, who opened the local branch, received his engineering training with Messrs. Riley, Hargreaves & Co. Previously he was engaged in gold mining in Western Australia.

BEHR & CO.

A branch of the Singapore firm of Messrs. Behr & Co., merchants, was established in

Beach Street, Pinang, in December, 1906, and is at present under the management of Mr. Carl Bolius. Both import and export business is done, the principal article of trade being tin, which is largely bought in the Federated Malay States and Siamese territories, refined at the firm's refineries, and then exported to London. Mr. Carl Bolius, the manager, is a native of Hamburg, and has gained experience in Eastern trade since 1904 in Sumatra and Pinang. He is a member of all local clubs, of the Deutsche Vereinigung, Chamber of Commerce, &c.

BEHN, MEYER & CO., LTD.

The advance of German commerce in the East is illustrated by the operations of Messrs. Behn, Meyer & Co., Ltd., the remarkable growth of whose business is detailed in the Singapore section of this work. In 1890, Herr Eugen Engler, from the Singapore office, opened the Pinang branch in Beach Street by taking over the tin smelting business of Messrs. Friedrichs & Co. The business of general importers and tin refiners was carried on, as well as an agency for the Italian Florio and Rubbattino shipping line. At present the firm hold the local agencies for the steamship lines of the Norddeutscher Lloyd, the Hamburg-Amerika line, the German Australian Steamship Company, the Union Line of Hamburg, the Indra, Atlantic Transport, Wilson Hill, East Asiatic Company, and Russian East Asiatic Company, as well as for a large number of important insurance companies, most of which are German. Messrs. Behn, Meyer & Co. are very large exporters of tin, and they send copra in considerable quantities to Spain, France, Germany, and Russia. A big trade, too, is done by them



BEHN, MEYER & CO., LTD.

MANAGER AND STAFF.



BEHN, MEYER & CO., LTD.

1. THE GODOWNS.

2. THE OFFICES.

3. THE PREMISES.



BEHN, MEYER & CO., LTD.

1. TIN REFINERY.

2. UNLOADING TIN.

in raw sugar, which is obtained from Province Wellesley and Perak, and sent to breweries in the United Kingdom. Rubber, tapioca, cloves, pepper, and all local produce are forwarded to all parts of the world, and a variety of Western goods is imported, as at Singapore. The firm have premises in Weld Quay and extensive godowns in Beach Street. The staff comprises twelve Europeans, fifty Chinese clerks, and a host of coolies. The manager of the Pinang branch is Mr. A. G. Faber.

Mr. A. G. Faber was born in 1873 at Madeira, and educated in England, Switzerland, and Germany. In 1894 he joined the firm of Messrs. Behn, Meyer & Co. at Singapore, and was transferred early in 1897 to Pinang, where he now has charge of the company's business.

Mr. H. Jessen, one of Messrs. Behn, Meyer & Co.'s assistants, was made export manager in Pinang in 1905. He was born, educated, and commercially trained in Hamburg. He joined his present employers in Pinang in 1901.

SCHMIDT, KUESTERMANN & CO.

One of the oldest firms of importers and exporters in Pinang is Messrs. Schmidt, Kuestermann & Co. The business was established as a branch of the Singapore house of Rautenberg, Schmidt & Co. (of which particulars are given on another page of this work) in 1858. In those days the firm occupied the small godown in Beach Street shown in the accompanying illustration, and its progress since may be inferred by comparison of this little place with the present spacious premises and godowns. Messrs. Schmidt, Kuestermann & Co. deal in imports and exports. Their principal trade, however, is in imports, which include almost

every article imaginable—rough goods, cotton goods, hardware, ironware, provisions, wines, spirits, and so forth. These goods are distributed mainly to the local trade, the east coast of Sumatra, the Federated Malay States, and the Siamese Malay States. The firm are the agents or representatives of many powerful companies in the United Kingdom and on the Continent, amongst which may be mentioned the world-known Kaiser Brewery of Messrs. Beck & Co., Bremen, Germany. They also hold the agency for the Austrian Lloyd's Steam Navigation Company, as well as for a great many fire and marine insurance companies. The partners are the same as for the sister firm in Singapore, viz.: Messrs. C. Sturzenegger, Schaffhausen, Switzerland; R. Kluender, Hamburg; M. Suhl, Pinang; and R. Sturzenegger, Singapore.

KATZ BROS., LTD.

The history of the foundation and development of Katz Bros., Ltd., will be found in the Singapore section of this work. The Pinang branch was started in 1888 by Mr. F. Lederer, and the business done there is confined to import transactions, goods of every description coming from England, Germany, Austria, Italy, Spain, the United States, India, Australia, and Japan. These are sold wholesale to the trade in Pinang, the native States, Sumatra, Achin and other countries. A special feature of the business is the distribution of petroleum of the Maatschappij Tot Mijn en Bosch en Landbouw Exploitatie en Langkat, for which the firm are the sole representatives in Malaya. Mr. O. Schule, who in 1902 became a director, has managed the business at Pinang since 1896, when the concern was converted into a limited

liability company. A native of Switzerland, he was educated and trained in that country, and joined Messrs. Katz Bros. in Pinang in 1891. He is Consular Agent for the United States of America in Pinang, is on the committee of the Chamber of Commerce, and is a member of the principal clubs of the settlement.

G. H. SLOT & CO.

Some twenty-five years ago Mr. G. H. Slot, now of the Hague, Holland, in partnership with Mr. Robert Hendry, established the above firm at No. 35E, Beach Street, as importers and as contractors to the Dutch naval and military forces in Achin. Afterwards a general import trade was engaged in. Mr. Slot retired in 1903, and in the following year Mr. R. Hendry, brother to the partner in the well-known firm of Owens & Hendry, of London, took into the business Mr. Jules Martin, who for twenty-five years had been in the employment—latterly as manager—of the important shipping firm of Messrs. Huttenbach, Liebert & Co. The firm of G. H. Slot & Co. are members of the Chamber of Commerce. Their imports come principally from England, France, and Holland, and embrace all kinds of merchandise. Their export trade to Europe and the United States consists of all descriptions of produce from the Federated Malay States and Sumatra. Messrs. Owens & Hendry are their London agents. There is a branch house at Medan, Deli. Amongst the more important agencies which the firm hold are the Deli Maatschappij, the largest tobacco-growing property in the East; the Handelsvereniging, Amsterdam; the Singapore Rubber Works, and the Tanjong Pinang Ice Company, Ltd. Mr. Robert Hendry and Mr. Jules Martin belong to all local clubs.



KATZ BROS., LTD.

INTERIOR OF OFFICES.

(See p. 803.)



OLD AND NEW PREMISES.

SCHMIDT, KUESTERMANN & CO.

(See p. 803.)

OFFICES.

INTERIOR OF GODOWNS.

GOLDENBERG & ZEITLIN AND MARTYN & CO.

Some twenty years ago Mr. H. J. Martyn, jun., established an import business at Pinang. In 1890 he was joined in partnership by Mr. J. E. Ellermann, and traded under the style of H. J. Martyn, jun. Branches were opened at Medan and Achin, and in 1899 the firm was in-

ALFRED STUHLMANN & CO.

In the commercial and social life of Pinang a conspicuous place is occupied by Mr. Alfred Stuhlmann, who, after eight years' experience of Eastern business in Singapore, Sumatra, and Pinang, commenced trading on his own account, as Alfred Stuhlmann & Co., in Pinang, in 1903. The imports of the firm range from

Alexander Jack, acting local manager, is a native of Birkenhead. He was educated at St. Andrew's High School there, and trained in the famous firm of Messrs. Holt, of Liverpool, for whom he came out East in 1898. Since August, 1889, however, he has been in the service of the Straits Trading Company, and was stationed in the Federated Malay States until he was appointed acting manager of the

**ALFRED STUHLMANN & CO.**

THE OFFICES.

EXTERIOR OF THE PREMISES.

corporated under the title of Commanditaire Vennootschap Martyn & Co. Four years later Messrs. Goldenberg & Zeitlin acquired the shares, and the two firms are now conducted under one management. Both firms are large importers of cotton goods from Manchester and Holland, of tobacco, wines, and spirits (especially Hollands gin), ironware, hardware, and provisions. A very extensive trade is carried on in the celebrated "Milk-maid" brand of condensed milk, and the firm are the sole agents for Messrs. Tieteman & Daos (tinned provisions), Leiden, Holland. Being local agents for the Asiatic Petroleum Company and the Royal Dutch Oil Company, regular shipments of oil are received, and these are stored in the firm's oil godown at Sungei Pinang. Messrs. Goldenberg & Zeitlin have branches at Medan, the Hague, and Hamburg, and Messrs. Martyn & Co. have a branch at Achin. Mr. Alfred Zeitlin was born in Russia, educated in Germany, and trained in various banks in Belgium and Germany. Accompanied by Mr. M. Goldenberg, of Hamburg, he went to Sumatra in 1892 and founded the firm of Goldenberg & Zeitlin in Medan in 1898, and in Pinang in 1903. He is a member of the Chamber of Commerce and of most of the local clubs.

cotton and piece goods, ironware, and hardware to German beer and wines and spirits, and they are sold locally and in Sumatra and the Federated Malay States. A number of important agencies are held by the firm. Mr. Stuhlmann was born, educated, and trained in Hamburg. He is a member of the Chamber of Commerce and of the Pinang, Turf, and Swimming Clubs, and was formerly president of the Deutsche Vereinigung.

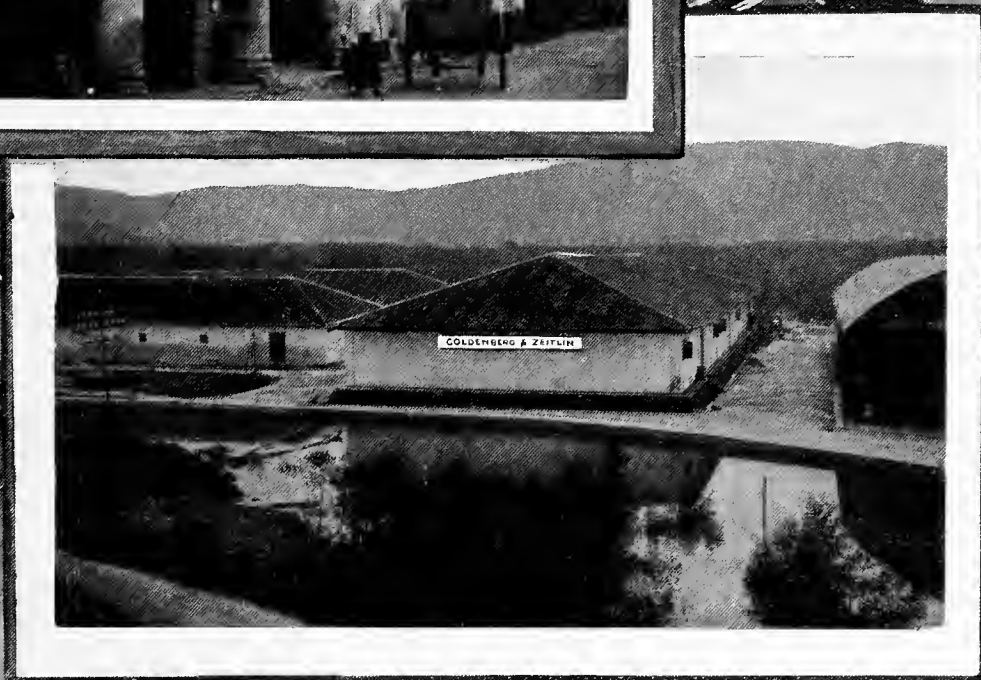
STRAITS TRADING COMPANY.

The Pinang branch of the Straits Trading Company, one of the largest industrial concerns in the colony, commenced operations in December, 1901, on a large scale at Bagan Luar, in Province Wellesley, on the mainland, directly opposite Georgetown. As shown in the accompanying photographs, the buildings are of a substantial nature, and spacious enough to cope for some time to come with the ever-increasing quantity of tin ore received for smelting. A jetty, built on screw piles, enables coasting steamers and native vessels to discharge the ore direct, and it is then run on trucks to the smelting works. The ore is obtained from Perak and the Siamese Malay States, and is also bought up locally. Mr.

Pinang establishment in 1907. The works manager is Mr. E. Shenton.

PRITCHARD & CO.

A notable feature of Eastern shops is that most of them do not confine their business to any one class of goods, but are "universal providers," and Messrs. Pritchard & Co., of Pinang, are not exceptions to the rule. Upwards of a quarter of a century ago this business was started as a small tailoring and outfitting store by Mr. G. H. Pritchard, who came from Middlesex and had had Eastern experience in Siam. With the advance of Pinang and the opening up of the Federated Malay States and the Siamese territories, the undertaking grew rapidly, and department after department was added. First came the general department, containing harness, saddlery, bicycles, stationery, plated ware, and other goods; and this was followed by a provision department; a china, glass, and hardware department; and a drapery, dress-making, millinery, and outfitting department. About eight years ago the firm obtained the services of an English cabinet-maker for the purpose of adding a furniture department, and remarkable success has attended this new



MESSRS. GOLDENBERG & ZEITLIN (AND MARTYN & CO. INCORPORATED).

THE PREMISES.

OIL GODOWNS.

THE SHOWROOM.



STRAITS TRADING COMPANY, BUTTERWORTH, PROVINCE WELLESLEY.

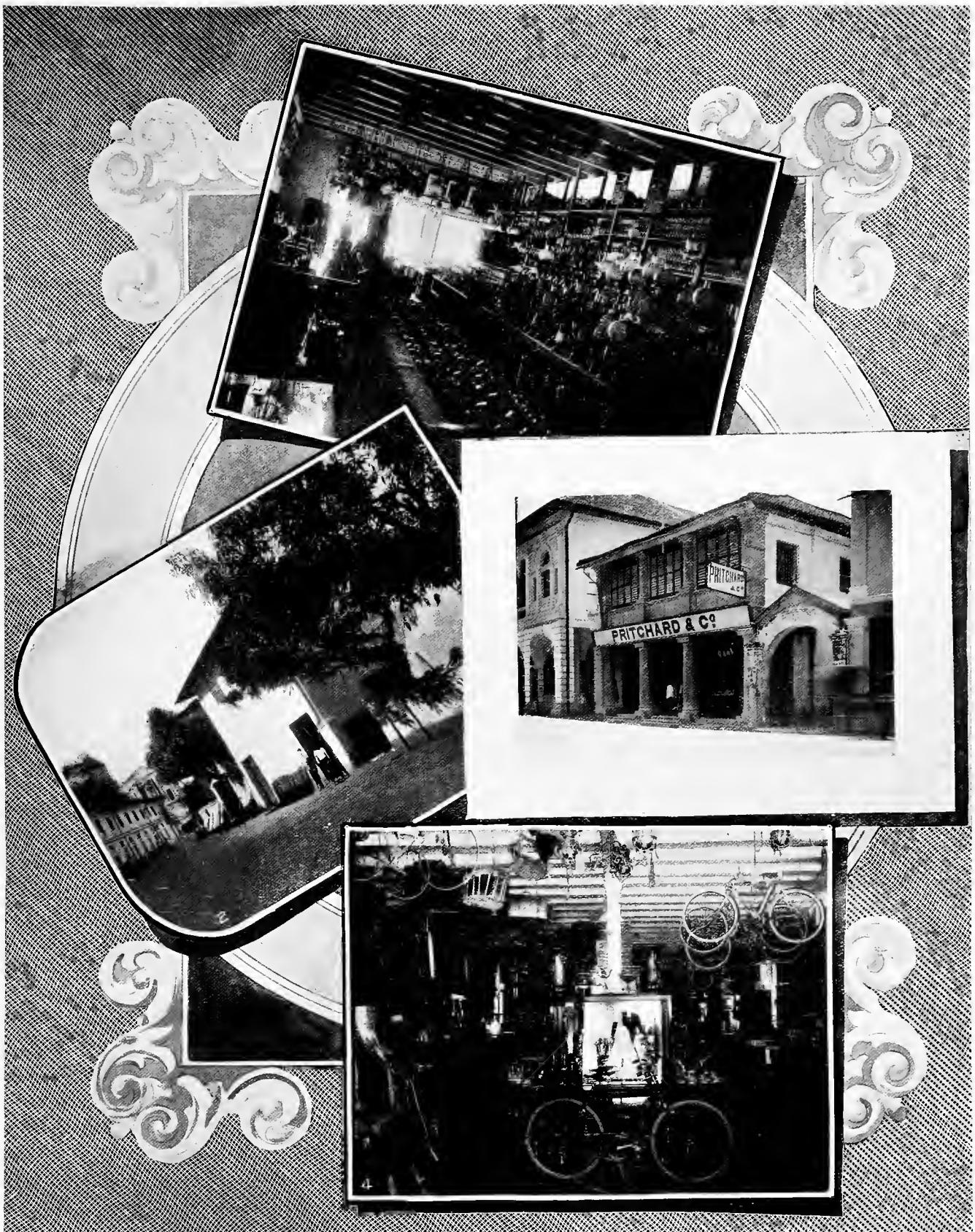
1. E. SHENTON (Works Manager).

2 UNLOADING TIN ORE.

3. A. JACK (Acting Manager).

4. GENERAL VIEW OF THE SMELTING WORKS.

(See p. 806.)



PRITCHARD & CO.

1 & 4. SHOWROOMS.

2 FURNITURE DEPARTMENT.

3. MAIN PREMISES.

(See p. 806.)

departure. The furniture branch now occupies spacious new buildings in Union Street, where an up-to-date machine sawing plant is in operation and a staff of thirty skilled cabinet-makers is permanently employed. The premises on the opposite side of Beach Street have also been requisitioned to cope with the ever-increasing business of the firm. The founder of the house now presides over the London branch at Birkbeck Bank Chambers, Holborn, and the management at Pinang is in the hands of Mr. G. H. Lees, who joined Messrs. Pritchard & Co. shortly after its establishment as an assistant. He is now the senior partner at Pinang, is a well-known figure locally, and is a member of the Chamber of Commerce and a Municipal Commissioner nominated by his Excellency the Governor. The other partner is Mr. Edward Lees, a brother of Mr. G. H. Lees. The staff consists of fifteen European departmental managers and assistants, thirty-five clerks and salesmen, and a host of other minor employees.

CALDBECK, MACGREGOR & CO.

Prior to April, 1905, this firm of wine-merchants (whose operations are fully dealt with in the Singapore section of this publication)

besides doing a large business direct with the inhabitants of Province Wellesley, Perak, the Siamese Malay States, and other districts. The godowns at No. 29, Beach Street are always stocked with a large quantity of the best liquors obtainable in the East, and Messrs. Caldbeck, MacGregor & Co.'s name has become a household word in Pinang. Mr. Edward Arthur Swan is manager of the branch. He is a native of Southsea, Hants, and was trained as an accountant in London. Mr. Swan has been in the East since 1892, and has had experience in Singapore, Pinang, and the Federated Malay States. He is a member of most of the local clubs.

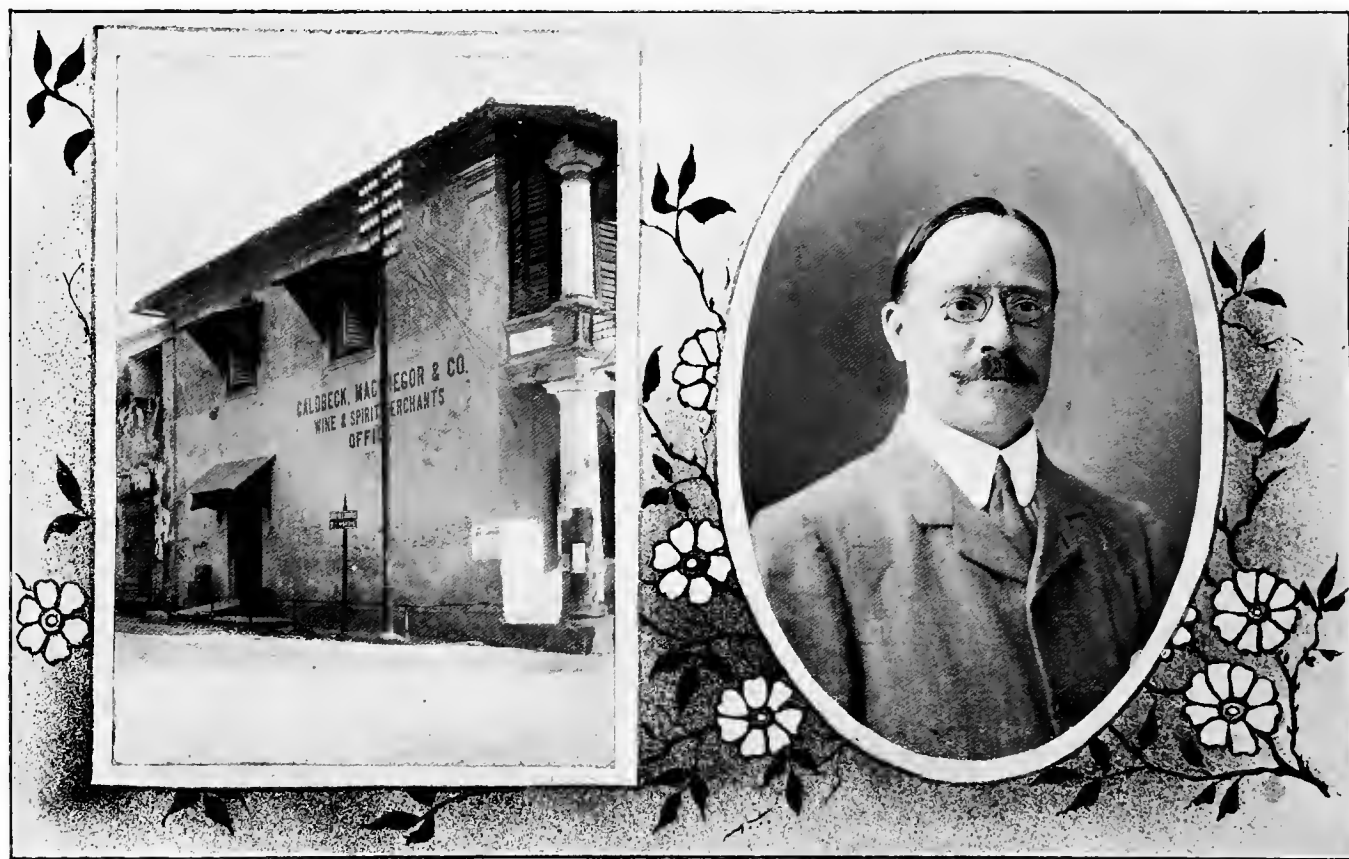
HUG & CO.

The German house of Hug & Co., established at the beginning of 1906 at 5, China Street, grew so rapidly that larger premises in Beach Street were taken in February, 1907. The business transacted is that of general importers and commission agents, the principal imports being piece, cotton, and print goods from Manchester, Germany, and Italy. Sundries, such as articles of clothing, woollens, hardware, ironware, provisions, wines, and spirits, are also supplied to native traders in Pinang

native of Hamburg, and has been in Pinang since July, 1906. Messrs. Hug & Co. have a branch at Medan, in Sumatra, and both partners are members of the Chamber of Commerce, of the Pinang and Turf Clubs, and of the Deutsche Vereinigung.

GRAHAM & CO., LTD.

A considerable business in a variety of goods is carried on from Pinang with the northern portion of the Federated Malay States and the neighbouring Siamese States. In this way Messrs. Graham & Co., Ltd., chemists, supplement their local trade. Established originally as a branch of Messrs. Maynard & Co., of Singapore, this house was afterwards purchased by Mr. David Graham, who had come East as an assistant to Messrs. Maynard. He continued the business under the style of Graham & Co., and it was incorporated in 1903. The business is that of manufacturing chemists and druggists, in which wholesale and retail trade is conducted. Drugs are imported principally from the United Kingdom, and large stocks of sanitary appliances, optical instruments, and patent medicines of all descriptions are always kept on hand. The directors are



CALDBECK, MACGREGOR & CO.

E. A. SWAN (Manager).

were represented in Pinang by an agency, under the charge of Messrs. Kennedy & Co. Increasing trade, however, warranted the establishment then of a separate branch, and premises were opened in Beach Street, at the corner of Church Street Ghaut, whence the firm distribute their well-known brands of wines, spirits, and other goods to the whole of the local trade, to hotels, messes, and clubs,

and Province Wellesley and exported to Sumatra, while all kinds of estate necessities are sent to the planting districts of the Federated Malay States. The partners are Mr. John Hug and Mr. Oscar Jallas. Mr. Hug was born, educated, and trained in Switzerland. He came to the East in 1898, and, after serving with important houses in Singapore, commenced business on his own account. Mr. Jallas is a

Mr. Graham, Dr. Koh Liap Teng, M.B., C.M., Mr. Quah Beng Kee, and Mr. Yap Keng Teng. Mr. W. D. Wilson, the manager, is a native of Aberdeen, and a member of the Pharmaceutical Society. He has been in the East about twelve years, and has had experience throughout the Straits Settlements and the Federated Malay States. Dr. Quah Seng Keat is in attendance at the store.



PREMISES OF GRAHAM & CO., LTD.



HUG & CO.'S PREMISES.



THE GEORGETOWN DISPENSARY.

THE GEORGETOWN DISPENSARY, LTD.

The Georgetown Dispensary, Pinang, was established in 1889, and in the course of a few

years it became prominent among similar businesses. In 1895 the present commodious premises at 37A, Beach Street, were occupied, and in 1901 the concern was incorporated as a

limited liability company. Drugs and chemicals of all kinds are imported from the United Kingdom, the United States, and the Continent of Europe, and a large trade is done with the Federated Malay States, where half a dozen dispensaries and estate and other hospitals are furnished with regular supplies. Business is also done with the Siamese territories, and a speciality is made of optical appliances and photographic materials. A qualified English chemist and a staff of trained assistants is employed. The secretary is Mr. J. R. Brown.



WHITEAWAY, LAIDLAW & CO.
NEW PREMISES.

WHITEAWAY, LAIDLAW & CO.

"The Whiteley of the East" is an apt description of the famous house of Whiteaway, Laidlaw & Co. What has been said of the older store at Singapore applies with equal force to the Pinang branch, and need not be repeated here. But the growth of the Pinang store has been so phenomenal that it deserves narration. On March 24, 1903, a young gentleman landed at Georgetown with some cases containing £500 worth of goods, and forthwith engaged a gharry to go in search of premises where he could deposit them. He found suitable accommodation in Mr. C. W. Barnett's offices in Beach Street, and there he commenced business. One of the accompanying illustrations shows the room in which this small beginning was made. Scarcely a year had elapsed before it became necessary to find larger premises, and on April 16, 1904, the present capacious building was occupied. Even now further enlargement is contemplated. A careful study has been made of local requirements. A "cash" trade only is done, and in this way the consumer obtains goods at lower prices than if credit were allowed. The nature of the business done is



NEW AND OLD SHOWROOMS.

WHITEAWAY, LAIDLAW & CO.

S. G. PARRETT (Local Manager).

THE BEDSTEAD DEPARTMENT.

the same as at Singapore, and the clientèle consists principally of the European residents and the better-class Chinese and Malays. The enterprising manager, who founded this branch, is Mr. Sydney George Parrett, a native of Bedfordshire, who was commercially trained in Rugby and London, notably with Messrs. Copestake, Crampton & Co., Ltd. He joined Messrs. Whiteaway, Laidlaw & Co. in Calcutta in 1902, and was for a short time in the Singapore store before opening the branch at Pinang.

CUNNINGHAM, CLARK & CO.

This firm was established at Pinang in 1900 by Mr. James Stuart Cunningham, trading in his own name as an importer of musical

there and trained at Glasgow. He came to Madras in 1897, settled in Pinang in 1900, and has since established a branch in Singapore. He is a member of all local clubs, a committee member of the Engineers' Institute, J.W. of the Royal Prince of Wales' Lodge of Freemasons, J.D. of the Lodge Scotia, honorary organist of the Presbyterian Church, and one of the best-known local singers. In 1905 Mr. Cunningham married George Vivian, the only daughter of the late Mr. Maurice Drummond, of Edinburgh, Singapore, and Bangalore. His private residence is "Kilmarnock," Anson Road.

AUGUST KAULFUSS.

Mr. August Kaulfuss is the oldest established European photographer in Pinang, and has

Sultan of Kedah, and has taken a unique collection of photographs in the Malay Peninsula. He is a member of the Cricket, Turf, and Swimming Clubs, Engineers' Institute, and of the Masonic Lodge Royal Prince of Wales, 1,555.

AUSTRALIAN HORSE REPOSITORY.

The Australian Horse Repository at Pinang is a branch of Dallan's Horse Repository at Singapore, of which a full account is given in the Sport section of this work. It was founded in 1906, on behalf of the proprietors, by Mr. W. H. Mawley. Draught and saddle horses are imported from Australia, broken and trained, and sold both locally and in the Federated Malay States. Elegant carriages, dog-carts,



1. PREMISES.

CUNNINGHAM, CLARK & CO.

2. J. S. CUNNINGHAM.

3. A SALE SCENE.

instruments and general merchant in premises in Union Street. After two years Mr. A. E. Clark, who was at that time on the staff of the Pinang Volunteers, joined him in business, and the firm came to be styled Messrs. Cunningham, Clark & Co., carrying on the business of auctioneers and general brokers. Mr. Clark died in 1902, and Mr. Cunningham became sole proprietor. The company conduct most of the important sales of movable and immovable property, besides being engaged in the buying and selling of estates, mining property, lands, and houses. They are auctioneers to the Bankruptcy Department, agents for the Vacuum Oil Company, for Messrs. Collard & Collard, and for the Sun Life Insurance Company of Canada, the Pinang Pilots' Association, Metzler & Co., and John Roberts & Co. Mr. James Stuart Cunningham, who is a native of Kilmarnock, Scotland, was educated at the local academy

taken all the photographs of Pinang and district which are reproduced in this work. He was born at Rohnstock, Silesia, in 1861, and was educated there. When he was fifteen he entered the photographic studio of Otto van Bosch, at Frankfort-on-Main, then the leading photographer of Southern Germany. He remained there two years, and afterwards followed his calling in various parts of Germany. He served two years in the German navy. He first came to Pinang in 1883, and has been in business as a photographer there since 1886. Mr. Kaulfuss has travelled extensively, having traversed on foot the whole of the Malay Peninsula, from Province Wellesley in the north to Johore in the south, at a time when there were few good roads and no railways. He explored the country behind the territory of Kedah, prospecting for minerals, and visited Bangkok. He is photographer to H.H. the

coaches, vans, and all kinds of horse-drawn vehicles may be hired at this establishment. The premises include stabling for thirty horses.

PINANG HORSE REPOSITORY.

This establishment was founded some twenty years ago in Leith Street, Pinang, by a Mr. Lee, and was afterwards acquired by that well-known sportsman, Mr. H. Abrams. Later on it was bought by Mr. Archie Campbell, who took it over as it stood at No. 76, Kelewai Road. The establishment covers some two and a half acres of ground, and occupies one of the best sites in Pinang, extending from Northam Road to the sea-beach, and including a fine residential bungalow, offices and workshops, engine and machinery rooms, stalls, sheds, and other buildings. A large number of draught, saddle, and race horses are every year imported from



THE AUSTRALIAN HORSE REPOSITORY.

1. THE BUNGALOW.

2. THE STABLES.

3. THE CARRIAGES.



PINANG HORSE REPOSITORY.

1. A. CAMPBELL'S BUNGALOW.

2. CHAFF CUTTING ROOM.

3. THE STABLES.

4. SOME OF THE CARRIAGES.

Victoria, Australia, broken in and trained, and sold privately to residents in the settlement, the Siamese States, and the Dutch islands.

Carriages of every description, from heavy furniture wagons and four-wheeled drays to modern victorias and dog-carts, are always kept in stock for sale or hire, and the wants of the public are studiously considered. In connection with the establishment there are also a harness dépôt (where imported harness is pieced together and local harness made) and a blacksmith's and shoeing shop. The stables, as shown in our photographs, embrace some fifty loose boxes, situated in an airy, dry building, and are generally occupied. Many residents, for convenience, send their horses to Mr. Campbell's repository to be stabled and fed, in the full knowledge that there they will get the

made of the training of griffins, imported from Australia, and drawn for under the Turf Club rules. Some of the best-known horses on the Straits turf have come out of Mr. Campbell's stable, notably Nereus (who won thirteen out of fifteen races for which he was entered), Devilment, and Battenberg. Mr. Campbell is a native of Victoria, and has been associated with the turf from his early days. When only thirteen years of age he commenced riding in Victoria, and later on he rode in the principal races in Calcutta and elsewhere in India. For two years, up to 1890, he was one of the most distinguished jockeys in Victoria, riding all the principal racehorses from the Australian stables. In 1894 he gave up actual riding and came to the Straits Settlements. There he remained with Mr. Abrams for a year, after which he

Japan. At Shanghai, in 1906, he represented the Sun Life Insurance Company of Canada as superintendent of agencies, and in the same year joined the Shanghai Life Insurance Company as general agent for the Straits Settlements, Sumatra, and the Federated Malay States. His present office is at 18, Church Street, Pinang.

ORIENTAL.

EASTERN SMELTING COMPANY, LTD.

Whatever may be said concerning the innate conservatism of the Chinese and their consequent reluctance to adopt modern commercial methods and industrial processes, there are in the Straits Settlements and Federated Malay States notable exceptions to the general rule. One of these is the Chinese concern known as the Seng Kee Tin-smelting Works, Dato Kramat Road, Pinang, which were started in 1898 by Mr. Lee Chin Ho, the pioneer Pinang tin ore smelter and the first Chinaman to introduce European reverberatory furnaces and a gas-producing plant. Tin ore is brought from the firm's mines at Gopeng, in the Tempolong district of Perak, and from other mines. It is smelted by Javanese labourers in four large reverberatory furnaces of European principle, and the residue is re-smelted in the old-fashioned Chinese furnaces. As much as 12½ tons of pure tin is produced in a day, and this is mostly sold to local merchants, though a little is exported direct. Oil fuel is employed for two of the large furnaces and coal for the other two. The rollers, stamps, crusher, and pumps are electrically driven. The current for the various motors in operation is generated in a dynamo, driven by the gas-producing plant, and the works and Mr. Lee Chin Ho's private residence are electrically lighted from the same source. In a well-equipped laboratory on the premises ore samples are tested before the bulk is purchased. The Seng Kee works cover three acres of ground and employ a hundred workmen. In August, 1907, the concern was floated as a limited liability company, known as the Eastern Smelting Company, Ltd., with a capital of one and a half million dollars.

The founder of the concern is the second son of the late Mr. Lee Pean Peh, a well-known merchant miner of Taiping, who was born in the Hokien Province of China and came to the Straits Settlements when quite a youth. Eventually he built up a large business as a tin and spice merchant, and for many years before his death took place at Taiping, in 1902, at the age of seventy-three years, he was one of the most influential residents of the district. He was very highly respected among all classes of the community, and he had the honour of counting among his personal friends the highest officials, including Sir Hugh Low, Sir William Hood Treacher, and Colonel Walker, C.M.G. The following tribute from Sir W. Hood Treacher has been engraved upon his tomb at Batu Lanchang Cemetery, Pinang:

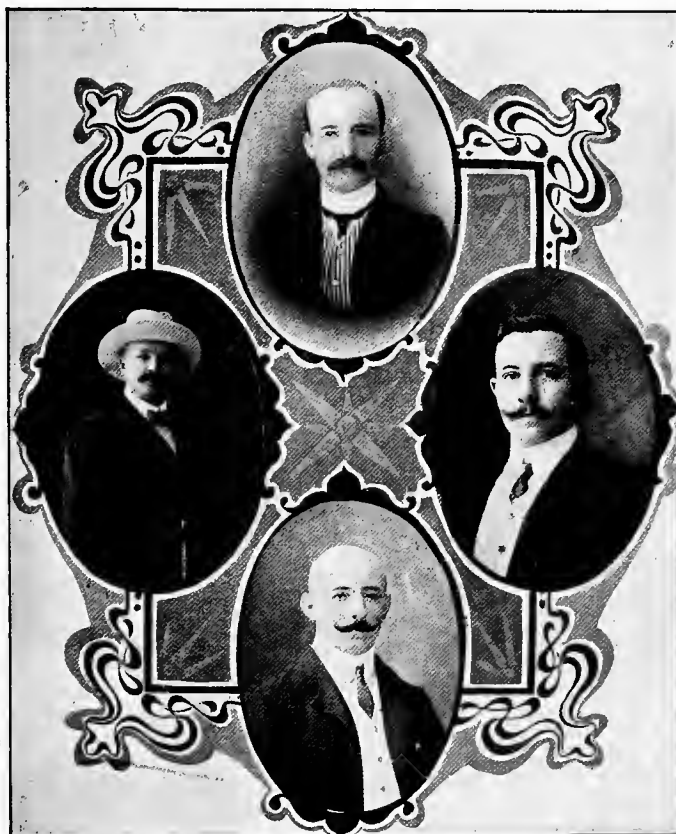
In Sacred Memory of

LEE PEAN PEH,
of Taiping, Perak,

Loyal to the Government of his adopted country, and esteemed by the British officials with whom he came in contact as an upright and trustworthy citizen.

(Sd.) W. H. TREACHER,
Resident-General, F.M.S.

The deceased gentleman held a title from the Chinese Government which gave him a place among the Mandarins, and he was a Visiting Justice of the State of Perak. He was among the first to introduce the use of steam engines and pumps in the mines worked by the Chinese



A. E. WEBSTER.

(Pinang Manager, Messrs. Fraser & Neave, Ltd.)

F. A. HEISE.

H. JESSEN.

(Of Messrs. Behn, Meyer & Co., Ltd.)

H. GOOS.

(Shipping Superintendent, Messrs. Behn, Meyer & Co., Ltd.)

best of attention. Mr. Campbell imports from Calcutta grain and crushed food, and from Australia oats, hay, chaff, and various other kinds of fodder. There is on the premises a chaff-cutting machine, driven by a powerful engine, which effects an enormous saving in labour. Mr. Campbell is in full charge of the repository, and has on his staff two harness-makers, three blacksmiths, two shoeing-smiths, sixty grooms, stablemen, and other employees. In Straits Settlements racing Mr. Campbell's stable holds a position of great importance, as it is the only establishment in Pinang with accommodation for racehorses coming from outside, and practically throughout the year there is a batch of racers in his stables being trained for local events. A special feature is

had charge of the stud of H.H. Sultan Ibrahim of Johore, whom he initiated into the racing world. Since 1900 he has been in Pinang managing his own establishment.

FRIEDRICH ADOLPH HEISE.

Mr. F. A. Heise was born at Meerane, Saxony, on May 4, 1877, and educated at Leipzig College, where he passed the usual final examinations. He received his commercial training in Leipzig, and came out to Canton in 1898 for the East Asiatic Trading Company. In 1899 he threw in his lot, as travelling agent, with the Equitable Life Insurance Company of New York, and for many years journeyed throughout China, Korea, and

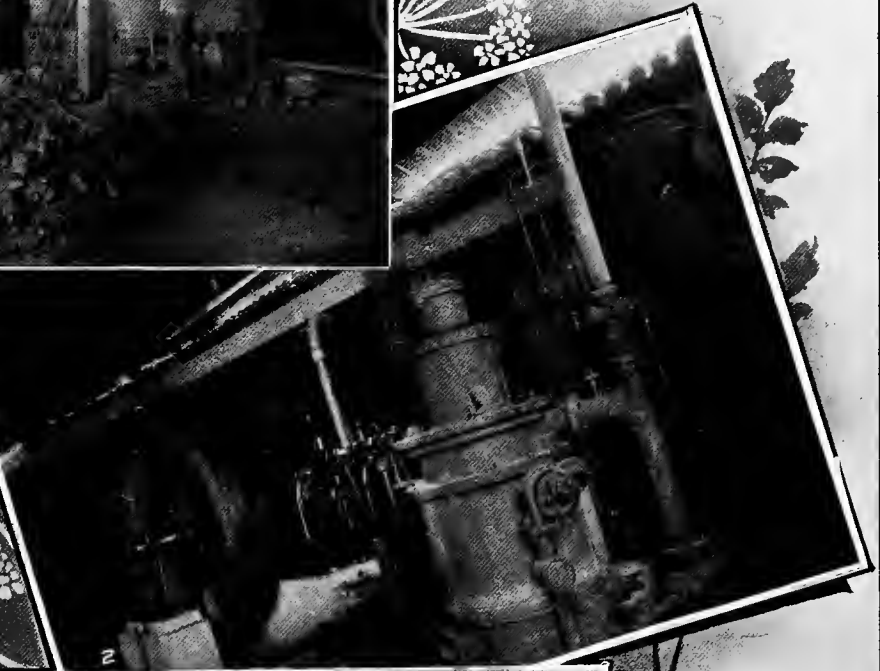


LEE CHIN HO.

1. THE STAFF.

2. LEFT FRONT BLOCK.

3. RIGHT FRONT BLOCK.



LEE CHIN HO.

1. THE OLD SMELTERS.

2. MAIN ENGINES.

3. THE SMELTING WORKS.

owners in the Larut Province, and he first used the Relaw Tongak for smelting. His second son, Lee Chin Ho, began business life in his father's firm, and in 1882 started on his own account in Taiping under the chop of Leong Seng. As

One of the properties is the Chip Hong Bee Mill, owned by Messrs. Leng Cheak & Co. The late Mr. Lim Leng Cheak, founder of the firm, had a remarkable career. The son of one of the first Chinese to come to the settlement, he

sons and seven daughters—and his eldest son, Mr. Lim Eow Hong, is now the managing executor of the business. This gentleman was born in Pinang in 1878 and was educated at the Free School and at a Chinese school. He



BATU PUTEH RUBBER ESTATE (LENG CHEAK & CO.).

1. RUBBER NURSERY.

2. YOUNG RUBBER TREES.

trade increased he opened a branch at Kinta, and did a large business as a miner and merchant before opening up the smelting works at Pinang. His eldest son, Mr. Lee Quee Choo, is the manager of the works, and his second son, Mr. Lee Quee Inn, has charge of the testing laboratory.

LIM SUN HO.

Some fifty years ago Mr. Lim Chy, a native of China, commenced business in Pinang, on a small scale, as a dyer and merchant. He had a shop in Beach Street, and employed only six men. His son, however, Mr. Lim Sun Ho, has enlarged the business to such an extent that it is now one of the leading establishments in Pinang. He moved the dyeworks to McAlister Road, then practically open country, and started branches in Ipoh Lane and Bridge Street. In addition to his local trade, he exports to Singapore, Rangoon, Sumatra, and China. He deals with something like three-quarters of a million yards of cloth in a year, and employs about 120 men. At 164, Beach Street, he carries on a retail business under the name of Hong Moh & Co., and he is also a partner with Mr. Foo Eang Seang in the Victoria estate in Kedah. In 1884 Mr. Lim was instrumental in founding the Pinang Drapers' Guild.

LENG CHEAK & CO.

In Pinang are some of the largest rice and oil mills in Malaya, and it is worthy of note that they are nearly all owned by Chinese.

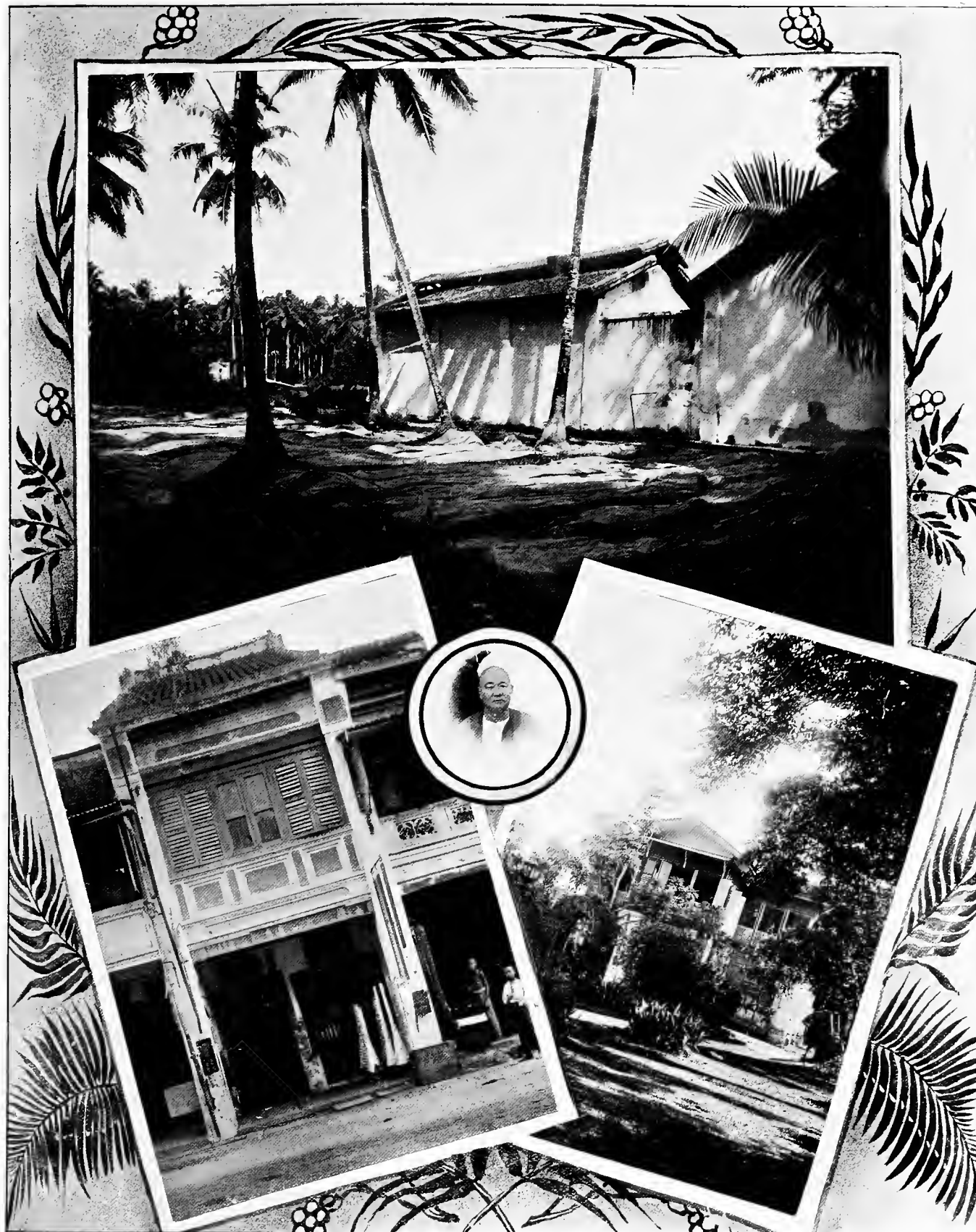
was born in Pinang, in humble circumstances, in 1850, and his start in life was made as a clerk in a mercantile office. A few years later he commenced business on his own account by opening a general store. By careful management he was able to save a little capital and went to Achin, where he entered into partnership with another Chinese merchant. The partners purchased one or two sailing-vessels, and did a large trade in carrying pepper from Achin to Pinang and there disposing of it. Later, they ran a fleet of steamships between the same ports, and, when his partner retired from the business in 1879, Mr. Lim Leng Cheak took over the entire concern himself. At the invitation of the Sultan of Kedah, with whom he was on terms of cordial friendship, he opened up a new enterprise—a tapioca estate—in the Kulim district of that potentate's territory. The Sultan also granted him a twenty years' monopoly in 1888, when he established a rice mill in Alor Star, Kedah. This privilege was extended to his successors, and is enjoyed by them to this day. In addition to these operations, Mr. Lim Leng Cheak planted coffee and coconuts in Kulim, Kedah, was lessee of the Opium, Spirit, and Padi Farms, &c., started a rice mill in Pinang in 1893, and became a director of the Singapore Opium and Spirit Farm.

When Mr. Lim Leng Cheak died at the age of fifty-one on February 16, 1901, he left an extensive and varied business of the first importance. His family consisted of fifteen children—eight

became assistant to his father at the age of seventeen, and four years later was appointed manager. His brother, Mr. Lim Eow Thoon, manages the Pinang rice mill. Messrs. Lim Leng Cheak are the owners of the Chip Bee Rice Mill, Alor Star (Kedah), the Chip Hong Bee Rice Mill (Bridge Street, Pinang), and a large tapioca mill (Kulim, Kedah). In 1899 they started a sugar mill at Alor Star. They convey their produce in their own fleet of steamers—the Kedah line of passenger and cargo boats—have a tapioca estate embracing 14,000 orlongs in Kulim, Kedah, and are the employers of a thousand men. They import large quantities of padi and prepare both white and boiled rice in their mills. These products they supply to estates in Kedah, Province Wellesley, and the Federated Malay States, besides exporting to Ceylon, India, and Mauritius. Sugar they sell locally, and tapioca they send to London, Havre, Nantes, and many other European ports. Messrs. John Buttery & Co. are their London agents. Mr. Lim Eow Hong is one of the leading Chinese in the settlement, a member of the committee of the Free School, a director of the *Straits Echo* and Criterion Press, a committee member of the Pinang Association, and a part owner of the Pinang Foundry. His eldest son is being educated at Dollar, Scotland.

SIN KHYE BEE MILLS.

Rice, the staple food of the Asiatic, is prepared in immense quantities in Pinang. The

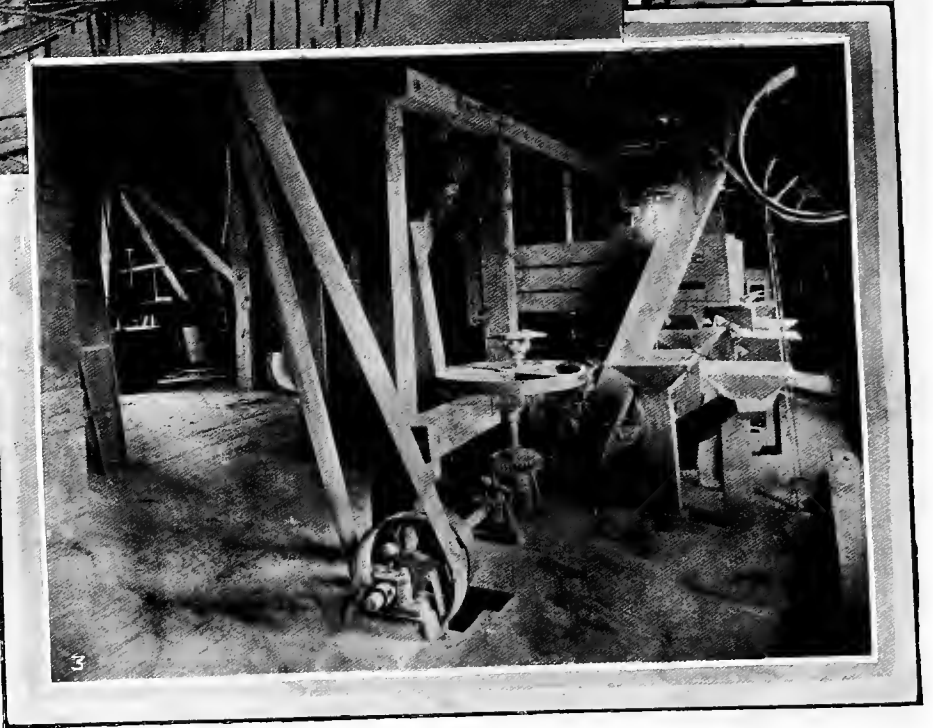


LIM SUN HO'S DYE WORKS.

THE OFFICE.

THE WORKS.
LIM SUN HO.

THE HEADQUARTER OF THE DRAPERS' GUILD.

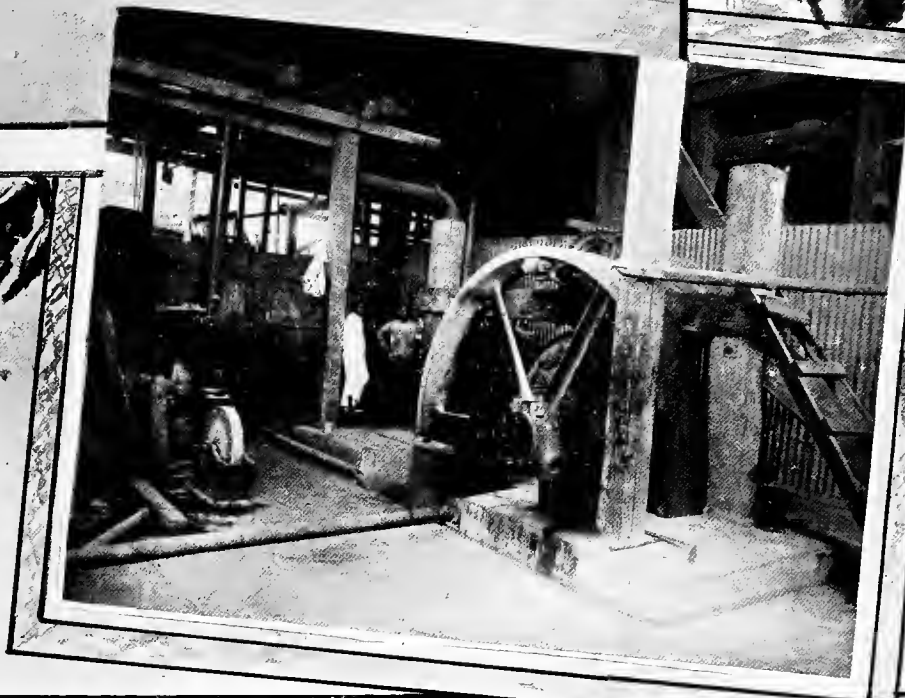


SIN KHYE BEE'S RICE MILLS.

1. THE SOAKING TANKS.

2. THE MILLS FROM THE WATER FRONT.

3. INTERIOR.



SIN KHYE BEE'S RICE MILLS.

DRYING FLOOR.

THE ENGINES.

THE MILLS FROM THE ROAD.

padi is imported from Kedah, Province Wellesley, and the Federated Malay States, and the finished product, in the shape of white and boiled rice, is exported to Ceylon, China, and the Federated Malay States. The Sin Khye Bee Mills, where no less than four hundred bags, weighing 225 lbs. each, are manufactured in one day, are conveniently situated on the bank of the river at Sungei Pinang, and thus it is possible for all the goods to be conveyed to and from the mill doors by water. The premises cover an area of $3\frac{1}{2}$ acres; the machinery is largely of Glasgow manufacture, and of modern pattern; and 120 men find employment in the mills. The business was founded in 1888 by the late Mr. Chua Yu Kay. At first there was a smaller mill on the same site, but the growth of the trade is shown by the fact that in twenty years the output has been practically doubled. In 1892 the mill was completely gutted by fire, and, as it was not insured, Mr. Chua Yu Kay sustained a loss of 170,000 dollars. But he removed to temporary premises and successfully tided over this misfortune. He was not, however, spared to see the erection of the present mill, for he died in 1894. His end was hastened by a tragic occurrence. As he was seated in his room, at the offices of the Kong Hock Steamship Company, which was founded by his father, the late Mr. Chua Kang Whuat, an enemy entered and stabbed him. Although he recovered from the wound, he remained blind to the end of his days as a result of the shock. His son, Mr. Chua Kee Ee, who succeeded his father in the proprietorship of the mill, was born in Pinang in 1880 and received his education at St. Xavier's Institution. He was for seven years in the offices of the Kong Hock Steamship Company. He super-

intended the erection of the Sin Khye Bee Mills, and has successfully managed them ever since. He is well known in local sporting circles, is a supporter of the turf, and formerly ran several racehorses. He is a member of the Turf Club and of the Chinese Recreation Club, and is an enthusiastic player of cricket and football.

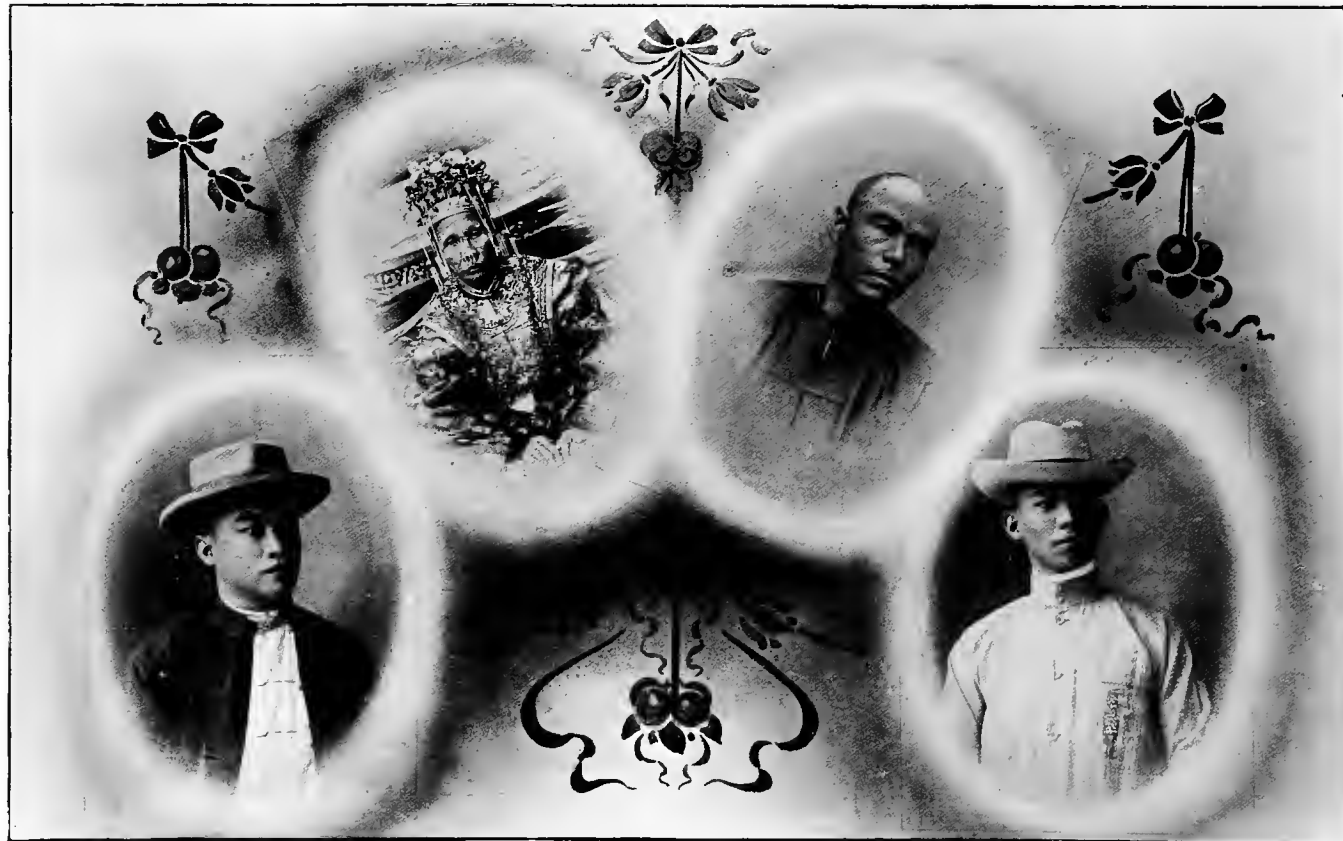
TIANG LEE & CO.

The distinction of being one of the first Chinese firms in Pinang to open direct business with merchants and manufacturers in Europe and America and to conduct their business on Western lines belongs to Messrs. Tiang Lee & Co. The business was established in 1896 by six partners—Lim Eu Toh, Yeo Paik Tatt, Chua Yu Thye, Khoo Chin Boo, Yeoh Paik Keat, and Yeoh Tay Thor—at 95, Beach Street, as a general store, and in the following year the proprietors developed into wholesale importers. In 1903 the senior partner, Mr. Lim Eu Toh, went to Europe and round the world, and on his return the firm removed to larger premises at 53, Beach Street. The principal imports from the United Kingdom are cement, hardware, household utensils, building material, ironware, cotton, and other Manchester goods of all descriptions. From Rangoon rice is shipped in large quantities; from Australia, flour; from various parts of Europe, spirits, wines, and beer; from England and America, manufactured tobacco and cigarettes and tinned provisions; and from Austria, refined sugar. All these goods are distributed throughout British Malaya. Pepper, tapioca, copra, and nutmegs, and other local produce, are exported to Europe, America, China, and Japan. Messrs. Tiang Lee & Co.

own the Simpa rubber and coconut plantations in Province Wellesley, which embrace an area of 700 acres. In addition they hold a large number of important agencies, including those for the British American Tobacco Company, Ltd., Read Bros., Ltd. (brewers), Joseph Etournaud & Co. (cognac distillers), Greenlees Bros. (whisky distillers), Henry Kaufmann & Sons (cutlers), Dai Nippon Brewery Company (Japan), the Patriotic Assurance Company (Dublin), the China Mutual Life Insurance Company, Ltd., the Shanghai Building and Investment Company, Ltd., the Yuen Sheng Insurance and Banking Company, and two other Chinese Marine Insurance Companies.

KHIE HENG BEE MILL.

This rice and oil mill, at Sungei Pinang, is one of the largest and most important industrial concerns in the northern settlement. The premises are situated on the bank of the Pinang river, and cover an area of three acres. White and boiled rice and coconut oil are prepared by up-to-date steam and hydraulic machinery, and three hundred men are employed in conducting the various processes. The average output of the mill is one thousand piculs of rice and one hundred piculs of oil in a working day of twelve hours. The raw padi is imported from Perak and the Siamese Western States, and the copra comes from Padang and other parts of the Federated Malay States, and from Sumatra. White rice is sent to China, Province Wellesley, Kedah, Java, and Sumatra; boiled rice goes principally to estates in the Federated Malay States and to India for consumption by Tamil coolies; and the coconut oil is exported, through Pinang merchants, to Europe and

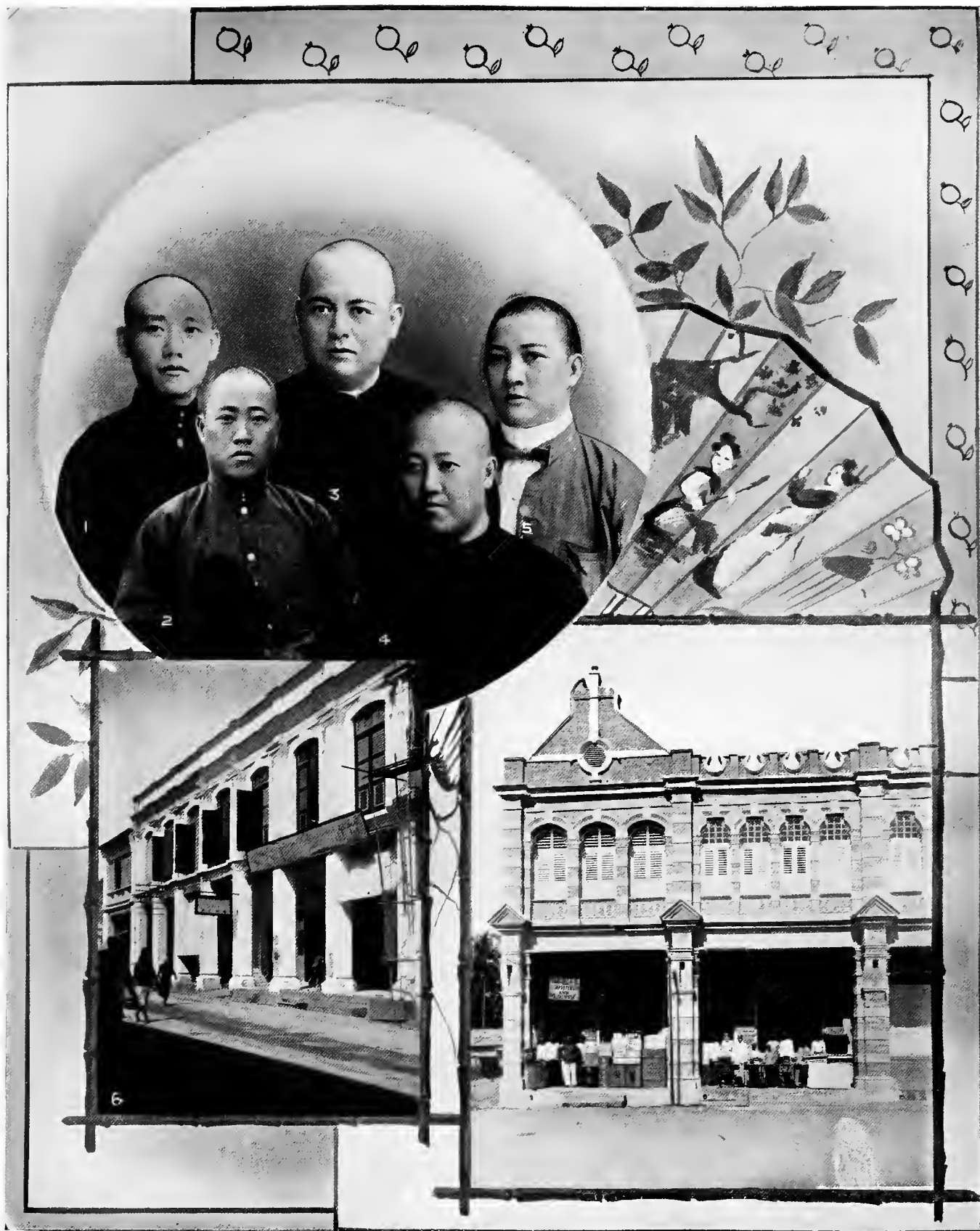


MRS. PUAH HIN LEONG.

THE LATE PUAH HIN LEONG.

LIM CHENG TEIK.

LIM CHENG LAW.



TIANG LEE & CO.

1 CHUA YU THYE.

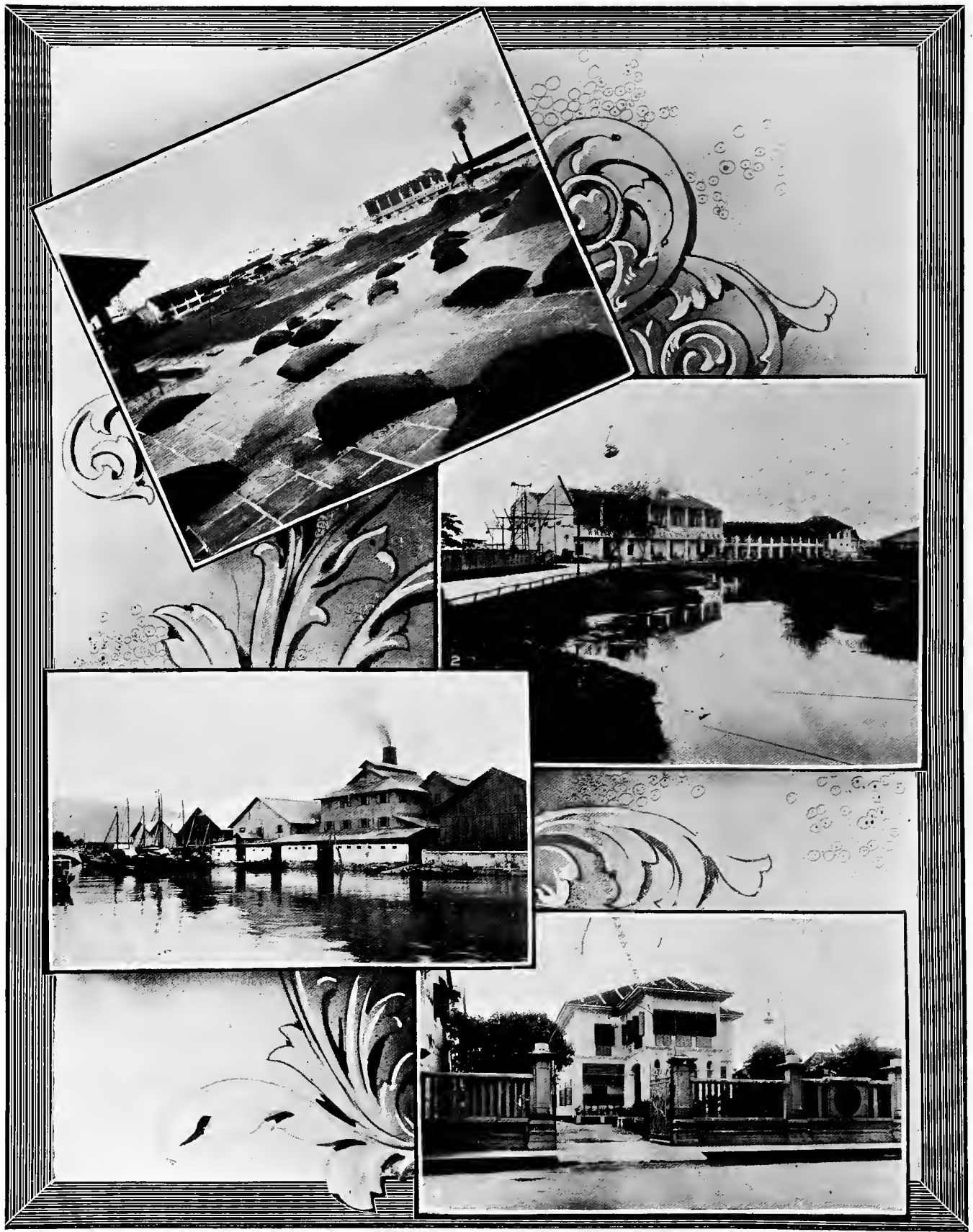
2. YEO PAIK TATT.
6. PINANG PREMISES.

3. YEON PAIK KEAT.

4. LIM EU TOH.
7. KUALA LUMPUR PREMISES.

5. KHOO CHIN BOO.

2 M **



KHIE HENG BEE RICE AND OIL MILLS.

1. DRYING FLOOR.

2. THE MILLS FROM THE ROAD FRONT.

3. THE MILLS FROM THE WATER FRONT.

4. THE RESIDENCE.



KHIE HENG BEE RICE AND OIL MILLS.
THE AERIAL TRAMWAY.



THE FAMILY OF THE LATE PUAH HIN LEONG.

America. The rice mill is driven by a 60-h.p. horizontal engine and the hydraulic oil presses are worked by a 24-h.p. engine. The steam for these engines is generated in three large boilers, and two of these and all the machinery are of English manufacture. The founder of this enterprise was the late Mr. Lim Choo Guan, better known in his later years as Mr. Pua Hin Leong. He was born of poor parents in the village of Chuan Chew, in the Fukien Province of China, in 1844. When still in his teens he emigrated to Pinang with scarcely a dollar in his pocket. After a very precarious existence, he at length obtained a situation with a Chinese firm, and during the two years he remained with them he lived frugally, and, by saving what he could afford from his slender salary, was enabled to open a small retail business in the country district of Tanjong Tokong. This prospered, and he proceeded to establish a branch in the town itself for the purpose of dealing in rice. These small enterprises developed considerably, owing to Mr. Lim Choo Guan's industry, ability, and probity, and within twenty years of his arrival in the colony he was able to establish the first rice mill ever started in Pinang. He did this in partnership with the late Messrs. Chua Yu Kay, Lim Leng Cheak, Cheah Joo Jin, and Cheah Ewe Ghee. Some years later his partners sold out their interests and Mr. Lim Choo Guan carried on the undertaking himself, and rapidly amassed a large fortune. He then acquired extensive house and landed property in his native country, and purchased some of the best sites in Pinang, upon which he erected many of the large godowns now occupied by European business firms. In 1900 he bought the site on which the Khie Heng Bee Mills now stand, but was not spared to see their completion, for he died in 1901 at the age of fifty-seven. He

married in 1874 the fourth daughter of the late Mr. Ong Boon Chin, and when he died he left a large family of children and grandchildren. The eldest son, Mr. Lim Cheng Teik, has succeeded to the management of the mills, and he is assisted by the second son, Mr. Lim Cheng Law. The third son, Lim Cheng Ean, is still at school, and it is intended to send him to Europe to study for the legal profession. The late Mr. Pua Hin Leong was very highly respected, both for his commercial ability and for his many acts of discriminating charity. Among these should be mentioned a gift of 10,000 dollars to the Chinese quarantine camp at Jelutong, contributions of 5,000 dollars each to the Indian and Amoy famine funds, and large gifts to the principal educational institutions of Pinang. Notwithstanding the large sums which he gave away, the late Mr. Pua Hin Leong, at the time of his death, was one of the wealthiest Chinese in Pinang.

PINANG SALES ROOM.

The sole proprietor of the above is Mr. Koh Eng Hin, who established himself in 1892, with headquarters at 39, Beach Street. The firm carry on business as auctioneers and merchants. They conduct important sales of both movable and immovable property, and are well-known as appraisers, brokers, and house and land agents. They import British, Continental, and Japanese goods, and are also cabinet-makers and complete house-furnishers. Mr. Koh Eng Hin—son of the late Mr. Koh Ah Khung, of China, and a successful trader in the Federated Malay States—was born in Singapore in 1862, and was educated at Raffles School. He commenced business as a trader, and was very fortunate in every enterprise upon which he embarked, with the result that he is now pos-

sessed of landed property. In 1887 he married Miss Teoh Lian Keow, by whom he has two sons and two daughters. His residence is at 63, Magazine Road.

MESSRS. GOON YEN & FRIENDS.

One of the leading general retail stores of Pinang is that of Messrs. Goon Yen & Friends, at 30 and 32, Beach Street. The business was established by Mr. Goon Yen and several partners in 1886. After nine years' successful trading as general store-keepers, ships' chandlers, provision merchants, commission agents, &c., Mr. Goon Yen's original partners retired, and in their place Mr. Ng Seah Wong was admitted a partner. In the following year Mr. Ng Seah Wong and the firm in equal shares started tapioca planting in Kedah. Their property there, which is known as the Pinang Tunggal estate, is about 9,000 orlons in extent, and at the present time a fifth of this area has been planted with tapioca and coconuts and a little Para and Rambongrubber. Between six and eight hundred men are employed on the estate, and the tapioca is prepared in an up-to-date steam factory on the property, and all the produce is disposed of locally. Messrs. Goon & Friends are also agents for one or two tapioca estates. Mr. Goon Yen's eldest and second sons assist in the Pinang store, where a staff of twenty-five is employed.

THEAN CHEE & CO.

An example of the ability of Chinese business men to recover their position after heavy financial losses is furnished by Messrs. Thean Chee & Co., outfitters, storekeepers, Government contractors, and ships' chandlers at

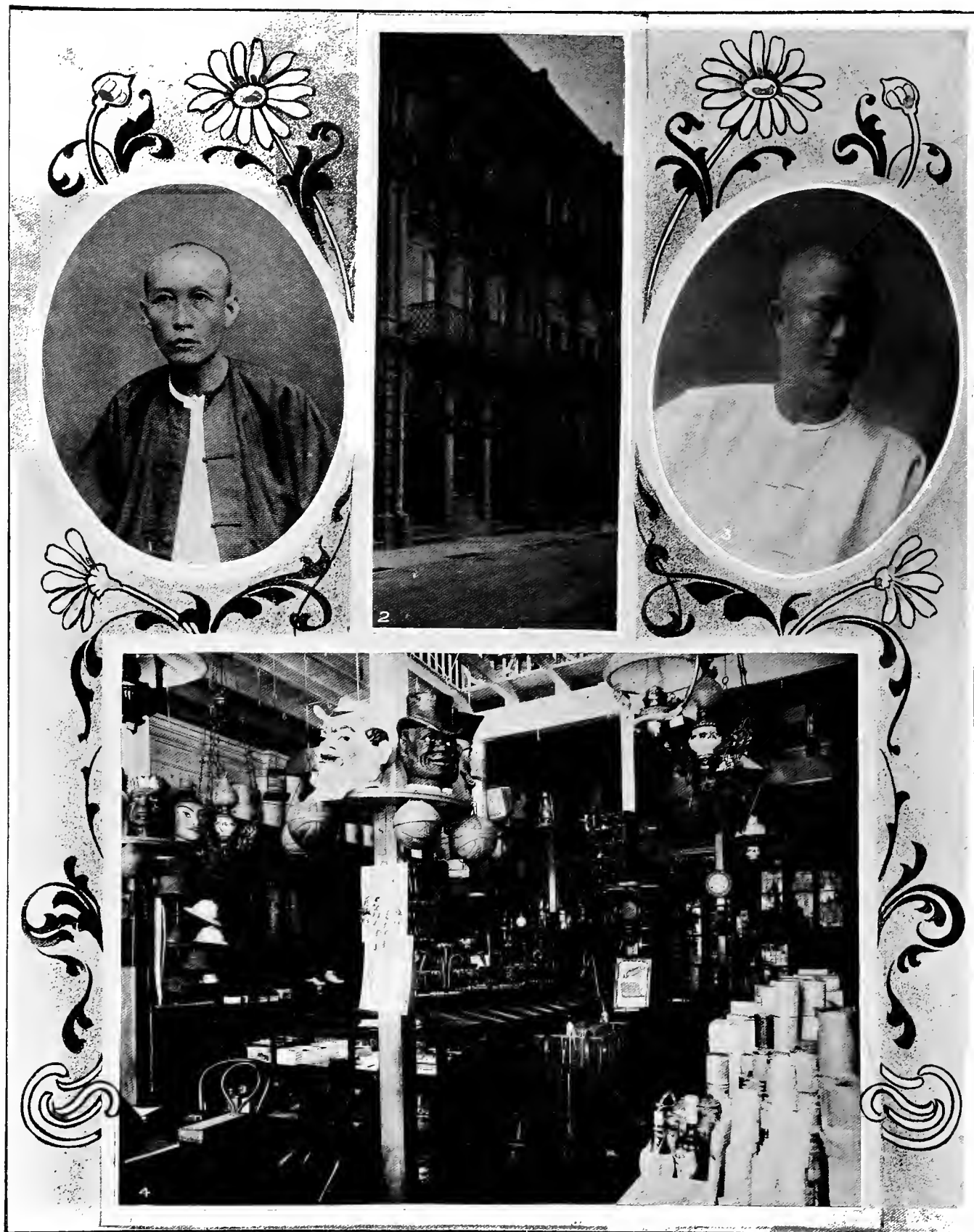


KOH ENG HIN.

1. THE MART.

2. KOH ENG HIN.

3. INTERIOR OF PREMISES.



GOON YEN & FRIENDS.

1. CHOY GOON YEN.

2. THE PREMISES.

3. NG SEAH WONG.

4. INTERIOR OF PREMISES.

(See p. 828.)



ANGLO-CHINESE STORE.

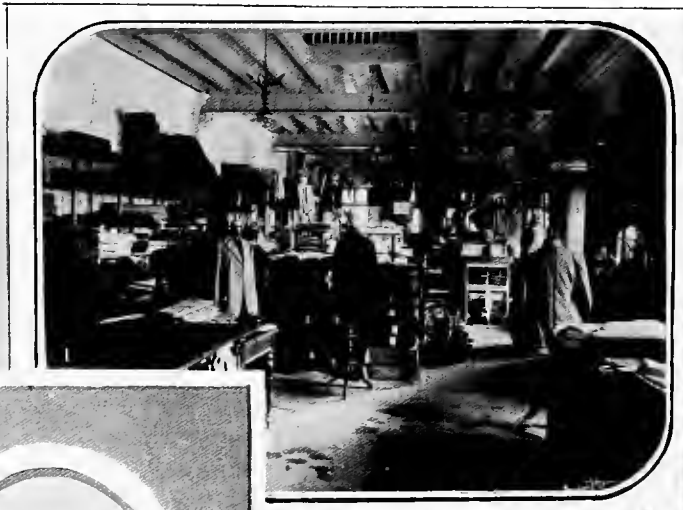
1. THE STAFF.

2. J. DE R. SOUSA (Proprietor).

3. THE PREMISES.

4. THE GROCERY DEPARTMENT.

(See p. 833.)



THEAN CHEE & CO.

1 & 3. SHOWROOMS.

2. NG PAK HOY (Senior Partner).

4. NEW PREMISES.

Pinang. The business was founded in 1853, under the style of Boon Eng & Co. (Chop Loon Hong), by Mr. Ng Ah Thye and others. Mr. Ng Ah Thye was one of the wealthiest residents of his day, who owned most of the business premises in Beach Street and was for nine years lessee of the Opium and Spirit Farm. In 1858 the original partnership was dissolved, and the business was carried on by the founder under the present style. Upon his decease he was succeeded by his three sons, Ng Pak San, Ng Pak Hoey, and Ng Pak Theen. The first named has since died, and

firm is represented on the Pinang Chamber of Commerce.

CHOO CHUAN KEOK & CO.

This is one of the best-known ship-chandling firms in Pinang. It was established in 1896 by three of the present partners—namely, Messrs. Lee Kim Cheng, Lim Boon Guan, and Lim Seow Kung—with premises at No. 23, Beach Street. They deal in all kinds of marine stores—principally in ironware and hardware, paints, oils, piping, packing, and running gear—and

by Senhor José De Ricci Sousa, whose idea was to provide an up-to-date provision and general business which could supply the wants of both the European and Chinese population. All kinds of provisions and household requisites are imported and sold. The stock includes wines and spirits, silver and plated ware, fancy goods, furniture, &c. There is a ladies' outfitting department under European supervision. The premises are at No. 5, China Street. The proprietor, Senhor José de Ricci Sousa, is of Portuguese and Italian extraction. He was educated at the Jesuit College, Shanghai, and



THEAN CHEE & CO.

THE OLD PREMISES AFTER THE FIRE.

the other two sons are the sole partners at the present time. In 1901 they sustained heavy losses through their premises collapsing, but they continued their operations in temporary premises in Beach Street. These and the stock which they contained were entirely destroyed by fire in 1904. Being uninsured, the firm lost heavily a second time, but nevertheless in the following year they purchased their present premises in Bishop Street and entirely rebuilt them. Under contract they supply the Government with tools and other plant, cordage and ships' chandlers' stores. They also do a large general business in this class of goods. In 1905 a drapery and outfitting department was added, for which goods are imported direct from the United Kingdom. In addition to their local trade they do a large business in the Federated Malay States, Sumatra, and the Siamese Malay States through agents. Mr. Ng Pak Hoey, the senior partner, is a comparatively young man, but has shown both perseverance and ability in the face of adverse circumstances. He has considerable interests in tin mining in Selangor and in rubber estates. Mr. Tan Sean Poe, the manager, has a staff of 25 assistants. The

are contractors to the Pinang Steamship and Trading Company. They supply stores to numerous regular callers at the port, and to rice, oil, tapioca, sugar, and saw mills; sell tools, gear, and sundries to estates in Province Wellesley, Perak, Sumatra, and the Siamese territories, and generally conduct a flourishing business. In 1904 Mr. Lim Cheng Seong, eldest son of the late Mr. Lim Eng Phoon, a well-known merchant of Rangoon and a Justice of the Peace, entered the firm as a partner. The senior partner, Mr. Lee Kim Cheng, fourth son of Mr. Lee Paik Lean, was educated at Pinang Free School, and received his business training as shipping clerk in the well-known establishment of Messrs. Chong Moh & Co. Afterwards he became shipping manager for the firm of Messrs. Hock Chong & Co. In addition to his other activities, he is also manager of the firm Choo Chuan Keok.

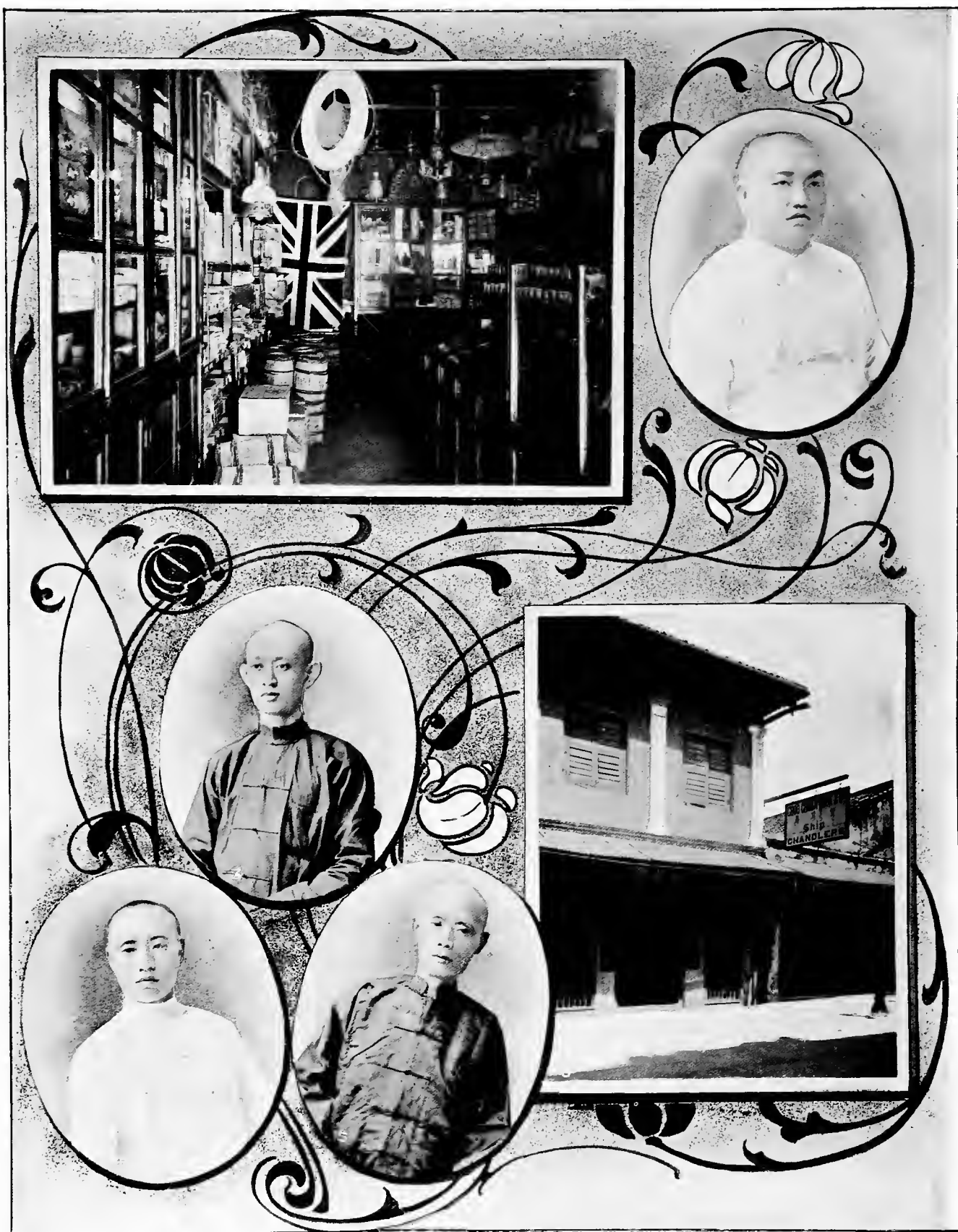
ANGLO-CHINESE STORE.

Though it has only been in existence since the early part of 1907, the Anglo-Chinese Store has already become an important business house in Pinang. It was established in April

started life as a telegraph operator. Subsequently he was employed in the Russo-Chinese Bank, and travelled extensively in China. In these travels he nearly lost his life on several occasions. Previous to opening the Anglo-Chinese Store he had experience for four years in various similar concerns. He is a very keen business man, and speaks French, German, and several other European languages, as well as Chinese.

QUAH BENG KEE.

In addition to being the sole proprietor of the Guan Lee Hin Steamship Company, Mr. Quah Beng Kee does an extensive export business in copra from the well-known coconut estates of Otaheite, Glugor, and Sungei Nibong, of which he is the lessee. He owns also the large ironworks known as the Pinang Foundry, where mining and milling machinery of all kinds is manufactured by means of a modern steam and hydraulic plant. The workshops, situated in Beach Street and Weld Quay, are managed by Mr. J. Leith Wemyss, M.I.N.A., and a large staff of trained and qualified workmen is employed.



CHOO CHUAN KEOK & CO.

1. INTERIOR OF PREMISES.

2. LEE KIM CHENG.

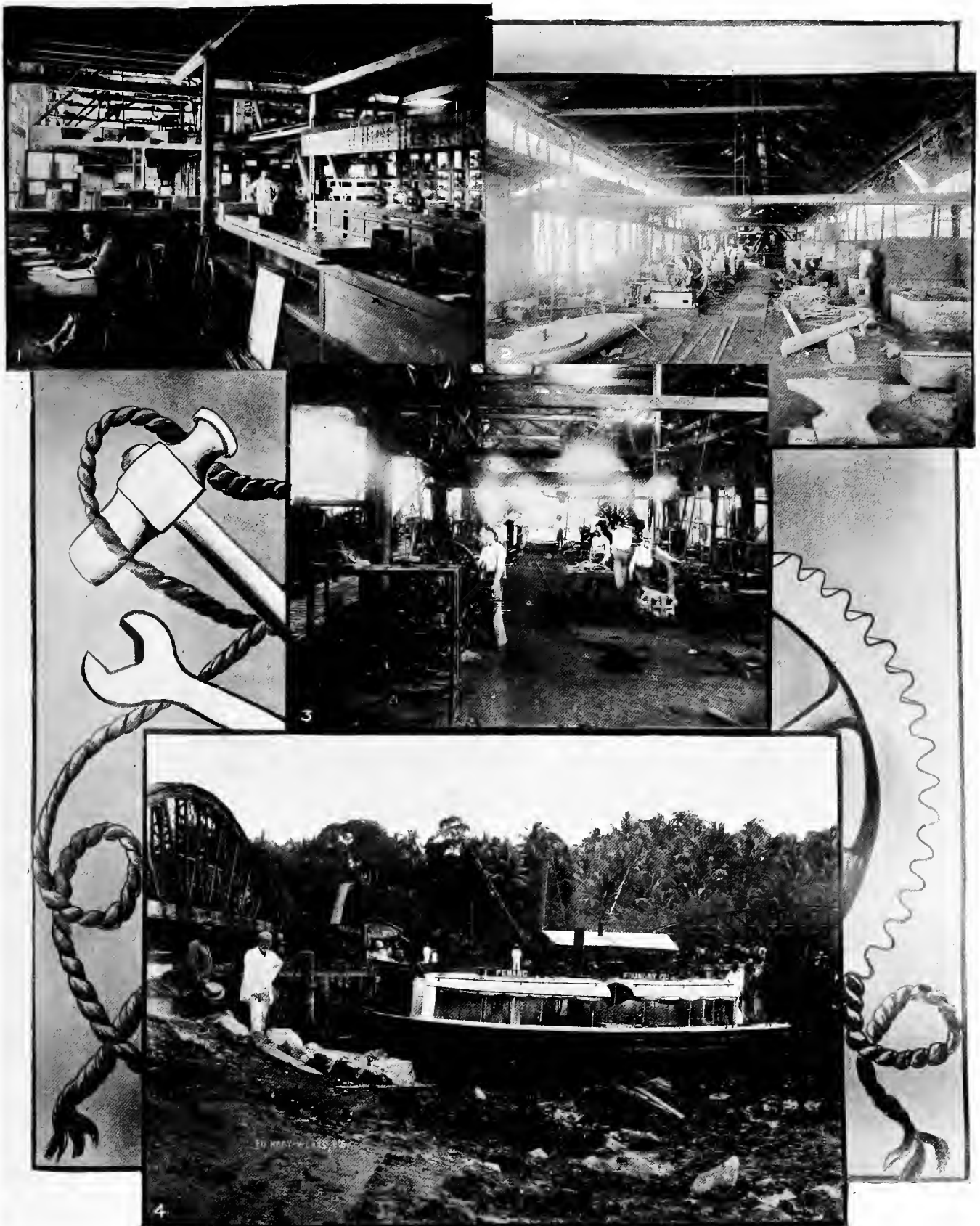
3. LIM SEOW KUNG.

4. LIM CHENG SEONG.

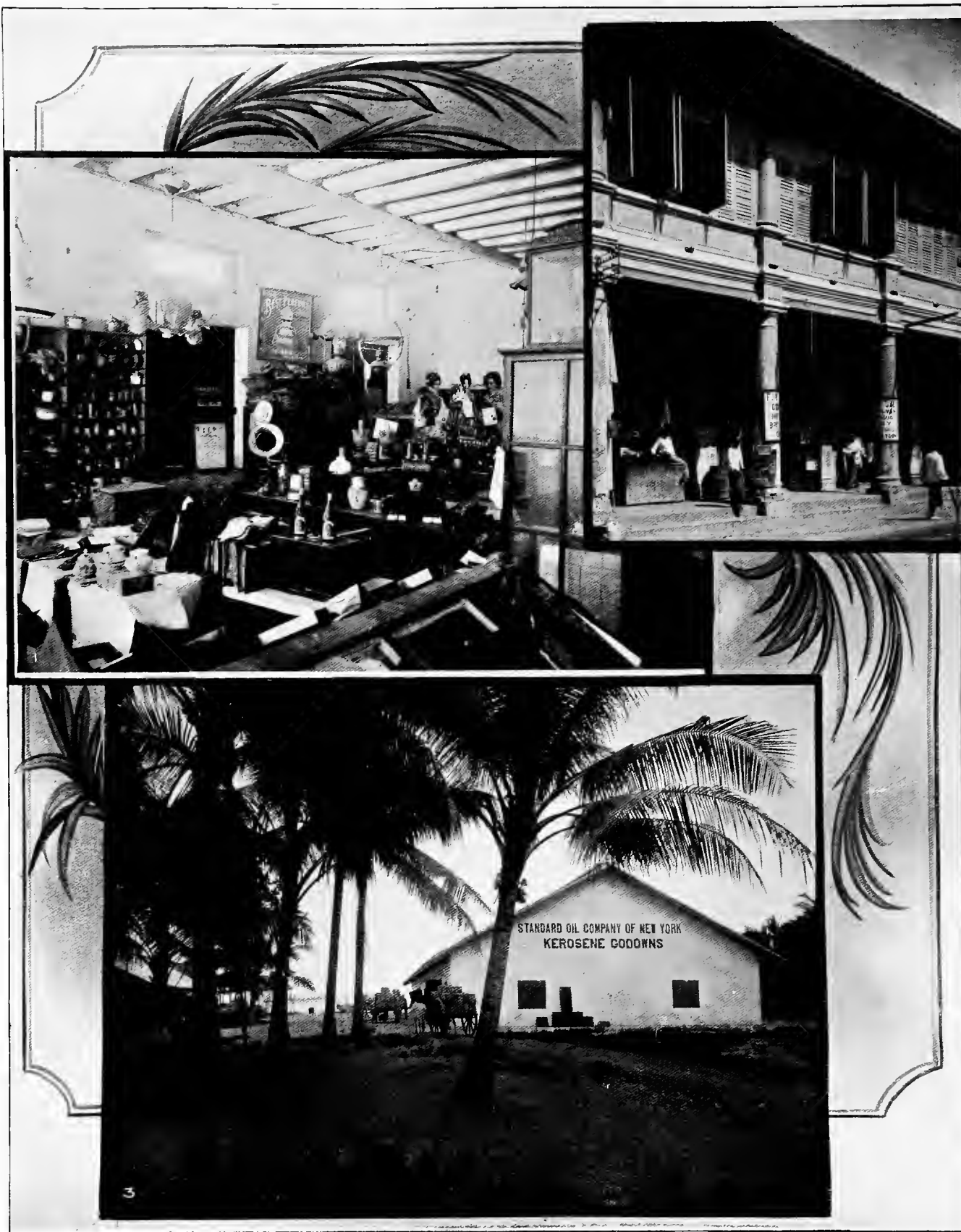
5. LIM BOON GUAN.

6. THE PREMISES.

(See p. 833.)



QUAH BENG KEE.
VIEWS OF THE PINANG FOUNDRY.
(See p. 833.)



C. S. SENG & CO.

1. INTERIOR.

2. THE PREMISES.

3. OIL STORE AT JELUTONG.



C. S. SENG & CO.

1. THE OFFICE STAFF.

2. THE PARTNERS AND THEIR SONS.

C. S. SENG & CO.

This firm was established in the year 1889, and in its inception was of an unassuming character. The founders were Messrs. Law Yew Ee and Chew Siah Seng, and a small building in Pinang Street served as the place of business. Through the ability and business acumen of Mr. Law Yew Ee and the honest dealings of the firm the business rapidly developed, and the present commodious offices at No. 33C, Beach Street had to be secured. In

1902 Messrs. Lo Beng Quang, Yeoh Boon Tean, and Chan Kai Choo were admitted partners. Messrs. Seng & Co. are importers only, and they deal mostly in cotton, piece, and print goods, ironware, hardware, wines and spirits, and other general goods, which come to them direct from Europe and America. They are agents for the Standard Oil Company of New York in Pinang, Province Wellesley, Perak, the Siamese Malay States, and Sumatra; and they have a special oil store at Jelutong. Among other agencies which they hold are

those for the Manufacturers' Life Insurance Company, the Swiss National Insurance Company, Messrs. Wm. Younger & Co., Ltd. (the well-known Edinburgh brewers), the Rangoon Steam Rope Manufacturing Company, Ltd., and the Perlis Tin Mining Syndicate. Messrs. Seng & Co.'s staff consists of twelve assistants, storekeepers, &c. Messrs. Law Yew Ee and Yeoh Boon Tean are the managing partners, and the oil store is in the charge of Mr. V. E. Gregory.

MALACCA.

MALACCA, the oldest and largest of the Straits Settlements, is a triangular territory situated on the west coast of the Malay Peninsula. It embraces 659 square miles, has a coast line of 50 miles, and is adjacent to the States of Johore and Negri Sembilan. Malacca is essentially an agricultural country. The land is largely held by Orientals, and the chief products are padi, cultivated by Malays, and tapioca, cultivated mainly by Chinese. There are close upon 100,000 acres under tapioca. Since the opening of the railway, which links the country with the whole of the Federated Malay States railway system, the development of the settlement has made rapid progress. Recently several European companies have planted large areas of land with rubber, and the Chinese have extensively interplanted their tapioca with that product, the

total area now under rubber being estimated at 34,000 acres. The rapidity with which rubber cultivation has developed is shown by the fact that in 1906 18,500 lbs. of dry rubber were exported, as against 3,000 lbs. in 1905. Several syndicates have lately been formed to work large areas of tin-mining land.

The country generally is typical of cultivated Malaya at its best, and is traversed by a network of excellent roads. To drive along any of these is to witness scenery of great beauty. On either side are rice fields—emerald green when newly planted, golden when the grain is ripe, and brown when it is fallow—and these are variegated with tapioca and rubber plantations and studded with lofty areca-nut palms. In the distance, hills chequer the sky-line and form a blue-grey background.

The temperature is lower and the rainfall less

in Malacca than in any other part of the Straits Settlements. In 1906 the mean temperature in Malacca was 79°6' as against 80°5' in Singapore and 80°3' in Pinang, while the mean rainfall was 80·57 inches as compared with 118·38 inches in Singapore and 102·21 inches in Pinang. Malacca is also the healthiest of the three settlements. In 1906 its birth-rate was 37·05 per mille as against 22·27 in Singapore and 16·79 in Pinang, while the death-rate was 37·12 per mille as compared with 39·65 in Singapore and 41·81 in Pinang.

At the census of 1901 the total population of the settlement was returned at 95,000, and included 73,000 Malays and 20,000 Chinese. It was estimated in 1906 at 97,387. The value of Malacca's imports in 1906 was about 4,900,000 dollars, and of its exports about 4,700,000 dollars. The great bulk of

both imports and exports are shipped through Singapore.

The industry of basket-making by Malay

headquarters, and all the oldest Straits Chinese families are consequently descended from Malacca ancestors.

the shore. Dredging operations, however, have since been carried out, and, as a result of the deepening of the channel at the river mouth and the construction of groynes on the north and south, large lighters and Chinese junks are now able to enter the river and discharge cargo alongside the wharf. It is interesting to note that during the dredging operations quite a large collection of coins representing the several periods of the European occupation of the place and of the ancient Malay dynasty were unearthed in a bank across the river mouth. They are referred to in a special article.

When approaching Malacca from the open sea, one is impressed by its quaint and picturesque appearance. It presents the curious spectacle of a town with its legs in the sea. The reason for this is that the houses which face the main street of Malacca have their backs to the shore, and the rear portions of the dwellings have been built into the water upon high red pillars. This is the style adopted over the whole length of the town on the north side of the river. On the south side is the landing pier, and quite close to it, on the side of St. Paul's Hill, is the Dutch Stadt House. This solid, old world building is approached by a flight of steps, and is used as the Government offices. On the summit of the hill is the ruined and roofless Church of Our Lady, built by the Portuguese and afterwards renamed the Church of St. Paulus by the Dutch. Many Dutch tombs are contained in it. The house of the Resident Councillor and the light-house are also situated on the hill-top. The view from the summit is enchanting, whether



THE HON. MR. W. EVANS.
(Resident Councillor of Malacca.)

women is almost entirely confined to Malacca. The material used is the leaf of the *Pandanus fascicularis*, locally known as the Bang Kuang. The basket is built up from a beginning of six strands woven into a star shape. It takes a woman a whole month working steadily every day to make a set of five baskets of ordinary quality, and three months to make a set of fine quality. Of the various shapes in which the baskets are made, the most popular is the hexagonal, and for a set or nest consisting of three or five of different sizes fitted into one another, from 2.50 to 5 dollars is charged, according to quality and size. Up to fifty years ago the Malays of Malacca made a really fine cotton lace. Whether this art was taught them by the Portuguese or Dutch or was indigenous is unknown. Formerly, this lace was always worn by the men on their coats and trousers, and it may still be seen occasionally at weddings. But all that remains of the industry now is the manufacture of Biku, a kind of lace made out of coloured silk and used for the borders of handkerchiefs and for veils.

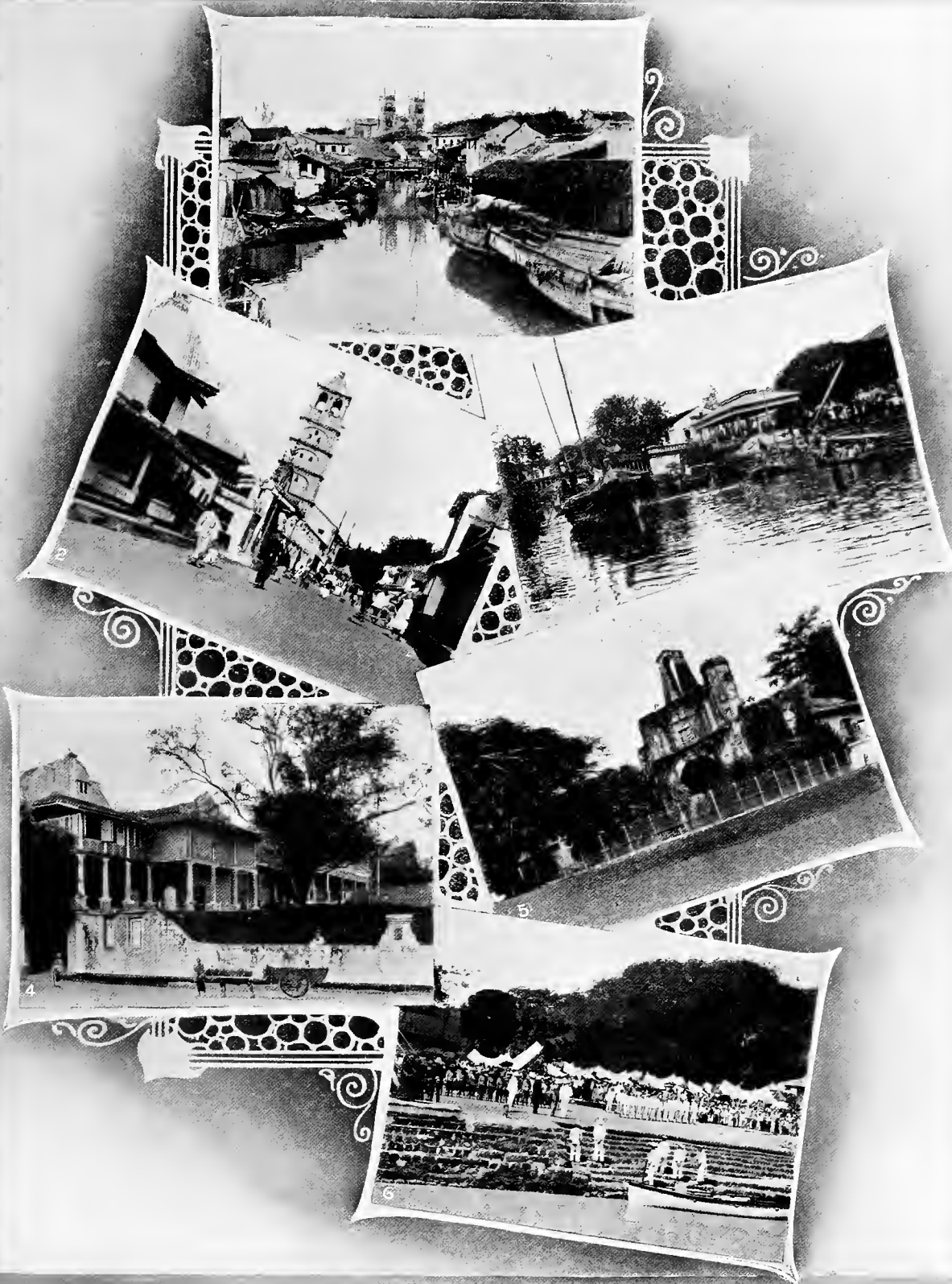
The port and chief town of the settlement is at the mouth of the river, and is in latitude 2° 10' North and longitude 102° 14' East. It is 118 miles distant from Singapore by sea and 250 miles from Pinang. As it was the seat of the ancient Malay kingdom and has been occupied by Europeans—first Portuguese, then Dutch, and finally British—since the beginning of the sixteenth century, it is of exceptional historical interest, and, in this respect, is one of the most notable towns of the East. The first Chinese settlers in Malaya made Malacca their



MRS. W. EVANS.

There is no real harbour at Malacca, and until a few years ago even small vessels could not get within three or four miles of

one looks eastward over the orchards and villages to Gunong Ledang, called Mount Ophir (4,200 feet high), or to the hill which



VIEWS IN MALACCA.

1. SCENE ON THE RIVER.
2. A STREET SCENE.
3. THE QUAY,
4. THE RESIDENCY.
5. OLD PORTUGUESE GATE.
6. VISIT OF H.E. THE GOVERNOR.



VIEW OF MALACCA.

has been appropriated by the Chinese as their fashionable burying-place, or over the dark-red roofs of Malacca town, across rice fields

and coconut groves, to Cape Rachado. Standing prominently behind the houses which line the shore at the river mouth is the Church

of St. Francis Xavier, a beautiful Gothic structure.

The town extends inland about a mile. Its streets are very narrow, and most of the houses are of Dutch origin. One of the most interesting historical structures in the place is the gateway of the old fort, which is preserved by the Government. Upon a mural tablet placed on the relic appears the following inscription: "The only remaining part of the ancient fortress of Malacca built by Alfonso d'Albuquerque and by him named Famosa in 1511; near this stood the bastion of Santiago."

The town is administered by a Municipal Commission, of which the Resident Councillor is, *ex officio*, President. Within the municipal limits there is a population of 18,000, mostly Chinese and Malays, the only Europeans being Government officials. There is a good water supply, and within the next few years the town is to be improved by the widening of its streets, which are lighted with oil lamps.

The only other townships in the settlement are Alor Gajah and Jasin. The former is situated 15 miles up the river from Malacca, and the latter is about midway between the two. At both these places Government District Officers are stationed. There is a hot spring with valuable medicinal properties at Ayer Panas, and the Government have recently constructed a new bath-house there.

THE MUNICIPALITY.

A Municipal Commission was first formed in Malacca twenty years ago, and the new body was financed by a loan of 25,000 dollars from the Government of the Straits Settlements. During the last few years the town has



THE BEACH.



1. STADT HOUSE. 2. THE STRAND.
3. DISTRICT OFFICER OF ALOR GAJAH AND HEADMEN OF THE DISTRICT. 4. THE FORT.

increased in importance, and the municipal area has been extended until it now comprises nine square miles. The Commission consists of six members, of whom three are appointed by the Governor and three are elected by the ratepayers. The Resident Councillor of the settlement *pro tem.* is, *ex officio*, President of the Commission, and, as such, has a casting vote. Each Commissioner holds office for three years, and one is elected each year.

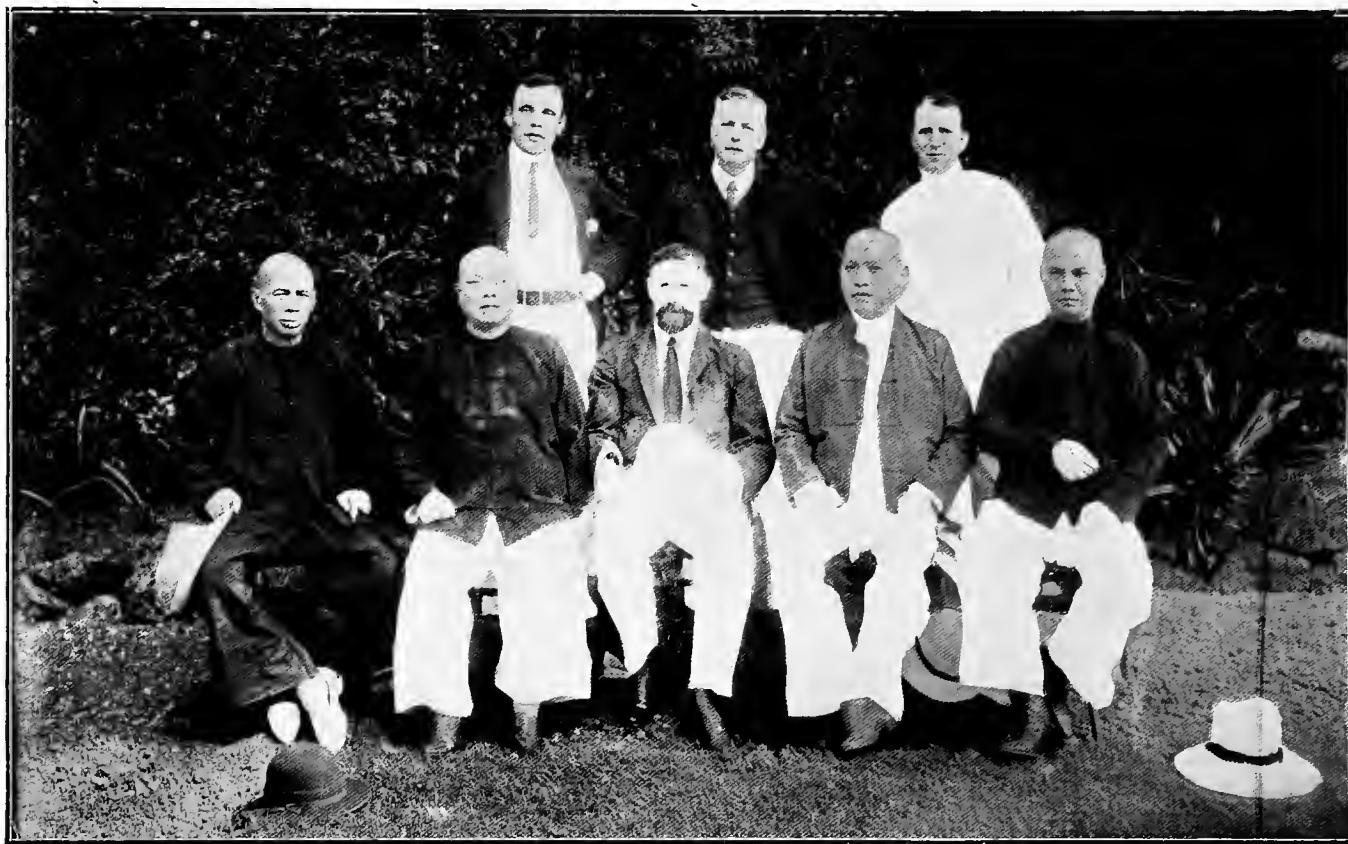
A candidate for election to the Commission must be a male British subject over twenty-five years of age, able to speak and read the English language, and resident within four miles of the

1905. By the general rate 26,488 dollars was raised. The expenditure amounted to 80,355 dollars, leaving a credit balance of 20,178 dollars on current account on January 1, 1907. The Commission's outstanding loans amount to 65,000 dollars, and include one of 50,000 dollars borrowed for the purchase of the land on which a new bridge across the Malacca river is shortly to be erected.

A census taken in 1906 showed a population of 15,540 within the municipality, but this return, owing to the common practice of understating the number of people living in a house, falls far short of the actual number:

Commission recently undertook the supervision of 90 miles of roads outside the town, for which service they are reimbursed by the Government.

Mr. Tan Chay Yan, J.P., a member of the Municipal Commission, is the pioneer Chinese rubber planter of Malacca. It was in 1896 that he planted his first seedlings, which he received free from the Singapore Botanical Gardens as an encouragement to rubber planting in the Straits Settlements. These seedlings were of two kinds—*Ficus elastica* and *Hevea Brasiliensis*—and 40 acres were first planted with them. After a three years' experience, Mr.



MALACCA MUNICIPAL COMMISSION.

(H. W. Firmstone, Acting Resident Councillor of Malacca, in the centre.)

municipal limits. He must either pay rates to the amount of, at least, 20 dollars in respect of property of which he is the owner, or be the occupier of a house of an annual rateable value of not less than 480 dollars.

The Commission is responsible for the sanitation of the town, the construction, maintenance, and cleansing of the roads, the erection of public buildings, and the lighting of the streets. For these services it is empowered to levy a general rate not exceeding 15 per cent. of the rateable value, which is determined by assessment. The provision of the water supply and the licensing of vehicles and of dangerous trades also come within the sphere of the Commission, and are a fruitful source of revenue. It may here be mentioned that there is an adequate supply of good water drawn mainly from an impounding reservoir at Ayer Kroh.

The general rate now stands at 10 per cent. of the rateable value, and the water charges are 3 per cent. In 1906 the total revenue amounted to 100,513 dollars, which included a credit balance of 11,105 dollars brought forward from

20,000 would probably be nearer the truth. Five hundred and twenty-five births and 742 deaths were registered during the year, which, calculated on a population of 15,540, gives a birth-rate of 33.78 per mille and a death-rate of 47.74 per mille. Thirty-one per cent. of the total deaths were of children under one year of age, and close on 40 per cent. were attributable to fever, phthisis, and beri-beri. The high rate of infantile mortality is largely due to ignorance, and a great deal of sickness is caused by the crowded state of the native parts of the town. The health of the people is guarded by the regular inspection of all the meat offered for sale, and of all dairies, bakeries, eating-houses, opium shops, and laundries; while a strict surveillance is kept over all dangerous and offensive trades.

There are eight miles of roads in the township of Malacca, and they are flanked by open drains, which empty themselves into the river. All the main streets are lighted by oil lamps. In addition to maintaining and scavenging the roads within the municipality, the Municipal

Tan found that the trees thrived well, and he commenced planting on a large scale. In five years he had fully planted with rubber the Bukit Asahan estate, which is 3,000 acres in extent, and a few years ago it was floated as a limited liability company, known as the Malacca Rubber Plantation, Ltd. Mr. Tan Chay Yan's ancestors have been settled in the town of Malacca for upwards of a hundred years, and his grandfather, Mr. Tan Tock Seng, founded the hospital which bears his name in Singapore, and gave great financial assistance to numerous other local charitable institutions. Mr. Tan Chay Yan is now engaged as a merchant, and has also considerable planting interests. He has played an active part in the public life of Malacca for several years, and was made a Justice of the Peace when he was only twenty-four years of age. He owns much landed property in Singapore.

Mr. Chan Koon Cheng, J.P.—One of the oldest Chinese families in Malacca is that of which the present-day representative is Mr. Chan Koon Cheng, tapioca and rubber planter. He can trace his descent in a direct line for

eight generations. His ancestor who first came from China and settled with his family in Malacca was Mr. Chan Pian Long, who was a Chin Su. He arrived in 1671. Mr. Chan Koon Cheng's grandfather, Mr. Chan Hong Luan, was once a lessee of the Government spirit and opium farms in Malacca. His father, the late Mr. Chan Eng Hock, was a tapioca planter. He himself was born in 1869 and educated at the Government Free School. At the age of sixteen he started his commercial career as a shipping and goods clerk with Messrs. Kim Guan & Co., agents for the Blue Funnel liners, Malacca (Alfred Holt's steamers), in whose employment he continued from 1885 till 1891. In 1887 he was made assistant agent, in 1888 acting agent, and in 1889 manager of the firm. He was then transferred as the steamers' agent to Kuala Lumpur. He remained there for ten months, but was obliged to resign on account of ill-health. For more than a year subsequently he was not able to engage in any work, but at the end of that time his health was fairly well restored, and he accepted the post of chief clerk on board the ss. *Sappho*. In 1895 he resigned from that service and started as a rubber planter in partnership with Mr. Tan Chay Yan at Mukil Lintang (Kandang and Ayer Molek). In the first instance he planted 60 acres, and in 1897 planted 40 acres on his own property, Bukit Duyong. From 1895 to 1900 he was also manager of Messrs. Guan Hup & Co., general storekeepers, &c., Malacca. In 1901 he commenced planting 3,000 acres at Kemendor, Bukit Senggeh, Selandar, Kesang, and Rim, known as Kesang-Rim rubber and tapioca estate, and by the year 1906 he had the whole estate set with tapioca and interplanted with rubber. This property he sold shortly afterwards. Mr. Chan Koon Cheng owns houses and land in Singapore, Selangor, Negri Sembilan, and Malacca. He is married and has five sons and three daughters. The sons are Chan Soo Chin, Chan Soo Khim, Chan Soo Ann, Chan Soo What, and a baby; the daughters, Chan Eak Jin, Chan Eak Hin, and Chan Eak Sheng. Mr. Chan was made a Municipal Commissioner in 1905 and a Justice of the Peace in 1906. He is a trustee of the Pulok Samah Burial Ground, a Visiting Justice of Malacca Prisons, and a Licensing Justice under the Liquors Ordinance for 1907.

Mr. Ong Kim Wee, one of the most prominent Chinese residents of Malacca, is the son of the late Mr. Ong Keng Hoon, who for many years carried on an extensive business as a planter and rice merchant in Malacca. Born in 1851, he received his education at Malacca Free School, and joined his father's business at an early age. Since the decease of his father in 1904 at the advanced age of eighty-six, he has carried on the business himself, and he is well known and widely respected in commercial circles throughout British Malaya. He owns the Merleman estate of 6,200 acres, planted with tapioca and interplanted with rubber, and an estate of 5,000 acres, under the same products, near Port Dickson. In addition, he has a good deal of house property in Singapore, Malacca, and Kuala Lumpur. He has always taken an intelligent interest in public affairs, and in 1897 he was made a Justice of the Peace, and six years later became a member of the Malacca Municipal Council. Local charitable objects have benefited largely from his generosity, and he has recently provided the whole cost of constructing a roof to the landing-stage at Malacca. Mr. Ong Kim Wee married a daughter of the late Mr. Chua Tiang Kiam, and has two sons and one daughter.

Mr. L. E. Koek.—Born at West Kensington, London, on February 24, 1878, Mr. L. E. Koek, secretary to the Municipal Commission, is a son of the late Mr. Edwin Koek, solicitor, of Singapore. After finishing his education at

Highbury House, St. Leonard's-on-Sea, he was apprenticed in 1893 to a wholesale counting-house for four years, then served under articles with a solicitor for four years, and had two years' mercantile experience. This useful training completed, Mr. Koek received, in October, 1903, the appointment which he now holds. He is a member of the local clubs, and his recreations are tennis and golf.

Dr. Francis Croucher, the Colonial Surgeon and Municipal Health Officer of Malacca, is a son of Mr. J. S. Croucher, C.E., of Blackheath (retired). Born in London on November 30, 1866, he completed his education at Aberdeen University, where he graduated M.B. in 1889, and commenced his professional career as Resident Medical Officer of the Seamen's Branch Hospital. After serving there for a year he sailed for thirteen months on the P. and O. steamers as surgeon, and in 1893 was appointed House-Surgeon in Singapore Government Hospital. Since that time he has served in various capacities (including that of Colonial Surgeon resident at Singapore) in the public medical institutions of the colony. Dr. Croucher, who is a widower with two sons, married a daughter of the late Mr. W. Bristow, solicitor, Blackheath. He is a member of the British Medical Association and also of the Sports Club, London, and of the Singapore Club.

Mr. Harry Lupton, M.J.I.E., the Municipal Engineer, is also Government Superintendent of Works at Malacca. A sketch of his career appears under the heading "Public Works Department."

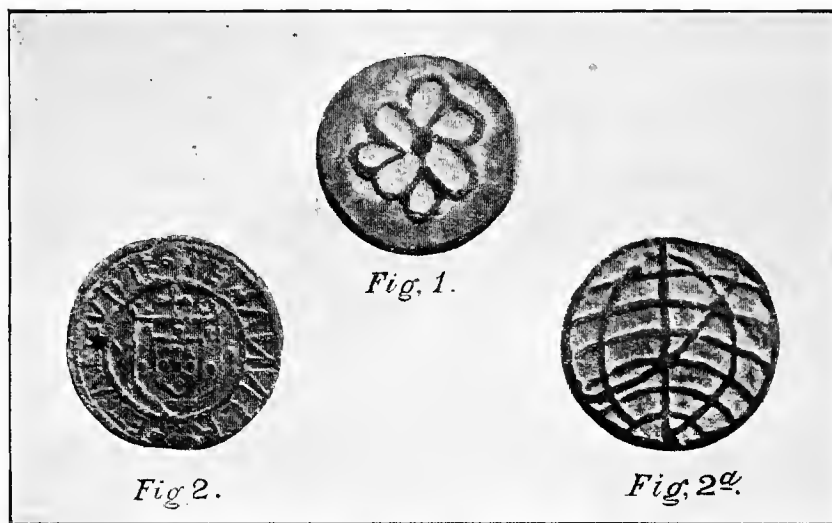
DISCOVERY OF OLD COINS.

Some seven years ago, in the course of excavation work near the mouth of the Malacca river, a considerable number of old coins was

made of tin, and bear the date 1511 (the year in which the Portuguese took possession of Malacca), or closely following years. With regard to their discovery the Hon. W. Egerton, a former Resident Councillor of Malacca, writes:

"The Malacca coins were found in digging a channel from the mouth of the river seawards. Outside the mouth there is a deep pool, and beyond that a bank submerged at high water, extending some half mile or more seawards. It was in this bank the coins were found scattered here and there, not in large pockets. The bank contained quantities of household detritus, broken crockery, and old ironware, bricks, earthenware, &c. I think it is quite possible that buildings on piles, like those now seen on the foreshore, may have been built on this bank, or possibly all this rubbish was thrown out of ships at anchor, or washed down out of the river. Most of the coins were found in the first hundred yards outside the big pool referred to above. There must be many still there."

Of Asiatic coins there were about 150, most of them so defaced as to be undecipherable. A few that were wholly or partly deciphered bore Arabic characters, and some of them are referred to the period before the Portuguese occupation, which lasted from 1511 to 1641. From 1641 to 1795 Malacca was held by the Dutch, from 1795 to 1818 by the English, from 1818 to 1824 by the Dutch again, and since then by the English. The coins in the collection which date from the first Dutch occupation are nearly all well known, but it is otherwise with a large number of tin coins struck by the Portuguese in Malacca itself at the mint established by Albuquerque immediately after the conquest of the place. Of these the oldest specimens are three coins in



OLD COINS.

found scattered in the mud. These coins, which are of great historic interest, are now preserved in the Raffles Museum, Singapore. Two papers descriptive of them have been contributed by Dr. R. Hanitsch, Curator of the Museum, to the *Journal of the Straits Branch of the Royal Asiatic Society*.

The collection contains coins of both Asiatic and European origin. The European coins—Portuguese, Dutch, and English—relate to practically the whole period of the various European occupations of Malacca—some four hundred years. The most interesting are those of Portuguese origin, for they form the oldest archaeological record of the colony. They are

excellent condition belonging to the reign of King Emanuel, who was on the throne when Malacca was captured. Their diameter is $1\frac{3}{16}$ inches, their weight 10.3 to 10.8 grammes, and they are probably bastardos, equal to 100 dinheiros (the smallest denomination issued). On the obverse side they bear the Portuguese coat-of-arms, around which is the inscription:

EMANUEL: R: P: ET: A: DOVINE.

The last word might stand for "Domine," the others mean "Emanuel Rex Portugalie et Algarbiorum." On the reverse side is a device

of the sphere, used as a symbol of the glorious world-wide conquests of Portugal (Figs. 2 and 2A).

The coin pictured on Fig. 1, of which there is only one specimen, was probably struck at Goa, as its obverse bears a device very like the wheel, the symbol of the martyrdom of St. Catherine, the patron saint of Goa. Its reverse is entirely smooth. The size of the coin is $1\frac{1}{8}$ inches, its weight 8.9 grammes.

Dating from the reign of the next king, John III. (1521-57) there are between fifty and sixty coins. These bear on the reverse the usual sphere, and on the obverse an inscription set around the device of a cross of the Order of Christ. There are also some smaller tin coins of the same reign, and others belonging to that of the succeeding King of Portugal, Sebastian.

Towards the end of 1904 the Hon. R. Bland, Resident Councillor of Malacca, obtained more coins from the locality in which the first collection had been discovered, and presented them to the Raffles Museum. Of these the most remarkable were six huge tin coins, struck in two varieties, giving neither a date nor the name of the ruler, but having a pattern similar to that of the coins issued by King Emanuel and John III., namely, a cross on the obverse and a sphere on the reverse. One kind measures from 35 to 36 millimetres in diameter, 6 millimetres in thickness, and weighs from 37 to 41.5 grammes.

The Dutch never minted any coins especially for Malacca, but used the coinage current in Java. That island passed into several different hands after the end of the sixteenth century, viz.:

Compagnie van Verre te Amsterdam, 1594-1602.

Compagnie van Verre te Middleburg, 1597-1602.

Vereenigde Oost-Indische Compagnie, 1602-1799.

Batavian Republic, 1800-7.

French Government, 1807-11.

British Government, 1811-16.

Dutch Government, 1816.

Coins belonging to four of these epochs were found at Malacca.

It would appear that the two companies Van Verre issued silver coins only, but the collection does not contain any specimen of these.

The Dutch East India Company issued gold, silver, and copper coins. Copper coins were first minted in 1644, but in the Malacca collection, which contains no gold or silver coins, the earliest copper coins date from 1729.

The Batavian Republic issued gold, silver, and copper coins, but the collection does not contain any. The Raffles Museum, however, possesses a copper coin of that period. The obverse shows the Dutch coat-of-arms, consisting of a crowned shield enclosing a lion rampant, with the figures 5 and $\frac{1}{8}$ to the right and left of the shield respectively. The reverse bears the inscription "INDIÆ BATAV. 1802."

The French Government issued silver and copper coins, and two of the latter were found at Malacca.

The British Government issued gold, silver, copper, and lead coins during its occupation of Java, but the Malacca collection contains none of them. The Raffles Museum, however, possesses silver rupees of the years 1812 and 1816, half rupees of 1813, copper stuivers of 1814, half stuivers of all the years 1811 to 1815, copper duits of the years 1811 to 1813, and lead duits of 1814.

The Dutch Government of Java has so far issued no gold coins. The first silver coins, which were guilders, seem to have been struck in 1821, the first copper coins in 1817

or 1818. The Malacca collection contains four copper coins.

In addition to coins current in Java, some of the well-known tokens issued by British merchants and traders in Sumatra were also found, as well as some coins struck by the British East India Company for Pinang, a coin from India, and one from Holland.

MALACCA CLUB.

The principal rendezvous of the European population of Malacca is the local club, formed a few years ago chiefly through the instrumentality of Government officials, and combining the functions of a sporting and social institution. The membership numbers forty-two gentlemen and six ladies, and the officers are: President, the Hon. Mr. Evans; treasurer, Dr. Croucher; captain, Mr. H. W. Firmstone; hon. secretary, Mr. W. E. Maddocks. The committee comprises the officials and Messrs. J. Howell, J. D'Arcy Symonds, and H. Lupton. The club-house, in Fort Road, contains a billiard-room, a card-room, ladies'-room, and bar and dressing rooms. In front of the building there is a playing-field laid for tennis and croquet. Tennis, croquet, and billiard tournaments are held every year.

MALACCA CHINESE CLUB.

In 1889 twelve Chinese of Malacca formed themselves into a club for recreative and social purposes. The institution now has a membership of fifty. Mr. Tan Jiak Lim is president, Mr. Tan Kan Swee, vice-president, Mr. Chan Geok Kum, hon. secretary, Mr. Chi Yang Cheng, hon. treasurer, and the following are the committee: Messrs. Beng Kong Seng, Tan Jiak Choo, Tan Chim Tee, Chi Kan Cheng, Chan Koon Cheng, and Lee Chin Guan.





THE FEDERATED MALAY STATES

KUALA LUMPOR.

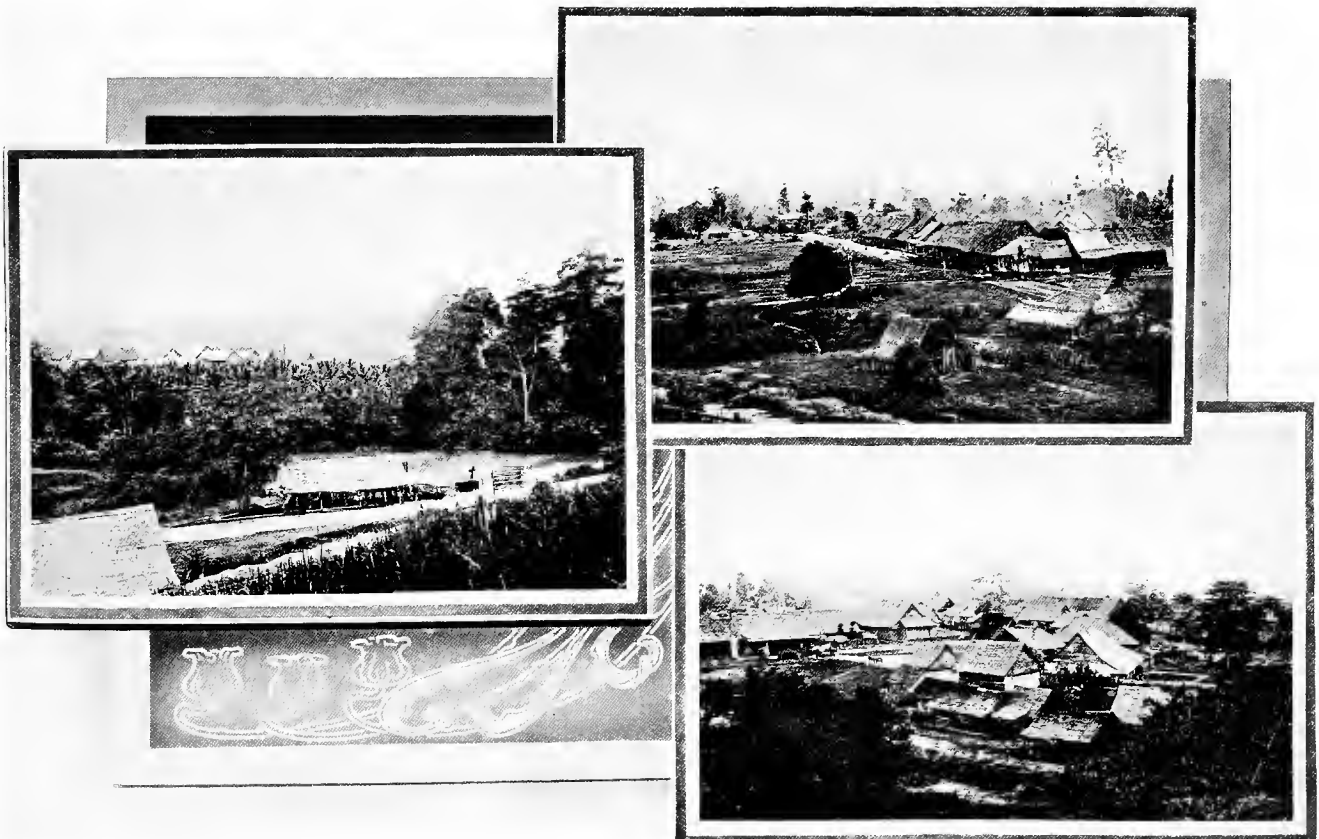


HE choice of Kuala Lumpur as the capital of the Federated Malay States was a wise one, for the town is healthy, offers many natural advantages as a place of residence, and, above all, it is central. When the Johore section of the Federated Malay States Railway is completed, Kuala Lumpur

will be about equi-distant by rail from Singapore and Pinang; it is within an hour's journey of Port Swettenham, which promises to be the chief port of the Malay Peninsula; and it is only a few miles from Kuala Kubu, from which town runs the trunk road into Pahang. The Federal Government appreciated and developed these advantages, and men of business find it convenient to locate their headquarters in the capital by reason of the exceptional facilities which are offered for

intercommunication with other parts of the peninsula.

Klang, the seat of the Sultans of Selangor, was the original capital of the State. In those days Kuala Lumpur was little more than a name to the British. A journey to it was an adventure, owing to the absence of any kind of road. An attempt at tin mining in Kuala Lumpur was made in 1857, and two years later tin was exported. A rush of Chinese miners to the new fields of enterprise followed. As their numbers increased friction arose between the different factions. A series of fierce



KUALA LUMPOR IN 1882.



GENERAL VIEW, SHOWING GOVERNMENT AND FEDERAL OFFICES.

quarrels broke out, and resulted frequently in bloodshed. The time produced its strong man in the person of Yap Ah Loi. Driven by poverty from his native country to even

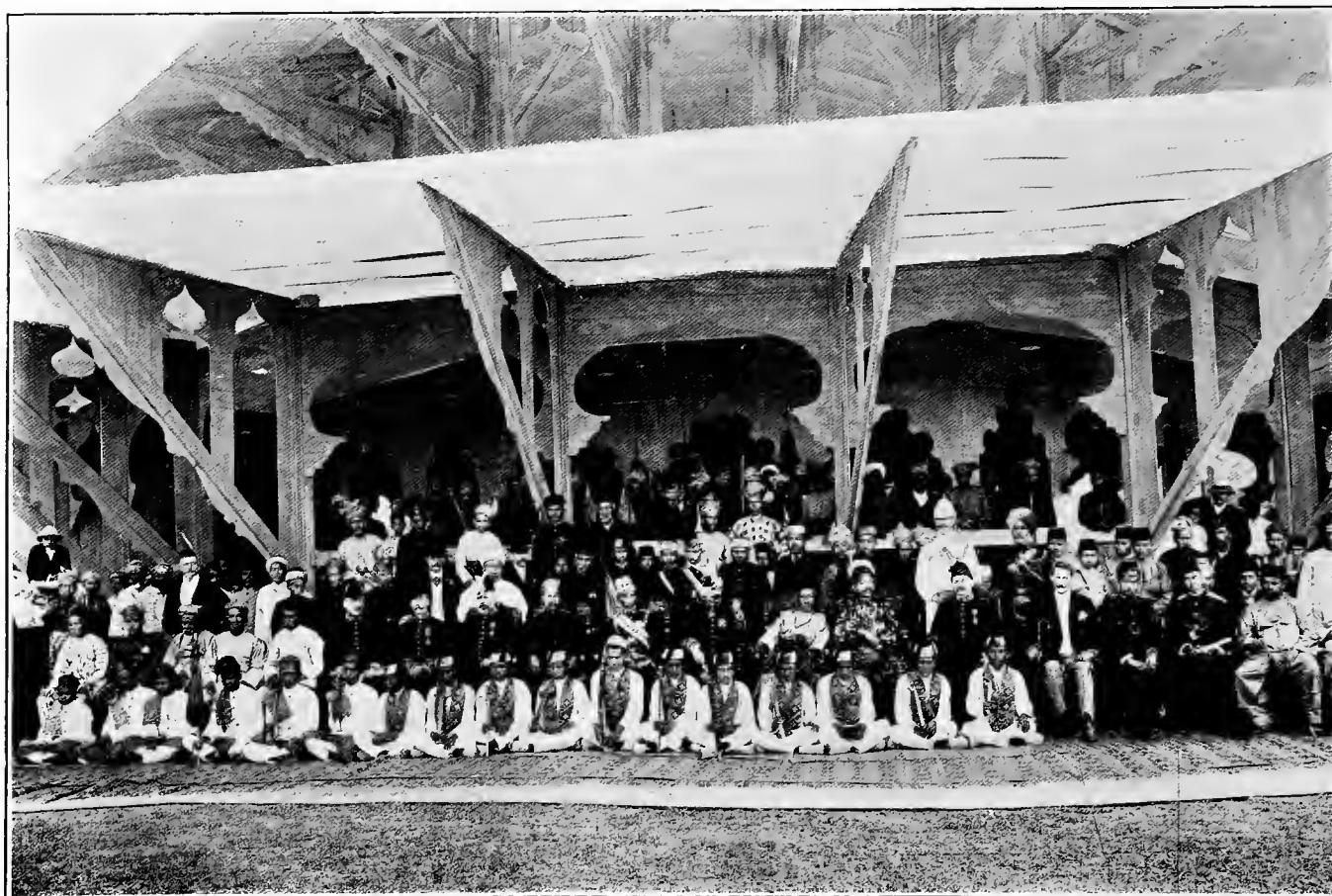
greater privation in the land of his adoption, he had, by sheer force of character, attained to prosperity and great influence, and when Captain Liu retired, he became the Captain

China. According to Chinese versions of the history of his time, he succeeded in quelling the rebellions and restoring the district to a condition of comparative quiet. He owned practically the whole of Kuala Lumpur, and is said to have twice rebuilt the town. He was the chief employer of labour, and discharged the functions of a lawgiver. Upon his death in 1886 Yap Ah Shak became the Captain China.

The first British Resident of Selangor was Mr. J. Guthrie Davidson. His successor, Captain Bloomfield Douglas, held the opinion that Klang, being a seaport, was the natural capital of the State, and it was not until 1880, five years after his appointment, that he made Kuala Lumpur his headquarters.

In those days the only house of any pretensions was that of the Captain China; what is now the padang was a swamp, and the only agricultural products raised in the neighbourhood were tapioca and sugar. The mines lay in the direction of Ampang and Pudo. There were no roads. A tree-trunk was the only form of bridge in existence, and a few clusters of attap huts constituted the only dwellings. But all this was soon changed. Mr. (now Sir) F. A. Swettenham initiated reform and progress. His successor, Mr. J. P. Rodger, made the welfare of the town his personal concern. He found it a hotbed of filth and dirt; he left it well advanced on the road to modern cleanliness and sanitation, and his name will go down to posterity in the annals of the town and in the name of an important thoroughfare.

The rapid growth of Kuala Lumpur was, however, scarcely foreseen, for Government offices were hardly constructed before they



GROUP OF MEMBERS OF THE FEDERAL COUNCIL.



H.H. ALA'IDIN SULEIMAN BIN ALMERHUM RAJA MUSA, C.M.G., SULTAN OF SELANGOR, AND FOLLOWERS.

were found to be inadequate. It is something in the nature of an object-lesson to see the Federal police headquarters on the hill overlooking the padang, and to reflect that this unpretentious building once sufficed for the whole of the administrative offices and courts. Now that Kuala Lumpur has become the Federal capital, so vast is the machinery which has been called into being that even the huge pile of buildings stretching along one side of the padang is inadequate, the work in some departments oozing out of its confines into the verandahs and odd corners. The idea of the new Government buildings originated with Mr. (now Sir) William Maxwell, who was of opinion that advertisement should not be neglected even by a Government, and that a few effective-looking buildings would give an air of prosperity to Selangor that was lacking in the neighbouring States, and cause the wavering Chinaman to throw in his lot with that of Selangor. The result was that in 1894 the foundation-stone of the most imposing edifice in the Federated Malay States was laid. The buildings comprise the Government administrative offices, Town Hall, Post Office, and Railway offices. They are in the modern Saracenic style—the arabesque features of which are in keeping with the surroundings and appropriate in a Mahomedan country—and are constructed of red brick, with imitation stone dressings. A verandah 12 feet in width runs round each block, the pointed arches giving good light, and at the same time protection from the sun. A square clock-tower 135 feet in



VIEW SHOWING RAILWAY OFFICES AND RAILWAY YARD.

height rises from the centre of the administration block, and forms the main feature of the front, whilst two lesser towers, of circular shape, give access by means of spiral staircases to the upper storey and form handsome additions to the façade. The foundation-stone at the base of the clock-tower bears the following inscription :

H.H. Sir ABDUL SAMAT, K.C.M.G.,
Sultan.

H.E. Sir CHARLES B. H. MITCHELL, K.C.M.G.,
Governor, Straits Settlements.

W. H. TREACHER, C.M.G.,
British Resident.

This stone was laid by H.E. the Governor
on the 6th day of October, 1894.

A. C. NORMAN,
Architect.

C. E. SPOONER, B.E.,
State Engineer.

Kuala Lumpur is a town of much beauty. Situated on a small plain, at the junction of the Klang and Gombak rivers, it is sheltered on three sides by hills. Kuala Lumpur means, literally, "mouth (of) mud," though the reason for the name is not apparent. The area embraced by the town limits is extensive, and the more important bungalows crown the tops of a cluster of small hillocks. The slopes of these eminences meet in pleasant little valleys, and break up the landscape into the most pleasing

the main range, a clear blue outline, in which the initiated may distinguish the Ginting Bedai, one of the passes leading to Pahang. In the heart of the town is the padang, an ideal

"Spotted Dog." It is the focus of European sporting life, and, without disparagement to the more aristocratic Lake Club, it has the widest reputation of any club in the Federated

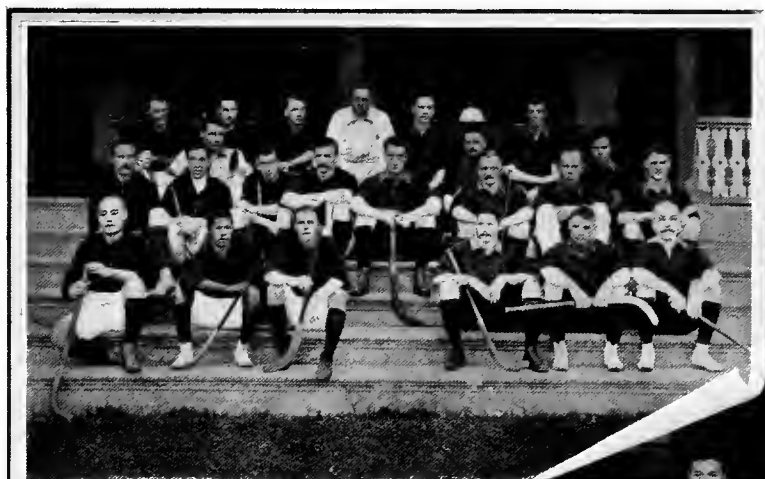


THE GOVERNMENT OFFICES.

playground, on which football, cricket, hockey, and tennis are in turn enjoyed. This grassy plain is bounded on the east by the Government Offices and the new Post Office, on the west by the railway line, skirting Government Hill; on the south by the Chartered Bank and the Government Printing Office, and on the

Malay States. The Recreation Club, which fulfils a similar place in the life of people other than Europeans, also overlooks the padang; and many are the hard struggles for supremacy in the field which take place between the two institutions.

So thoroughly have the Asiatics assimilated



SELANGOR HOCKEY CLUB TEAM.

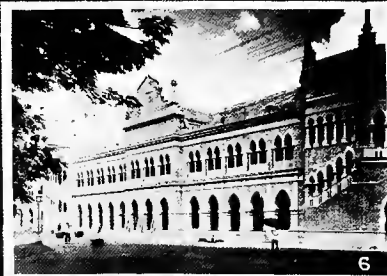


SELANGOR FOOTBALL CLUB TEAM AT WHITSUN, 1907.

combinations, gratifying the beholder with an endless panorama of charming views. Looking eastwards, the Ulu Klang and Ampang hills engage the sight, and carry the eye to

north by the modest little English church, and the road leading to it. Adjoining the padang is the great social institution of the town, the Selangor Club, popularly known as the

the sporting proclivities of their instructors that they not infrequently "better the instruction." It is doubtful whether anything in the Federated Malay States has contributed more



SOME GOVERNMENT BUILDINGS.

1. THE PRINTING OFFICE.

2. THE BARRACKS.

3. BACHELORS' QUARTERS FOR CIVIL SERVANTS.

4. THE RESIDENCY.

5. THE RAILWAY STATION.

6. THE POST OFFICE.

to the furtherance of the intimate understanding which exists between the various sections of the community than the padangs, scattered through the States, upon which all classes meet in friendly emulation.

Early in 1888 it was suggested that it would greatly enhance the beauty of Kuala Lumpur if gardens were laid out. The Resident, Mr. (now Sir) Frank Swettenham, entered heartily into the proposal, and secured the High Commissioner's sanction to the expenditure of the money required to carry it into effect. A valley, through which ran a clear stream, was chosen, the few Chinese living there were bought out, the jungle was cleared,

plants, and quite recently a fern-house and an orchid-house have been added. The whole area of the gardens, about 187 acres, has been constituted by enactment a wild-bird reserve, whilst the lake has been stocked with fish specially imported from China. Overlooking the lake is "Carcosa," a large bungalow occupied by the Resident-General and until recently providing accommodation for his secretariat. On the surrounding eminences are the bungalows of leading Government officials, and in the midst of the gardens is the Lake Club, taking its name from the Sydney Lake.

Situated near the Damansara Road entrance to the gardens is the Selangor State Museum,

returning to the town—one past the Museum and the cemetery, leaving the railway station on the right and the General Hospital and the American Episcopal Methodist Church on the left; the other, a devious route *via* Damansara Road and Swettenham Road, past the new quarters of the Agricultural Department, and skirting the hill on which stands the bungalow of the British Resident. The latter brings the visitor out near the little Church of St. Mary the Virgin, which provides Kuala Lumpur with a place where the "two or three" of the Established Church of England may gather together. It is a simple, unpretentious example of the Early English Gothic style, cruciform in plan, with a nave 87 feet by 28 feet and a chancel 29 feet by 22 feet, with octagonal end. It was built in 1894 and consecrated by the Bishop of the diocese early in the following year, the Rev. F. W. Haines being the chaplain. The affairs of the church are managed by a chairman and a committee of six members elected by the congregation, and the chaplain, now the Rev. G. M. Thompson, is paid partly by the Society for the Propagation of the Gospel, partly by the Government, and partly by the voluntary offerings of the congregation. A Tamil missionary is also attached to the church.

From the Town Hall a drive may be taken along the Batu Road past the Institute of Medical Research and the District Hospital to the racecourse. Returning by another road, a turning to the rear of the Government buildings takes the visitor to the business part of the town, where he will be astonished to find what a large proportion of the trade is done by Chinese. At night-time the streets are a sight to be remembered, but of all the recollections which the visitor will carry away with him, the most vivid will be those of the gambling shops legalised by the Government. Lit up with a fascinating brilliance, these popular places of resort are thronged with men intoxicated by the love for play, but so inured to the excitement that their faces wear a mask of stolid indifference. The principal games played are poeh, fan-tan, chap-ji-ki, and various card games.

In the vicinity of Weld Hill, on which stands the club of that name, are the golf links, with a well situated pavilion, the old rifle range, and the Law Courts; whilst on Bukit Nanas Hill are situated the headquarters of the Roman Catholic Mission in the neighbourhood, the Roman Catholic Church, and the new school, with accommodation for six hundred boys, known as St. John's Institution.

Returning to High Street, past the Federal Dispensary, the Victoria Institute—an English school with about six hundred boys on the register—is reached, and on the opposite side of the road is the Chinese secretariat. In this vicinity, too, lies the Chinese Roman Catholic Church, a handsome structure dedicated to Our Lady of the Rosary. Hard by is the convent, the sequestered scene of the labours of a devout sisterhood, working for the benefit of all classes, irrespective of creed or race.

A short journey by rail includes two interesting features of the neighbourhood—the central railway workshops, equipped with the most modern machinery for the construction and repair of engines and rolling stock, and the famous Batu Caves. By road, the new rifle range, near the old racecourse, the grand stand of which is now the Federal Home for Women, is within four miles of the town, whilst in another direction lies the Malay Settlement, a unique experiment made by Government with a view to meeting unique conditions.

There are several Chinese temples scattered about the town. The chief of these are the Sze Yah Miu, a Buddhist temple in High Street, founded by Yap Ah Loi, for all classes; the Kwan Yim Thong (the Goddess of Mercy), on the Ampang Road; the Kon Yim Miu, on

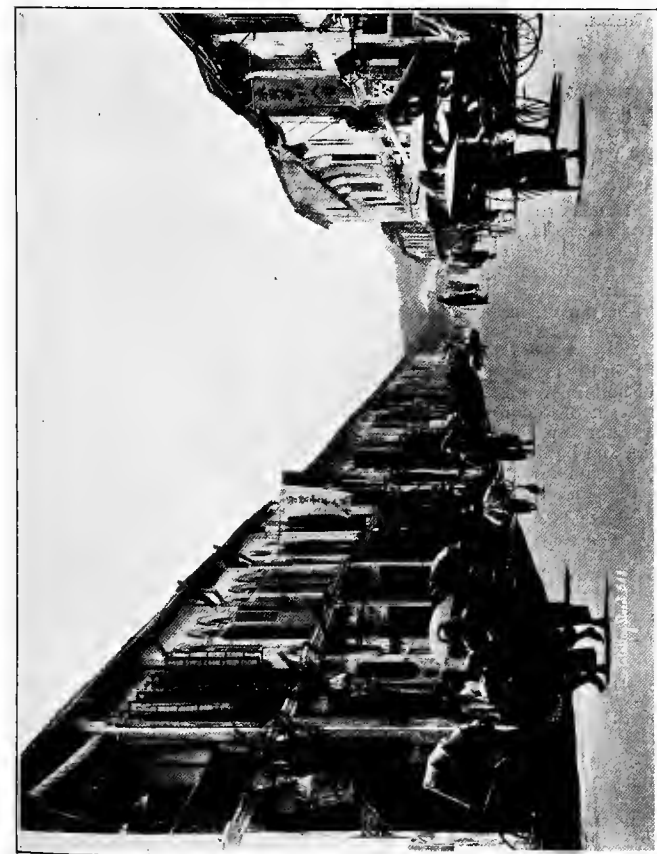


MASTERS OF THE VICTORIA INSTITUTE.

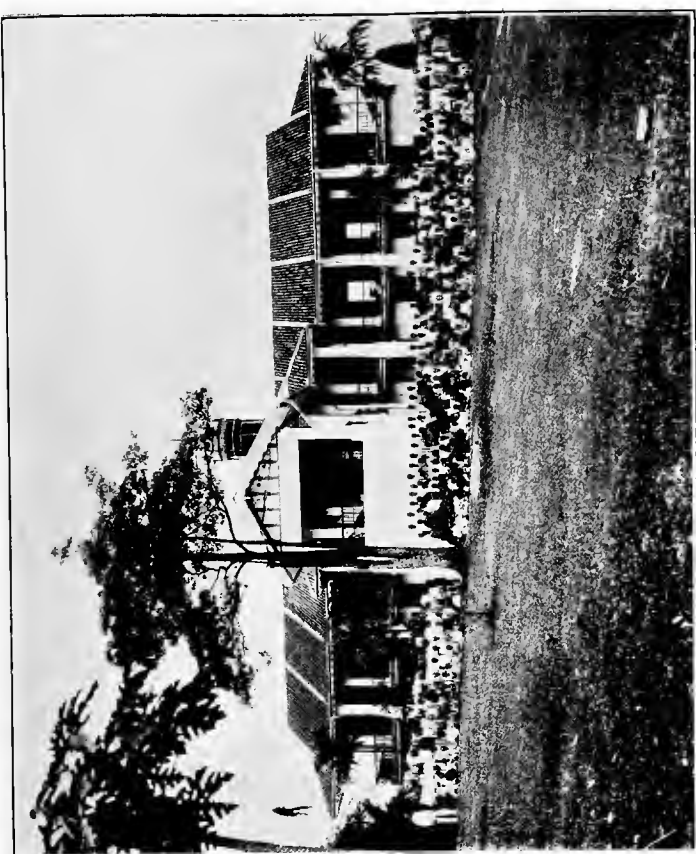
and a lake was formed by throwing a bund across the lower end of the valley. The lake, completed in February of the following year, was named the "Sydney Lake," in honour of the wife of the Resident. In May, 1899, the gardens were formally opened, in the presence of H.E. Sir C. C. Smith, G.C.M.G., and H.E. Sir Charles Warren, G.C.M.G., K.C.B. Since that date they have been steadily improved, and now form one of the most charming features in the neighbourhood. Mr. A. R. Venning, late Federal Secretary, who took a prominent part in the formation of the gardens, has his name perpetuated in a road which runs through them. A plant-house contains about three hundred species of foliage and flowering

a new building of the Flemish order. It has a central hall from which run two main galleries. The removal from the old museum in Bukit Nanas Road took place in 1906. The exhibits include a very complete collection of birds found in the peninsula, a fine collection of Malayan krises, interesting ethnological examples, and the nucleus of a representative zoological collection. A library attached to the Museum contains several valuable publications.

Near the Museum is the road leading to the European Hospital, which, perched on the summit of a hillock, commands a view well calculated to induce malingering on the part of the convalescent. There are two ways of



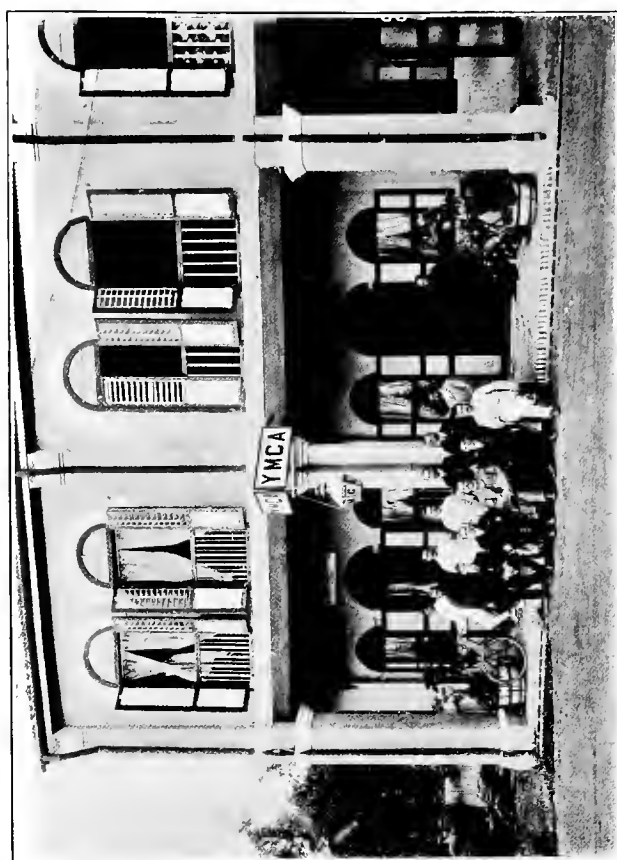
PETALING STREET.



METHODIST BOYS' SCHOOL.



IN THE BOTANICAL GARDENS.



THE Y.M.C.A.



PROMINENT RESIDENTS OF KUALA LUMPUR AND DISTRICT.

1. R. G. HICKEY, Harbour Master, Port Swettenham.
2. H. E. SWAN, Second Asst. Dist. Officer.
3. S. R. SMITH, Acting Executive Engineer for Selangor P.W.D.
4. G. E. COBB, Kuala Lumpur.
5. T. H. T. ROGERS, Advocate and Solicitor, Kuala Lumpur.
6. G. BUCHANAN, Chief Officer, Kuala Lumpur Fire Brigade.
7. L. B. VON DONOP, Secretary, Kuala Lumpur Sanitary Board.
8. J. SCOTT MASON, District Officer, Klang.
9. T. A. MOFFATT, Surgeon Dentist, Kuala Lumpur.
10. J. G. T. POOLEY, Kuala Lumpur.
11. H. G. R. LEONARD, Asst. Supt. Immigration, Klang.
12. DR. MALCOLM WATSON, Senior District M.O., Klang.
13. E. W. N. WYATT, Asst. Dist. Officer, Klang.
14. A. FOX, Kuala Lumpur.

the Third Cheras Road, for vegetarians; the Kong Siu Ooi Kwan, a Cantonese and Hakka friendly society's house, and the Fooi Chiu Ooi Kwan, a Hakka temple, in Petaling Street; the Tiu How Miu, for Hylams, in Sultan Street; and Ling Shan Che, a monastery for Chinese Buddhist monks. About nine-tenths of the Chinese are followers of Confucius; most of the remainder are Taoists.

THE SANITARY BOARD.

The Sanitary Board of Kuala Lumpur was established in 1890 with a view to interesting the inhabitants in the conservancy and improvement of the town. The membership comprises a number of Government officers, with a sprinkling of unofficial members selected by the British Resident to represent the European and native communities. A paid Chairman and staff are appointed by the Government. Meetings are held fortnightly at the offices of the Sanitary Board, and the minutes containing the Board's recommendations are forwarded to the Resident for his information and approval.

The area under the Sanitary Board's control is about nine square miles, and includes the mining village of Sungei Besi, of two or three thousand inhabitants, about nine miles to the south, and the village of Ampang, six miles to the east of Kuala Lumpur. The population of the whole area was returned at 32,381 in 1901.

when the last census was taken, and it is growing rapidly. The number of births registered in 1906 was 486. The low rate of 12·3 per thousand of the population is accounted for by the excessive preponderance of male population over female. The death-rate was 65·01 per mille, dysentery, beri-beri, malaria, and phthisis being the principal causes of death.

The duties of the Board consist in the laying out of the town, the regulation of buildings and building operations; the reservation of open spaces; the provision of public water supply; the cleansing, watering, repairing, and lighting of the streets; the supervision of sanitation; the inspection of foodstuffs; the establishment and regulation of markets and slaughter-houses; the registration and licensing of bakeries, dairies, laundries, street-stalls, common lodging-houses, eating-houses, and other places of public resort; the establishment of public baths for natives; the prevention of nuisances; the removal of obstructions in verandahs and footways; the repair or destruction of dangerous premises; and all other matters affecting the general welfare of the inhabitants. In furtherance of these objects the Board has power to frame and pass by-laws, subject to the approval of the Government, and to levy an annual rate upon lands, houses, and buildings not exceeding 15 per cent. of their annual value. In this connection it is worthy of note that the Board are invested with power to rate vacant lands, though, at present, it is intended to exercise this power

only in regard to land in the central portions of the town. The idea is to encourage building, or rather to discourage owners from holding land for speculative purposes and making no use of it.

The revenue of the Board in 1906 was 262,304 dollars, and the expenditure 394,419 dollars, as compared with 55,593 dollars and 102,778 dollars respectively in 1901.

The town area contains nearly 50 miles of macadam roads, exclusive of bridle-paths. The existing bridges over the Klang and Gombak rivers are shortly to be widened in order to carry roadways of 40 feet, with footpaths on either side.

The water supply, until recently ample for all purposes, has become inadequate by reason of the unexpectedly rapid growth of the town. The existing supply is obtained from a catchment area of 400 acres, and is impounded in a reservoir on the Ampang Road, having a capacity of 37,710,000 gallons. This is supplemented by a supply brought in from the upper reaches of the Ampang river, through steel and earthenware pipes, derived from a catchment area of about 700 acres. The average daily consumption in 1906 was 535,160 gallons, which, assuming the population to be 33,000, is equivalent to 16·22 gallons per head. It has now been decided so to extend the waterworks as to exclude the possibility of shortage. The new scheme provides for a supply from the main river in the Ampang valley, distributed from a service reservoir to be built on Weld Hill. This will increase the supply by 150,000

gallons a day ; and the intention is that the old reservoir shall be used as a high-level supply for the residential part of the town, whilst the new service will provide an independent town or low level supply. The aim of the Government is to supply 35 gallons per head for a population of 60,000, and it is hoped that the scheme will be completed in about eighteen months' time. A nominal revenue is derived from pipes and fittings and private supplies. The general public are served by dipper fountains.

Kuala Lumpur is lit principally by electricity, which superseded the old form of oil lamps in September, 1906. The current is generated at a power station situated some miles from the town along the Gombak road, by turbines of 2,600 h.p., and distributed from a transforming station near the Gombak Bridge. In addition to 9½ miles of transmission cable, there were at the end of 1906 18½ miles of overhead and 5½ miles of underground distributing mains ; but the radius is being continually extended, and these figures must be taken as falling far short of those of the present day. There were 57 arc, 2 Nernst, and nearly 500 glow lamps on the public lighting circuit ; whilst 6 Government buildings, 66 Government quarters, and 36 private houses were supplied at the end of 1906. Current is also transmitted to the Central Railway Workshops on the Batu Road, the machinery there being all motor-driven.

Mr. Edward Shaw Hose, Chairman of the Sanitary Board, Kuala Lumpur, and Superintendent of Prisons for the State of Selangor, is a son of the present Bishop of Singapore, and was born in 1871. Educated at Blundells' School, Tiverton, he joined the Perak Civil Service at the age of twenty as a junior officer. Passing in Malay in 1892, he became Acting Financial Assistant at Kuala Kangsa, and subsequently secretary to the Sultan. He held successively the posts of Demarcation Officer, Kinta ; Assistant District Magistrate and Financial Assistant, Kuala Kangsa ; Collector of Land Revenue, Krian ; Acting Collector of Land Revenue, Larut ; Acting Magistrate, Larut ; Acting District Magistrate, Batang Padang ; Assistant Secretary to the Govern-



ROAD TO THE WATERWORKS.



THE AMPANG WATERWORKS.

ment, Assistant Secretary to the Resident, Acting Collector of Land Revenues, Larut, and Registrar of Titles, North Perak ; and Acting District Officer, Larut and Krian. In March, 1904, he was transferred to the colony, where he acted successively as Deputy Public Prosecutor, Singapore, Second Magistrate, and Commissioner of the Court of Requests. In October of the same year he was appointed to his present position.

E. Burnside.—The Acting Secretary to the Resident of Selangor is Mr. Edmund Burnside, who holds a substantive appointment in the Land Revenue Department. He entered the Perak Civil Service in 1888 after having been for five years private secretary to the Chief Justice of Ceylon. He held a long series of magisterial and other appointments in the State until 1903, when he was transferred to Selangor as District Officer of Ulu Langat. He returned to Perak for a time to act as Secretary to the Resident, and was then appointed Collector of Land Revenue, Kuala Lumpur, and Registrar of Titles. He became in 1904 Acting Secretary to the Resident of Selangor, and in the same year acted for a time as British Resident. Mr. Burnside, who was born in 1863, lives in Kuala Lumpur.

J. E. Jackson.—The Executive Engineer at Kuala Lumpur, Mr. James Edward Jackson, A.M.I.C.E., is, *ex officio*, a member of the Sanitary Board. He joined the Selangor Govern-

ment Service as an assistant engineer in 1900, shortly afterwards becoming District Engineer, Kuala Selangor, and Acting Supernumerary Engineer, Kuala Lumpur. In 1904 he was transferred to Perak, and in 1906, on return from leave, he again came under the Selangor Government in his present capacity.

Dr. Ernest Aston Otho Travers, M.R.C.S., L.R.C.P., who has occupied the position of State Surgeon of Selangor since 1897, was born in 1866, and took up the appointment of Residency Surgeon, Negri Sembilan, in 1887. To his duties there were added for a time those of Acting Protector of Indian Immigrants and Acting Magistrate. In 1891 he was made Residency Surgeon of Selangor, and later he carried out for three years the additional duties of Health Officer. Dr. Travers resides at Kuala Lumpur, and is identified with

Tillotson, of Beckbury Hall. Mr. Baxendale is a member of the Wyndham and Sports Clubs, London, and of most local clubs.

Raja Alang Iskandar, a son of the Sultan of Perak, was appointed Assistant-Commissioner of Police, Kuala Lumpur, in 1905. By virtue of his office he has a seat on the Sanitary Board. He was born in 1881, and was privately educated at Oxford.

Raja Mahmud.—Raja Mahmud bin Sultan Mahomed is the present Penghulu of the Malay Agricultural Settlement at Kuala Lumpur and a member of the committee of management.

Inche Tamby Abdullah.—A prominent merchant, Inche Tamby Abdullah, in addition to being a member of the Sanitary Board, is a trustee of the Victoria Institute, a member of the Board of Visiting Justices, and one of the

born in that settlement in 1859. After finishing his education at Raffles Institution, he carried on business for several years as a general trader and military contractor. In 1884 he left Singapore and settled in Kuala Lumpur as a merchant and tin miner. He advanced money on mines, &c., and achieved great prosperity. Now he is the lessee of all the private mines in Selangor of the Sultan of the State. He also owns mines in Selangor, Perak, Kedah, Siam, and Pahang, and property in Kuala Lumpur, Pinang, and Singapore. Mr. Doorasamy takes a great interest in education, and gives largely to charities. His is a well-known name amongst the Tamil coolies on the estates, for when they are obliged to leave their employment through sickness they go to him and are provided with two meals daily. Besides being a member of the Sani-



1. R. DOORASAMY PILLAY AND SONS.

2. R. DOORASAMY PILLAY'S MINE AT SUNGEI PETAY.

most of the local clubs and institutions. He is a keen sportsman.

Mr. Arthur Salisbury Baxendale is head of the firm of Baxendale & Devitt, merchants, Kuala Lumpur. He was born in 1866, and was educated at Leamington College and at the School of Electrical Engineering, London. From 1888 to 1906 he was head of the Post and Telegraph Department, Selangor. In 1900 and 1902 he was sent as Special Civil Commissioner to the Cocos-Keeling Islands, and when called as a witness before the Cables Communication Committee suggested the two principal recommendations, namely, the connection of Ceylon with the Cocos-Keeling Islands by cable and of Burma and Pinang by land line. His publications include "The Ball," "The Planters' Telegraph Code," &c. He married Violet, eldest daughter of Colonel

committee of management of the Public Gardens, Kuala Lumpur. He resides in Malacca.

Towkay Lee Kong Lam.—Towkay Lee Kong Lam, another member of the Sanitary Board, is a well-known merchant in Kuala Lumpur. He was formerly secretary to Towkay Loke Yew, and for many years conducted the business of the millionaire. Towkay Lee Kong Lam is a member of the Board of Visiting Justices, Kuala Lumpur, and of the Board of Visitors to the Lunatic Asylum, a trustee of the Victoria Institute, and a member of the committee of management of the Public Gardens. He resides in Kuala Lumpur.

Mr. R. Doorasamy Pillay is a Tamil gentleman highly esteemed both in the commercial and social life of Kuala Lumpur. He is a son of the late Mr. Ramasamy Pillay, who was a contractor of Singapore, and he was

tary Board, Mr. Doorasamy is a Visiting Justice of Gaols. He is married and has three sons.

Other Members.—Dr. R. L. Thornley, Health Officer; Mr. H. C. Ridges, Protector of Chinese; Mr. H. M. Hatchell, Deputy Commissioner of Police; Mr. H. Redfearn Shaw, Superintendent of Revenue Surveys; and Mr. A. B. Hubback, Architectural Assistant, are *ex-officio* members of the Board, and their biographies appear elsewhere. The remaining member is Towkay San Ah Wing, a well-known merchant, whose career finds a place in another part of this book.

L. B. Von Donop.—The Secretary to the Sanitary Board is Mr. Lionel Brenton von Donop, now on leave. Born in 1855, he entered the service of the Selangor Government in 1893 as First Clerk in the P.W.D. head office

and later in the same year was appointed to his present post. In 1906 he acted as Chairman of the Board during the absence of Mr. Hose.

Mr. Charles Buchanan.—As the result of a pleasure trip to Singapore at the age of nineteen Mr. Charles Buchanan became the Secretary of the Sanitary Board and first Lieutenant of the Fire Brigade at Kuala Lumpur. He was born in Scotland in 1876, his father, Mr. Alexander Wingate Buchanan, being a well-known Glasgow barrister. Mr. Buchanan was educated at Glasgow, and in 1895 came to Singapore with his cousin, Mr. James Gardener, and continued his journey to China, where, for eighteen months, he studied the language. On returning to the Straits Settlements he joined the Government service in the Judiciary department in Singapore, and in 1892 was transferred to the secretariat at Kuala Lumpur. Two years later he was appointed to the Treasury at Ulu Lungat, and in 1895 to the Police Department at Kuala Lumpur. Afterwards he was re-attached to the secretariat, and then obtained the post of Secretary to the Sanitary Board. His connection with the Fire Brigade dates from 1892. He was made Lieutenant in 1900, and Lieutenant and Secretary in 1906. Mr. Buchanan has been awarded the long service medal of the National Fire Brigades' Union, and during his membership of the brigade has obtained about eighty-five prizes, including cups and other awards in competitions in Kuala Lumpur.

THE FIRE BRIGADE.

Although a voluntary organisation, the Fire Brigade is equipped by the Government. It was started in the early eighties, with Captain H. F. Bellamy, the Deputy State Engineer, as chief officer and eighteen members, and it was equipped with a horse-engine and the usual accessories. At the present day the brigade consists of thirty European members and twenty natives, a motor fire-engine has replaced the horse-drawn appliance, and before long a motor hose tender will be added as an auxiliary. The chief officer is Mr. R. Charter, of the Public Works Department, and the second in command is Mr. Buchanan, who holds also the position of secretary and treasurer. The present Fire Station on the Ampang Road was opened on October 30, 1893, by Mr. W. H. Treacher, C.M.G., the then Resident. It is in communication with the residences of all the firemen and with street fire alarms. The public is warned of any outbreak by gun-fire. Annual competitions are held, and long service is recognised, Messrs. Charter, Buchanan, J. Brown, C. Wilson, and four native firemen having received medals from the National Fire Brigades' Union for ten years' service. Captain Bellamy still has the interests of the brigade at heart, and retains the post of honorary chief officer.

SELANGOR CHINESE CHAMBER OF COMMERCE.

In the early history of Chinese mercantile and mining activities in the State of Selangor, business questions were generally discussed at meetings held in Chop Tong Him Loong, owned by the esteemed and wealthy Towkay Loke Yew. This primitive arrangement, however, was not allowed to continue long. Mr. San Ah Wing, a public-spirited gentleman of Kuala Lumpur, began an active agitation in favour of the establishment of a properly constituted Chamber of Commerce, and as the result of a series of lucid and forcible articles written by him and published in the *Malay Mail*, a largely attended meeting of merchants and miners was held at the General Farm in Kuala Lumpur, and it was unanimously decided to form the Selangor

Chamber of Commerce. An inaugural meeting was held at the Selangor Miners' Association on March 27, 1904, and the following office-bearers were appointed: Chairman, Towkay Loke Yew; vice-chairmen, Towkays Chan Sow Lin and Loke Chow Kit; committee, Towkays Chin Choon, Low Luan Gan, Lee Kong Lam, Kan Choon, San Kee, Chia Boon Teat, Yap Long Hin, Wee Hap Lang, Khoo Hock Chong, Ong Chee Siew, Wong Wan Fan, Wong Tau San, Fong Swee Chee, Mak Chak Sang, San Ah Wing, Sin Chew Kee, Hoi Guan, Eng Hoh Seong, Seng Soon, Fong On, Chin

duties of the office were undertaken by Mr. Loon Len Yew, a well-known member of the local community.

CLUBS.

The Selangor Club in Kuala Lumpur, frequently referred to as the "Spotted Dog," is one of the most popular institutions of its kind in the Federated Malay States. Its membership roll contains about 650 names, and includes all the Europeans of standing in the States. It was founded in 1884 partly as



SELANGOR CHINESE CHAMBER OF COMMERCE.

Sin Hee and Mah Hoi Chee; and hon. secretary, Mr. San Ah Wing.

The Chamber holds regular meetings at its rooms in Rodger Street. The representations which it has made to the Government at different times have invariably received every consideration, and it has been accorded the privilege of nominating two members to the Kuala Lumpur Sanitary Board, as representatives of the local Chinese community.

For the year 1907 Towkay Chan Sow Lin was chairman, and Messrs. San Ah Wing and Wee Hap Lang were the vice-chairmen. Mr. Choo Cheong Khay, the hon. secretary, went to Manchuria in May, and in his absence the

a sporting club for the purpose of fostering games of various kinds, such as football, cricket, &c., and partly as a reading-room for the use of Government officials and others. Mr. H. Conway Belfield, the British Resident, is *ex officio* the president, and Mr. R. G. Watson the vice-president. The club premises are on the western side of the padang, and contain three billiard tables, large reading and card rooms, and a bar. They are lighted throughout with electricity and fitted with fans. The club house is the headquarters of the Turf Club, of the Choral Society, and also of the Automobile Club. The club is managed by a committee of members elected annually.



THE SELANGOR CLUB.



WELD HILL CLUB.



FROM THE PORCH OF THE LAKE CLUB.

Mr. H. M. Rankilor has been the secretary since 1905.

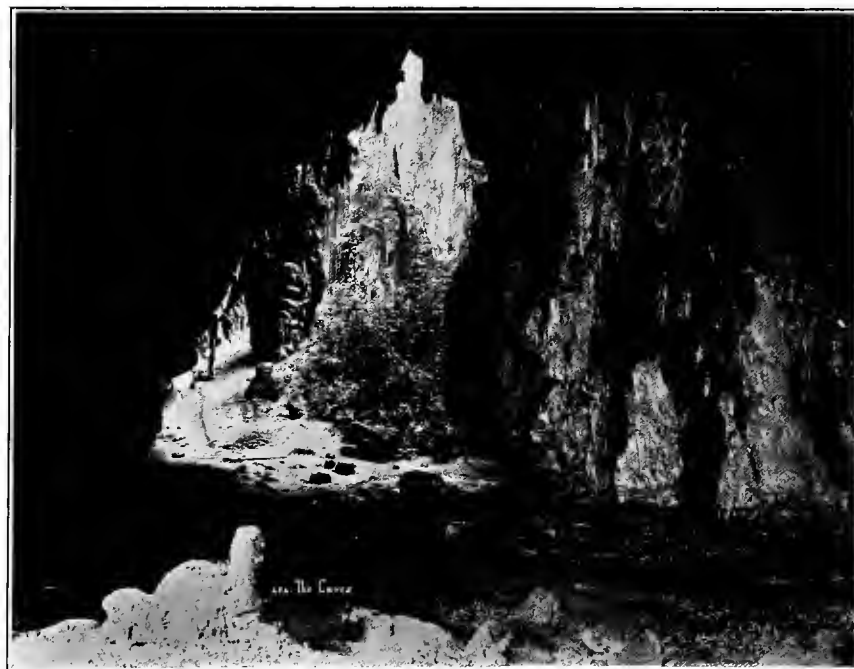
The Lake Club, ideally situated in the

midst of the public gardens, was founded in 1891. It soon came to be regarded as the aristocratic club of the neighbourhood, and before

many years had elapsed it became necessary to enlarge the premises. To-day the club has a membership of about 400, which includes most of the leading Government officials in the States. Captain Talbot is the president and Mr. H. G. B. Vane the hon. secretary, these gentlemen, with seven others, forming the committee. Tennis, billiards, and the opportunities afforded for social intercourse, not to mention its charming situation, are the chief attractions of the institution.

The Recreation Club was formed in 1896 to provide a resort for Government servants and others who had no club of their own. An appeal for subscriptions was generously responded to, and a building was erected on the south-west side of the padang and provided with all the requisites of a modern social institution. The club has a large membership, and is ably managed by a committee elected annually.

The Weld Hill Residential Club was established by some of the prominent Chinese residents of Kuala Lumpur in 1906, mainly for the convenience of visitors from up-country stations, as there is a great lack of accommodation in town. The founders of the club were Messrs. Loke Chow Thye, Teh Seow Teng, and Khoo Keng Hooi, the present hon. secretary. The club, which has been elegantly furnished, occupies an admirable site overlooking the racecourse, and stands in tastefully laid out grounds, covering an area of seven acres, rented from Mr. Lee Kong Lam at a nominal figure. Mr. Loke Chow Thye, with his customary generosity, presented a full-sized billiard table to the club, Mr. Eu Tong Sen a handsome marble bar, and Mr. Lee Kong Lam a drawing-room suite. The subscription



THE INTERIOR OF THE BATU CAVES.

to the club is higher than that of any other club in the Federated Malay States. A unique feature of the institution is that it is the resort of many of the Chinese ladies of Kuala Lumpur. The lady visitors indulge in games of tennis and croquet, and the male members, who include not a few Europeans, are about to establish a rifle club among themselves. Mr. Loke Chow Thye is president of the club and Mr. Khoo Keng Hooi hon. secretary and treasurer.

THE MALAY SETTLEMENT.

The original idea of the Malay Settlement at Kuala Lumpur was to establish an industrial school for the instruction of Malays in the making of the silver ware peculiar to the country, weaving, &c., and to provide Malays employed in Kuala Lumpur with a reserve in which they could live according to their own manners and customs. For this purpose 250 acres of land within the municipal limits were set aside by the Government under the Land Enactment, and lots of half an acre were granted to Malays willing to settle there. The conditions imposed upon Malays taking advantage of this offer were that they should build their own houses and fence and plant the land. Their allotment was free of rent or premium. Certain buildings were erected with a view to giving the technical instruction already referred to, and the settlers were required to devote a certain amount of their time to learning Malay industries; but the Government found they had not secured the right class of people. Most of the men, having work in Kuala Lumpur, could not find time for weaving and silver work; and eventually it was decided to abandon the technical instruction and allow the settlement to become a purely residential reserve, where the Malays can live in surroundings natural to them, instead of being huddled together in back streets, burdened with the high rents prevailing in Kuala Lumpur. Mr. A. Hale, now a District Officer in Perak, took a great interest in the settlement when it was first formed, and spent much time in the endeavour to make it of use to the Malay community. In recognition of this his name has been given to the main road through the reserve. The Raja Muda of Kuala Lumpur is *ex officio* chairman of the committee of management, and the Inspector of Schools is *ex officio* vice-chairman. Mr. B. O. Stoney, the hon. secretary, takes an indefatigable interest in the welfare of the community.

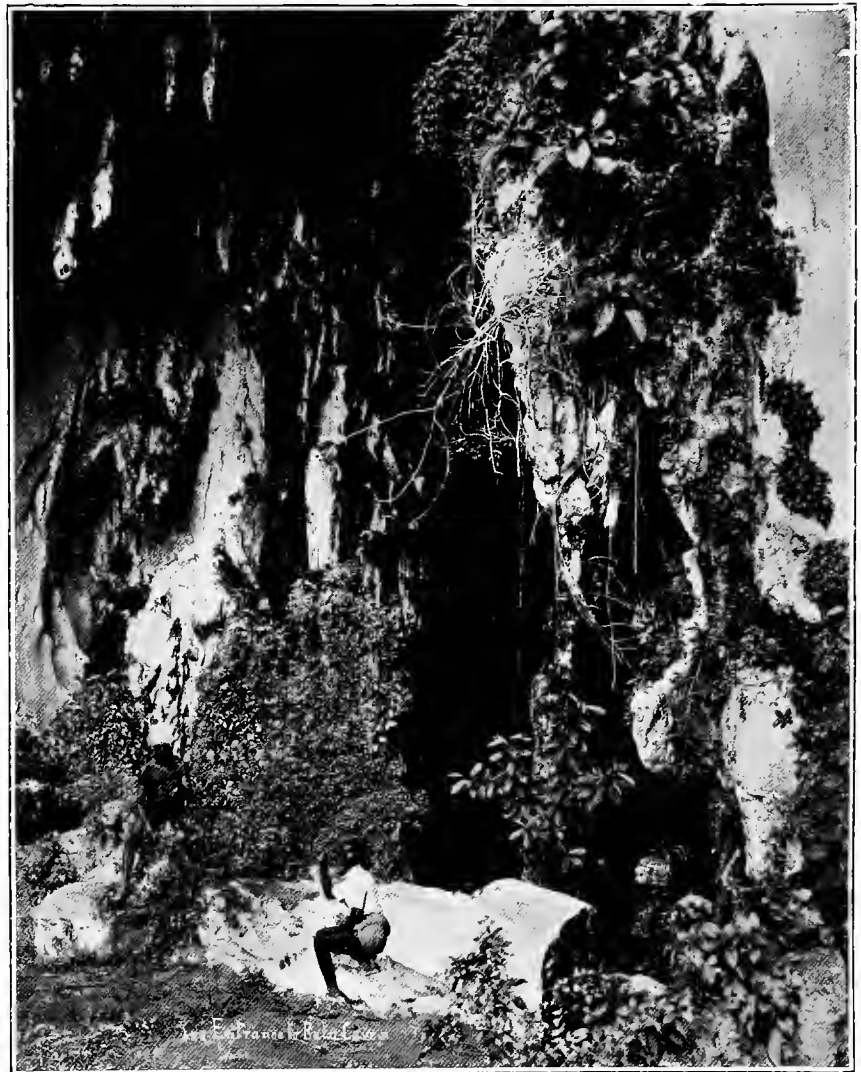
THE BATU CAVES.

Though by no means the most extensive, the Batu ("Stone") Caves, of which we give illustrations, are perhaps more widely known than any others in the Federated Malay States. They are distant about seven miles from Kuala Lumpur, and may be reached either by rail—the short line to the central railway workshops having been extended to the stone quarries near the caves—or by road. Ten minutes' walk from the station brings one to the entrance to the light cave, usually the first visited. It is a huge dome-like cavern, impressive in its vastness, exciting in the mind a vague awe. Beyond is a lesser cave, lit by a circular shaft, covered from top to bottom with profuse vegetation, a patch of sky, fringed with a delicate leafy tracery, being visible. On returning to the entrance to the cave a charming view opens out and compels a moment's halt. It is but a short distance to the dark cave, the exploration of which is an experience not soon forgotten. Some two or three hundred yards from the entrance, after scrambling over some rocky ground, a shallow stream of water is met crossing the tunnel, and

this must be waded if the inner recesses of the cave are to be penetrated. There is, however, no difficulty if acetylene lamps are carried and a stick is used to feel the way across. The main gallery runs on for some distance further, and enters a large open space, from which several directions may be taken. Whether the caves have ever been thoroughly explored it is not easy to say. In several places there are considerable drops, which can only be descended with the aid of a knotted rope fastened to some projection. In one of the galleries a narrow fissure beneath a mass of rock gives access to a rugged descent, at the far end of which is a shallow pit. Gaining the bottom of this pit by means of a rope, a dozen or so paces over swampy ground lead to what is, apparently, a

traced across the entrance to each, there need be no fear of covering the same ground twice or of leaving any gallery unvisited. Plenty of curious openings tempt the adventurous, many of them so slippery with wet guano that a rope is absolutely necessary to avert disaster.

The caves are inhabited by bats, white snakes, toads, and insects, with probably a few of the smaller nocturnal carnivores. The toads are of extraordinary size; the snakes, which live on bats, attain a length of 6 feet, and not a few of the insects are rare and peculiar to the limestone caves of the peninsula. The bats fly in their thousands, and the floor of the caves is covered with beds of guano, in some places 6 feet or more in thickness. These flitting creatures fill the air with a subdued roar, as



THE ENTRANCE TO THE BATU CAVES.

fearful shaft, the depth of which can only be conjectured. "One, two, three, four" may be counted slowly before the thud of a stone hurled into it is audible. At no point does the stone strike the sides of the shaft, and it is possible, if not probable, that the shaft may penetrate the roof of another immense cavern. Other galleries radiating from the large open space already referred to may be explored in turn, and, if a wavy line or some other mark is

of the sound of many waters. The incessant noise is punctuated by the "chink, chink" of water, which, charged with carbonate, drips from the pendent stalactites on to their opposing stalagmites. Some of these formations are large and of great beauty.

At the foot of the hill—for the entrances to the caves described are about half-way up the cliff—a path leads to other caves, less extensive, but well worth visiting.



THE LAKES.

PERAK.

PERAK, with an area of 6,555 square miles, is the largest of the Western States, and the most important commercially. It extends from $3^{\circ} 37'$ to $6^{\circ} 05'$ North latitude, and from $100^{\circ} 3'$ to $101^{\circ} 51'$ East longitude. Its boundaries are Province Wellesley, Kedah, and Rahman on the north, Selangor on the south, Kelantan and Pahang on the east, and the Straits of Malacca on the west. The coast line extends for about 90 miles.

The rivers of the State are numerous, and, in general, are navigable for vessels of shallow draught. The Perak river, near the mouth of

tribute from the Plus, the Kinta, and the Batang Padang, all of which are deep enough to carry cargo boats, and during its course it flows through some of the loveliest scenery in the Federated Malay States, notably that surrounding Kuala Kangsa. The Bernam river, forming the southern boundary line of the State, is navigable for 100 miles to steamers of three or four hundred tons. A canal runs from Utan Melintan, near the mouth of the river, to Teluk Anson. Other rivers which may be mentioned are the Dinding, Bruas, Larut, Sa'petang, Kurau, and Krian rivers.

that which runs along the eastern boundary of the State and forms the watershed of the peninsula. Some of the peaks in this range



THE TOWN IN 1878, FROM THE OLD RESIDENCY.

which stands the port of Teluk Anson, takes its rise in the northern hills and flows due south for the greater part of its course. It receives

The uplands of Perak may be divided roughly into two main chains of mountains and a few detached groups of hills. The highest range is



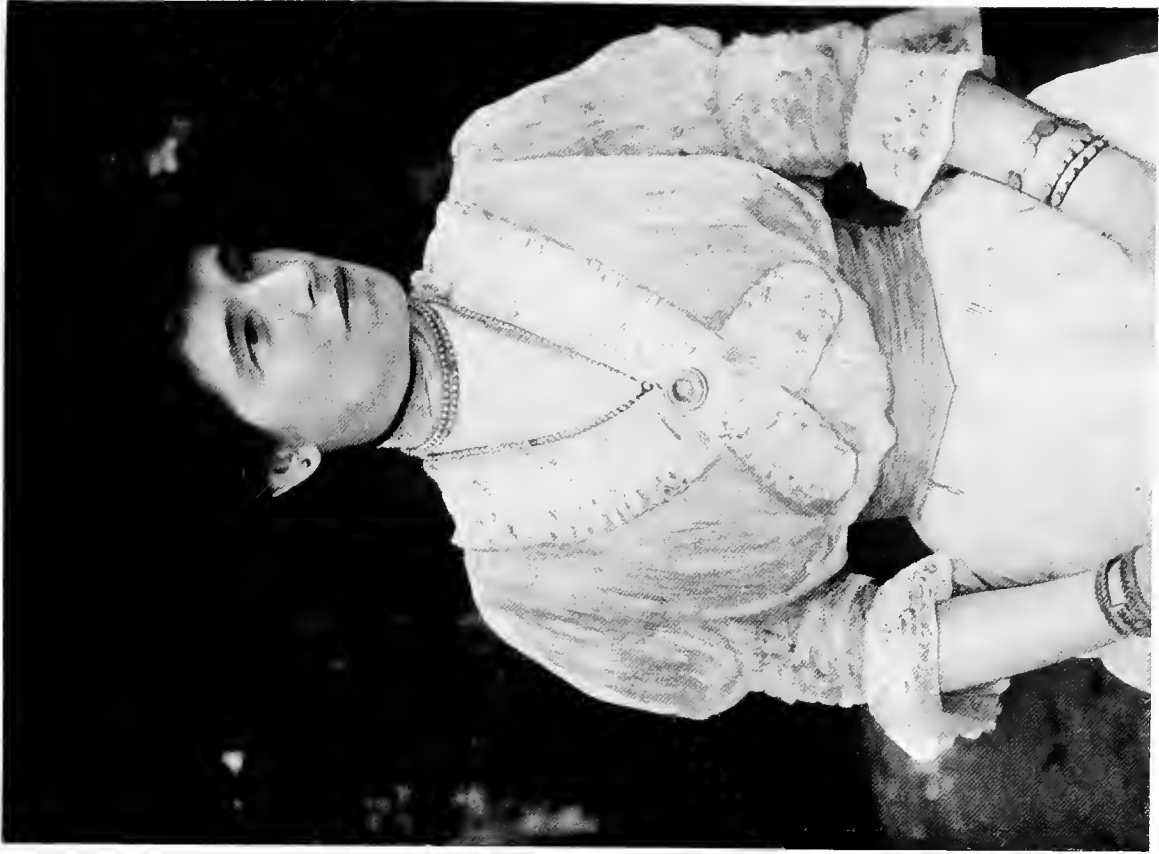
THE LATE J. W. BIRCH.
(First British Resident of Perak.)

attain an altitude of 7,000 feet. The other chain extends from the south of Larut to the northern boundary of the State, the highest points being Gunong Bubu (5,450 feet) and Gunong Inas (5,896 feet). These ranges enclose the basins of the Perak and Kinta rivers, which are separated by a smaller range of hills.

The geological formation of the State is primarily granitic; secondly, a large series of beds of gneiss, quartzite, schist, and sandstone is overlaid in many places by thick beds of crystalline limestone; thirdly come small sheets of trap rock; and fourthly, river gravels and quaternary deposits. Much, however, remains to be known as to the various periods in which the Titanic upheavals responsible for



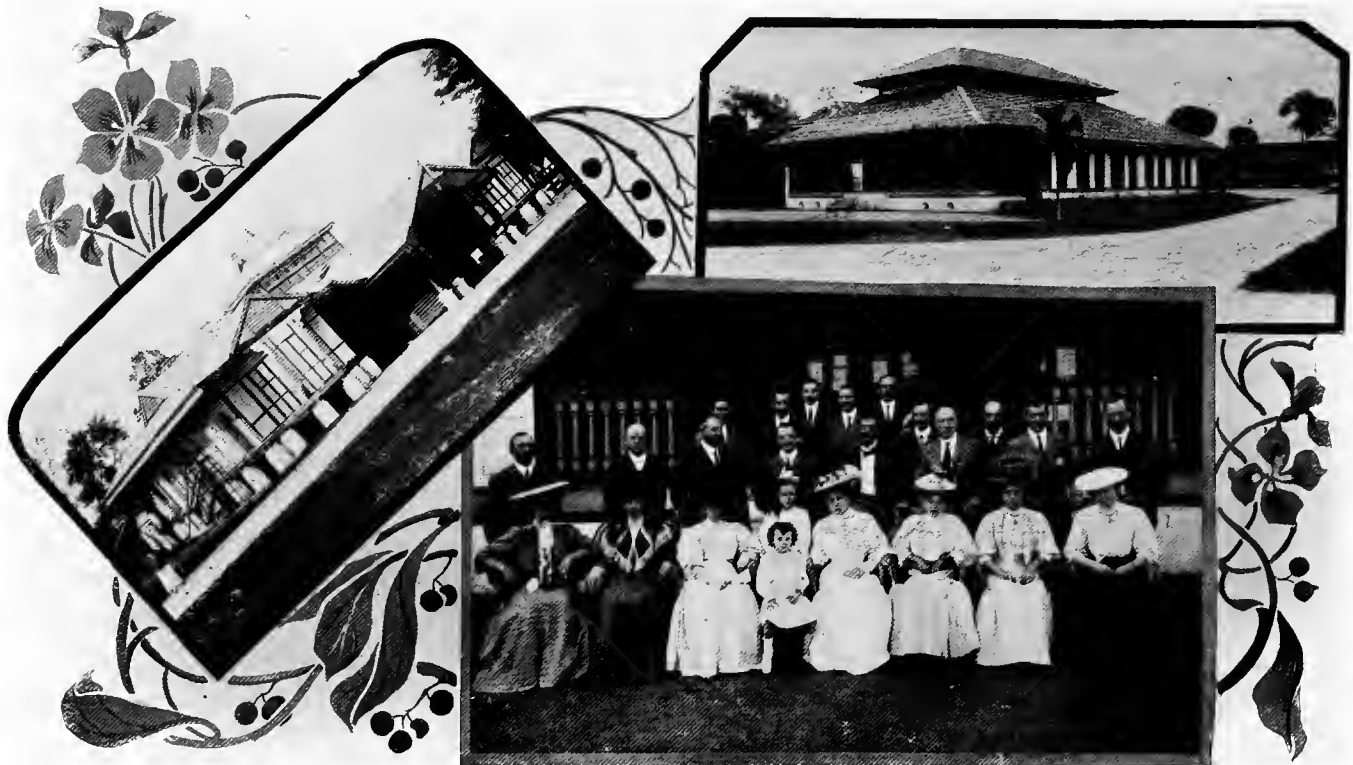
THE HON. MR. E. W. BIRCH, C.M.G.
(British Resident, Perak.)



MRS. BIRCH.



THE OLD GOVERNMENT OFFICES. THE CENTRAL POLICE STATION. THE HOSPITAL.
 THE RESIDENCY. THE HOUSE OF THE SECRETARY TO THE RESIDENT. THE NEW GOVERNMENT OFFICES.



THE PERAK CLUB.

THE NEW CLUB.

SOME OF THE NEW CLUB MEMBERS.

Tapah Road and Tapah Town; whilst 602 miles of metalled roads, 83 miles of earth roads, 267 miles of bridle-paths, and 410 miles of other paths are available for vehicular and pedestrian

The revenue of the State in 1906 was 14,282,484 dollars, as compared with 12,242,897 dollars in the preceding year. The expenditure amounted to 8,776,478 dollars, or 1,365,500

dollars. The exports included tin to the value of 37,234,126 dollars and sugar to the value of 1,044,564 dollars, this latter sum being little short of that for the whole of the exports in 1877, viz., 1,075,423 dollars. The chief sources of revenue are the export duty on tin, which yielded 5,433,709 dollars, as compared with 1,541,442 dollars in 1896 and 140,202 dollars in 1877; and licences, which brought in 2,279,475 dollars. The financial returns show excess assets amounting to 16,721,965 dollars.

The principal industries are, of course, tin mining and agriculture, and, while Selangor takes precedence in regard to the output of rubber, Perak exports far more tin and tin ore, 435,908 piculs, of the approximate value of 38,500,000 dollars, being the quantity sent out of the State during 1906. A total area of 146,624 acres has been alienated for mining purposes, whilst the industry gives employment to 107,057 coolies, whose labours are augmented by machinery representing a force of 39,000 men.

Of 364,303 acres devoted to agricultural products, about 20,890 have been planted with rubber, and during 1906 the quantity of rubber exported was 1,122 piculs, of the value of 316,831 dollars. The other articles of export include areca-nuts, blachan, coffee, copra, dry and salt fish, hides, indigo, padi, pepper, pigs, rice, sugar, and tapioca.

Imports, of the value of 21,710,689 dollars, consisted of live animals, food, drink, and narcotics—together representing two-thirds of the total—raw materials, manufactured articles, and sundries. The State spends nearly 4,000,000 dollars annually on rice, but, as a supply to meet the local demand might easily be raised in the country, the Government is doing its utmost to encourage padi cultivation.

Taiping, situated in the Larut district, is the capital of the State, the seat of the British Resident, and the headquarters of the Malay States Guides. It contains the principal Government buildings, a Museum which is one of the most complete of its kind in existence, and



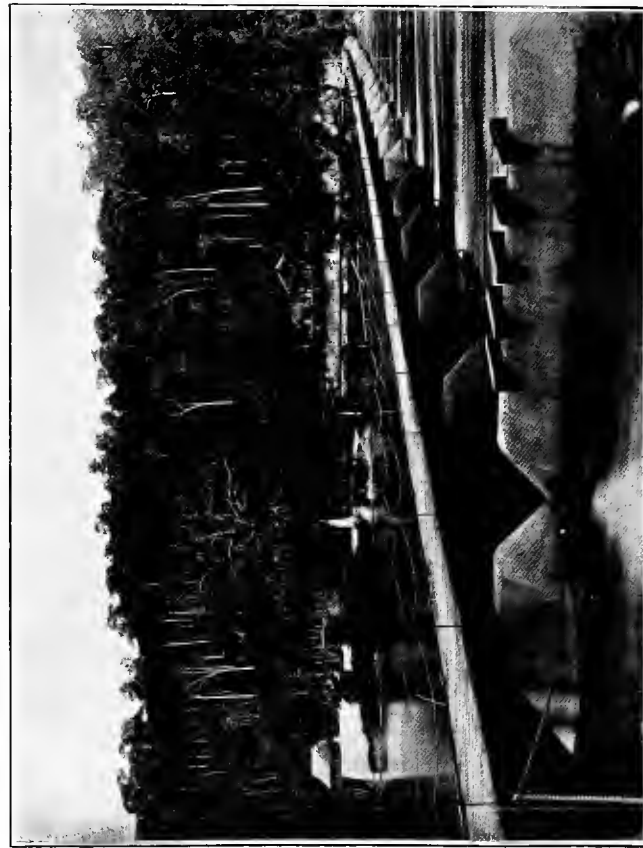
NURSING STAFF OF THE HOSPITAL.

traffic. Telegraphs and telephones extend their service over 629 miles of line and 1,177 miles of wire, whilst the postal arrangements in the State are characterised by efficiency and despatch.

dollars less than in 1905. The revenue in 1876 was only 273,043 dollars, and the expenditure 289,476 dollars. The enormous wealth of the State is shown by the fact that the value of the merchandise exported in 1906 was 41,290,778



TUPAI TAIPING, 1878, FROM THE OLD RESIDENCY.



PONTOON BRIDGE OVER THE PERAK RIVER AT ENGGOR.



KOTA ROAD.



THE FIRST BRITISH STATION IN THE KINTA IN 1878 AT PENHKALEN
PEGU, NEAR IPOH.

a large prison which has lately been converted into a convict establishment for the whole of the Federated Malay States. The Perak and New Clubs exist in friendly rivalry, and have in the padang, which they overlook, a spacious playground. The extensive public gardens are a popular resort, and there are good golf links situated amidst the most delightful surroundings. The climate is somewhat enervating, but relief is to be had in the sanatoria known as "The Tea Gardens" and "Maxwell's Hill," situated in the range of hills above the town at elevations of 2,500 and 3,500 feet respectively. It is interesting to note that the first railway in Perak was that constructed between Port Weld and Taiping in 1881, some eight years subsequent to the British occupation. The name of Taiping, which means "Grand Peace," is reminiscent of the pacific settlement of the faction troubles amongst the Chinese which led up to that occupation. In 1874 a regular battle was fought in what was then Geluntong, and 2,000 lives are said to have been lost. Sir Andrew Clarke, then Governor of the Straits Settlements, succeeded in reconciling the rival leaders, and the name of "Taiping" was bestowed on the place. The population of Taiping was returned at 13,331 when the census was taken in 1901, but there has been a gradual increase since that date, and a certain danger of overcrowding exists. The town has an excellent supply of good water and is well lighted.

Ipoh, by far the most prosperous town in the

State, lies in the heart of the Kinta valley, the richest mining district in Malaya. It is about five and a half hours' journey by rail from Pinang. The town has grown rapidly since



E. D. McPHERSON.

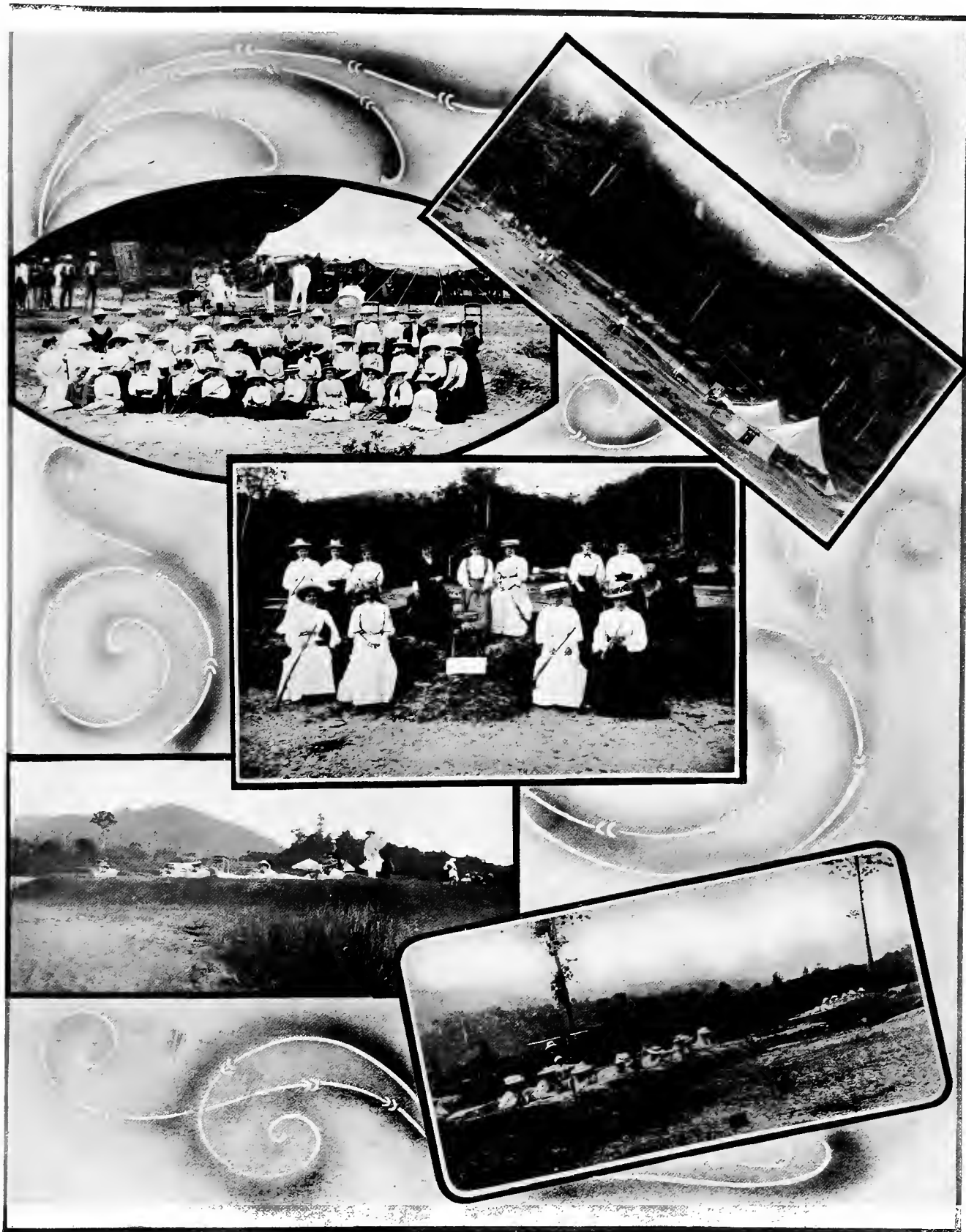
1901, when the census return gave the population as 12,791. The buildings which replaced the old attap sheds and huts of fifteen years ago are themselves fast giving place to substantial

business premises. Land is being reclaimed, bridges are being constructed, roads widened and improved, and the town is rapidly becoming a place of which its inhabitants may justly be proud. The extent of the building operations may be gauged by the fact that one Chinese towkay alone is building 300 shop premises, and so great is the demand for business and dwelling houses that land has quadrupled in value during the past five years, and, with the Ipoh-Tronoh railway nearing completion, is still appreciating. Desirable residential bungalows extend for two or three miles along the Kuala Kangsa, Gopeng, and Tambun roads, and in the opposite direction the Silibin Road is becoming increasingly popular as a suburban dwelling-place. The water supply of the town has been considerably augmented, the system of "Lux" lighting for the public streets has been introduced, and a public market and up-to-date abattoirs have recently been provided. The educational agencies of the town, already excellent, are soon to be augmented by the addition of a large English school; whilst, in view of the fact that the hospital accommodation is becoming inadequate, it is probable that a new hospital will shortly be built. Ipoh will soon be able to boast a handsome clock tower, which is being erected to the memory of the late Mr. J. W. W. Birch, the first British Resident of Perak, who was assassinated by Malays for political reasons at Pasir Salak, on the Perak river, in 1875. The memorial when



NEW MEDICAL HALL, IPOH.

(In course of construction.)

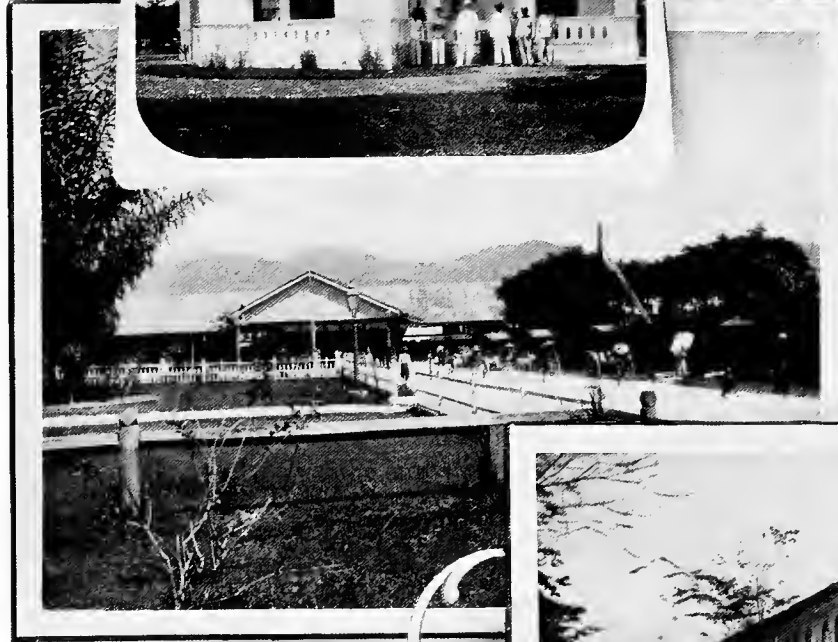
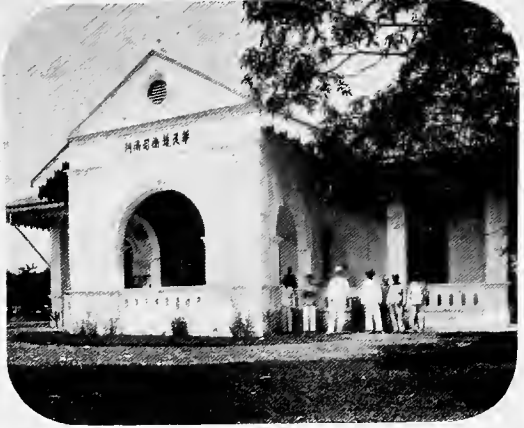
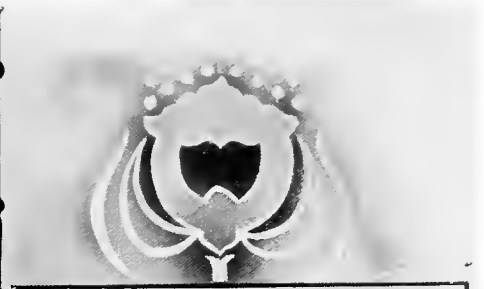


LADIES' BISLEY COMPETITORS, AUGUST, 1907.

THE RANGE ON BISLEY DAY.

PERAK LADIES' RIFLE ASSOCIATION.

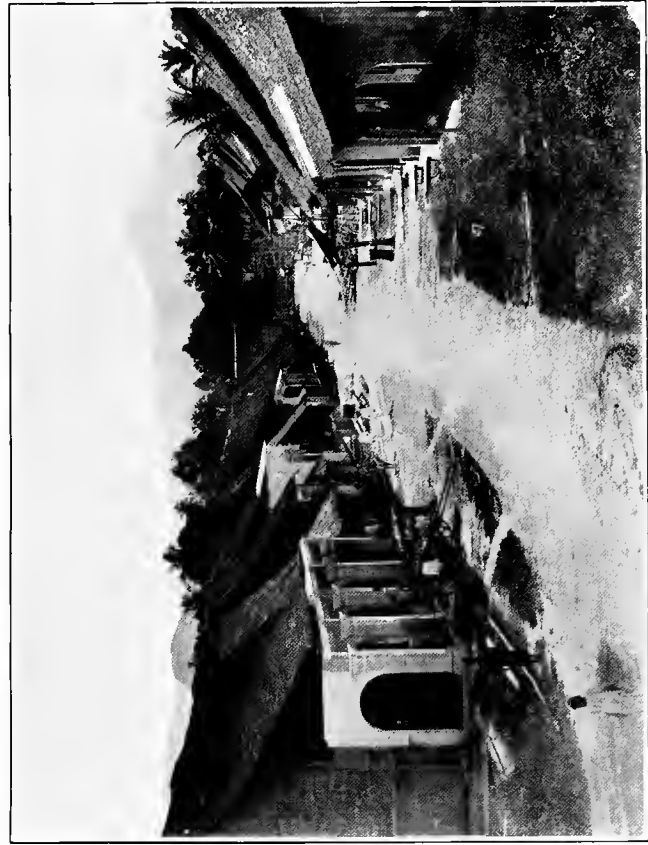
AT THE FIRING POINT—TWO VIEWS.



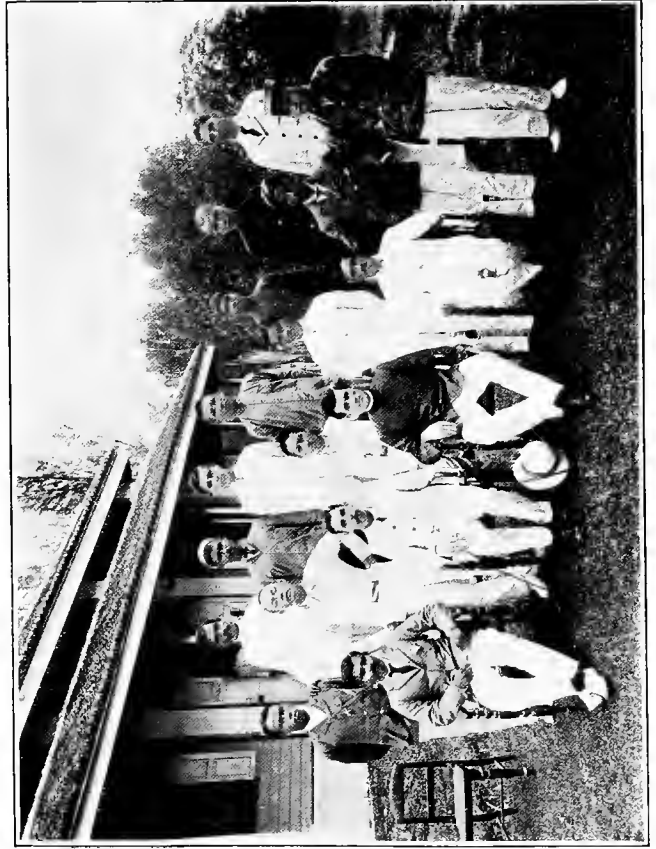
ABOUT IPOH TOWN.

THE RESIDENCY.
THE CHINESE PROTECTORATE.
THE RAILWAY STATION.

THE MALAY KAMPONG.
LEECH STREET.



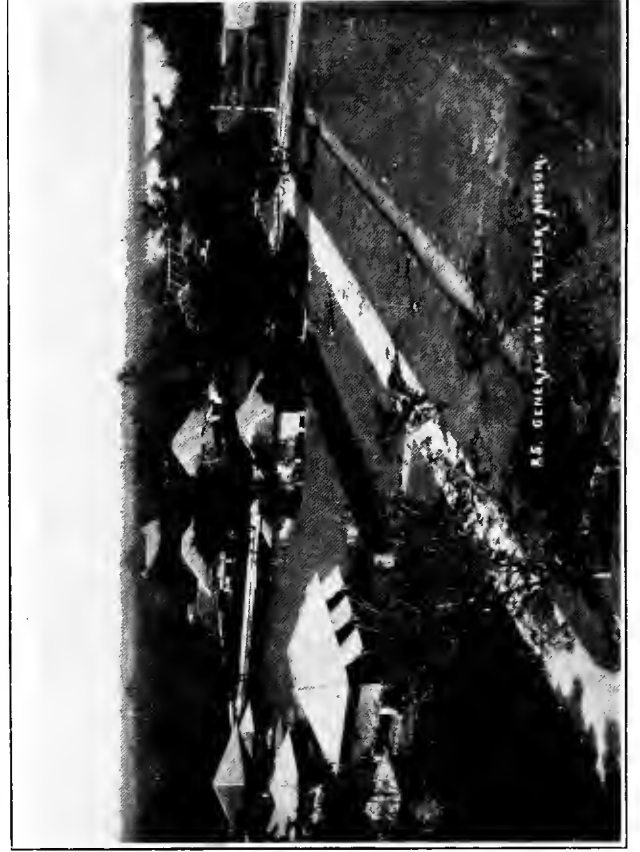
IPOH IN 1887.



ANGLO-CHINESE METHODIST BOYS' SCHOOL.



IPOH TO-DAY.



GENERAL VIEW OF TELUK ANSON.

completed will have cost about 25,000 dollars, most of which has been subscribed by the inhabitants of Ipoh. The recently constructed bridge joining the old and new towns will also serve to perpetuate the name of Mr. Birch.

club and similar institutions, provide the means of recreation. There is a hospital for Europeans, and an English Church (Holy Trinity), which draws its congregation from the Kinta district.

centre. Gopeng is one of the oldest mining towns in the State, and enjoys increasing prosperity. The other towns mentioned are in close proximity to Ipoh.

The port of Teluk Anson has grown apace



PROMINENT MINING AND BUSINESS MEN.

LAW FOO.
FOO CHEW FAN.

HOW WAN YUK.
LAM YUEN SANG.

EU POON GUAN.
FOO FOOK THYE.

Social intercourse is promoted by means of two excellent European clubs, one of which was recently opened by the Resident, and provision has been made for the entertainment of the Chinese population by the erection of a theatre at a cost of 65,000 dollars. The padang, the new recreation ground for clerks, and the People's Park are freely resorted to by those interested in cricket, football, tennis, and kindred sports and pastimes. The People's Park, valued at the rate of the land that surrounds it, represents a gift by the Government to the town of 70,000 dollars. A new Mahomedan mosque for Indians was built during 1906.

Batu Gajah, twenty minutes by train from Ipoh, derives its importance chiefly from the fact that it is the centre of administration for the Kinta district. Most of the Government offices in the district are there situated, and altogether form an imposing pile of buildings. The European population is larger than in the purely mining towns, and as a result there are numbers of picturesque houses occupying advantageous positions on hilly ground. A fine racecourse and golf links, together with a

Other townships in the Kinta district are Kampar, Gopeng, Menglembu, Lahat, and Papan. Kampar is a place of great promise, and will probably become an important mining

with the development of Lower Perak, though the railway, which places it within two and a half hours' journey of Ipoh, is now steadily encroaching upon its seaborne traffic. Daily steamer communication is maintained with other ports in the peninsula, and a slip-way affords facilities for the overhauling of Government launches. The town is important as being the administrative centre for the district. There are no mines in the immediate vicinity, and, in regard to agriculture, rubber has to a large extent superseded sugar cultivation, formerly one of the staple industries. Upwards of 30,000 acres are under coconuts. The social life of the small European community centres in the club, a commodious structure with tennis, billiards, and other attractions.

Kuala Kangsa, which stands on the noble Perak river, is almost unrivalled in the peninsula for its loveliness and the charm of its surroundings. It is the seat of the Sultan, and many Malay chiefs make their home in the vicinity. The public gardens are spacious and are noted for their beauty. The town has a good water supply, recently completed, and is lighted by means of a "Lux" installation. It is not now commercially important, but it ranks high as a Malay educational centre. The Malay College, a school for the sons of Rajas and chiefs, and the Malay Art School are both established here. The Sultan has three palaces



WOO CHAY.



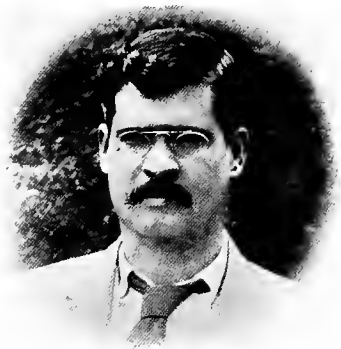
IPOH MOTOR MEET ON THE OCCASION OF THE FORMATION OF THE PERAK AUTOMOBILE CLUB, 1907.

in the locality—one built by the Government and the others by himself—and there is also a handsome mosque given by his Highness to his people. Within four miles of the town is a curiosity in the shape of a natural water-chute

siderable areas have been cleared for rubber. Twenty-four estates have an aggregate of 17,635 acres devoted to this product. Tanjong Malim, on the Bernam river, is a little mining township on the Selangor boundary. The

Upper Perak jungles afford plenty of big-game shooting.

In Krian, as elsewhere, several large estates, formerly yielding enormous quantities of sugar, have been converted into rubber plantations,



R. A. THOMAS.

called the "Menggelunchore." This is a descent of about 50 feet down an almost perpendicular face of rock, over which runs an inch of water into a pool about 6 feet square. The pastime of sliding down this chute was indulged in by the Malays long before the occupation of the Federated Malay States by the *orang putih* (white men). Experts can make the descent face downwards or backwards, and a few are able to jump from the pool over an intermediate slab of granite into a second pool. The "Menggelunchore" is, however, rarely visited, as it is surrounded by dense jungle and some distance from any habitation.

The busiest town in the Kuala Kangsa district is Sungei Siput, where mining is active and building operations are brisk.

In the Batang Padang district the chief town is Tapah, a few miles north-east of Tapah Road junction, and connected with the railway at that point by a motor-bus service. Tapah is showing "signs of the times" in the rapid extension of town improvements and sanitary schemes. Besides tin, wolfram and gold, in comparatively small quantities, are won in the district, and on the main trunk road con-



MINING AND BUSINESS MEN OF KAMPAR.

WONG FONG.
LIM KIM SENG.

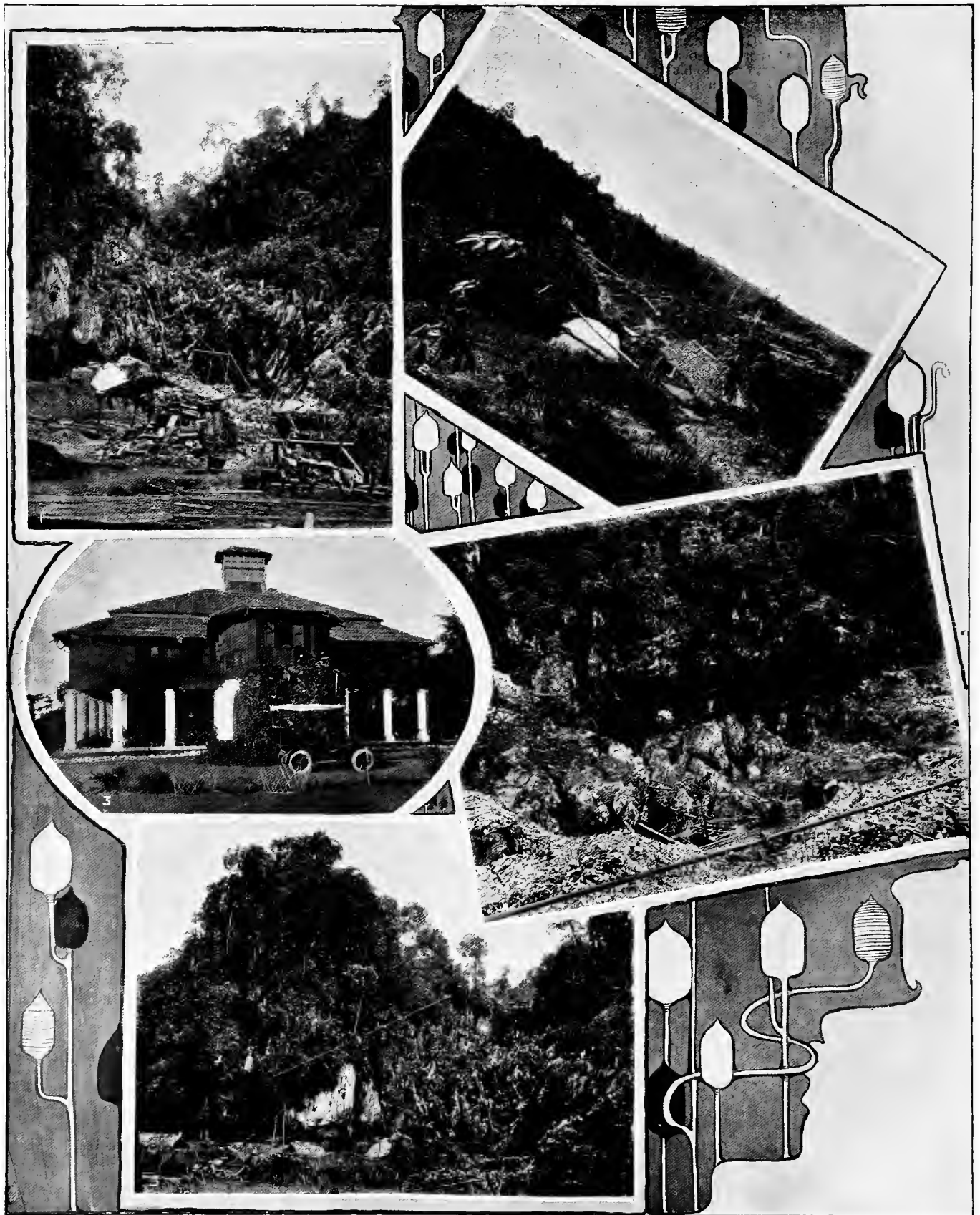
LAM LOO KING.

SOO AH YONG.
LEE TIAN SIEW.



STREET SCENE, KUALA KANGSA.

Para rubber having come to the front at an opportune moment when a fall in prices had seriously affected the sugar market. Padi is grown more extensively here than in any other district in the State, 31,000 acres being under this form of cultivation. Krian is noted for snipe-shooting, the season lasting from September to the middle of December. On August 8, 1906, the work of seventeen years of contemplation and construction was consummated by the opening of the Krian Irrigation Works, which cost over a million and a half dollars. The reservoir is ten square miles in extent, and contains 1,477½ millions of cubic feet of water. The main canal is 21 miles long, and passes under the Kurau river by means of syphons with a dip of 29 feet, and, rising again, resumes its course; the river in flood-time has a depth of 24 feet above the pipes. There are 15 miles of branch canals, and 140 miles of distributing canals. The irrigable area is 70,000 acres, and a good supply of potable water is given to the district. The undertaking has given genuine satisfaction to the native population of the district.



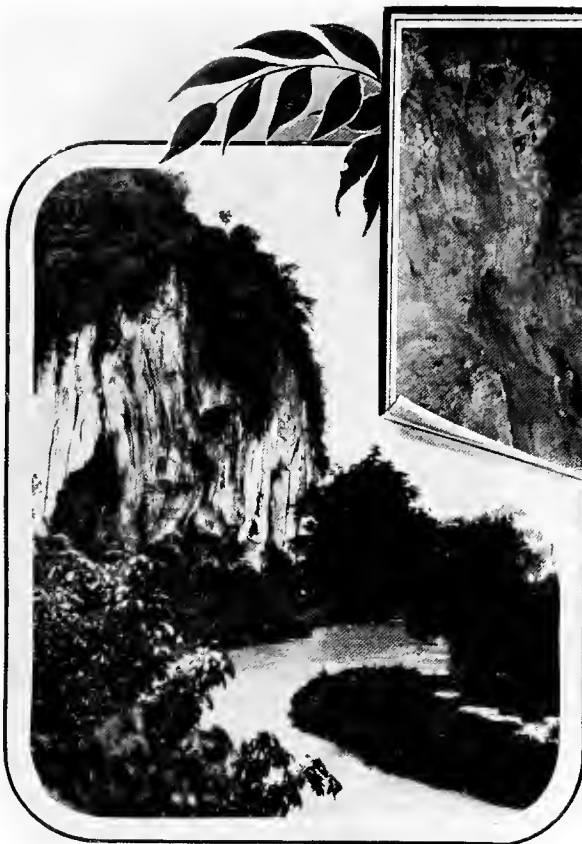
C. ALMA BAKER.

1 & 4. VIEWS OF MINE SHOWING WORKINGS AND AERIAL TRAMWAYS.

2. PRIVATE RIFLE RANGE ON THE GROUNDS.

3. RESIDENCE AT BATU GAJAH.

5. SUNGEI RAJA TIN MINES.



SCENE NEAR IPOH.



THE CAVES.



THE HOT SPRINGS.



VIEWS OF TELUK ANSON.

THE TREASURY.
THE COURT HOUSE.

THE CLOCK AND WATER TOWER.

PERAK STATE MUSEUM.

The saying that an institution is the lengthened shadow of a man has never been more happily illustrated than in the case of the Perak State Museum at Taiping, which owes its great value in large measure to the devoted labours of Mr. Leonard Wray, I.S.O., F.Z.S., &c. The museum was started in 1883 at the suggestion of Mr. Hugh Low, then British Resident of Perak, and two rooms in the Government buildings were allotted to the exhibits. Mr. Wray was appointed curator, after having filled the position of Superintendent of the Government Hill Gardens at Larut, and with such zeal did he throw himself into a task so congenial to his natural bent that scarcely two years had elapsed before the premises became inadequate, and the present building was commenced in 1885. Since then the Museum has been considerably enlarged, and to-day contains a unique collection of Malayan and other exhibits—a collection that may well be described as "the known history of the peninsula in object-lessons." It would be futile to attempt to enumerate even the headings under which the exhibits are grouped, seeing that up till the end of 1906 no fewer than 13,000 cards had been used in registering and cataloguing them.

The comparative ethnological room contains a collection of articles manufactured by people

Siam, and other places. There are photographs of types of different races in the archipelago and the surrounding countries, perhaps the most striking being those of the Semangs and Sakais, the aborigines of the peninsula, showing that the former have woolly hair, like the negro. The antiquities include relics of the Stone Age, ranging from the rudimentary chipped stone implements of the paleolithic to the more finished implements of the neolithic period. One of the stone axes shown is almost identical in pattern with an axe still in use amongst the Malays. A number of wedge-point implements has a peculiar interest from the fact that in no other part of the world have similar implements been found. Relics of the cave-dwellers are shown, and some pieces of iron are fabled to be the arm-bones of the orang-utan. With regard to a number of clay and laterite bricks and a slab of cut granite which were found on the top of Kedah peak, scientific conjecture is silent, although the explanation "Siamese," usual in cases of doubt, is resorted to by the Malays. The historical section contains guns, swords, bayonets, and other relics of the Chinese riots, together with a number of tin bullets, with pieces of glass and china cast in them, used against the expedition to Pahang during the disturbances. Very curious are the old tin coins from the east coast. Included amongst

iron to a limited extent, making arrow-heads and rude knives. It is curious to note that, whilst other weapons were poisoned, the spears were not. Blowpipes in the hands of the Sakais and Semangs are quite formidable;



CHIN AH SAICK.

their tiny death-dealing arrows, discharged from close quarters, have been known to kill even seladang. The poison used is generally the dried sap of the upas tree, and sometimes an infusion from the roots of several of the *strychnos*. The poison is smeared on wooden spatulas, upon which the arrows are rubbed just prior to use. Other exhibits in the section are Sakai combs, hairpins, earrings, and nose-sticks, necklaces of teeth, shells, beads, and coins, head-dresses, bracelets, armlets, finger-rings, and girdles.

Coming to local Malay exhibits, the visitor is struck by the number of articles in everyday use in the West which have their prototype or counterpart in the peninsula: bamboo syringes, cake moulds, strainers, waffle-irons, paste-boards and rolling-pins. From the section devoted to dress and personal belongings shoes are conspicuously absent. A marvellous ingenuity is displayed in the manufacture of many kinds of fish traps. The models of boats illustrate most of the ordinary means of river transport. The pottery from the various States is remarkable in that it is made without the aid of the potter's wheel. A slab of wood resting on a bag of earth, bamboo knives, and wooden bats are the only appliances employed, and with these and the deftness born of long practice the potter models his clay into ware of great utility and sometimes of singular beauty.

Passing by the mat and basket work, the model looms, and the spinning wheels, whirls, and spindles, the toy section is reached. It would be difficult to name a Western toy that could not claim kindred here. Basket footballs,



H. ASHWORTH HOPE.

DR. JOHN CROSS.

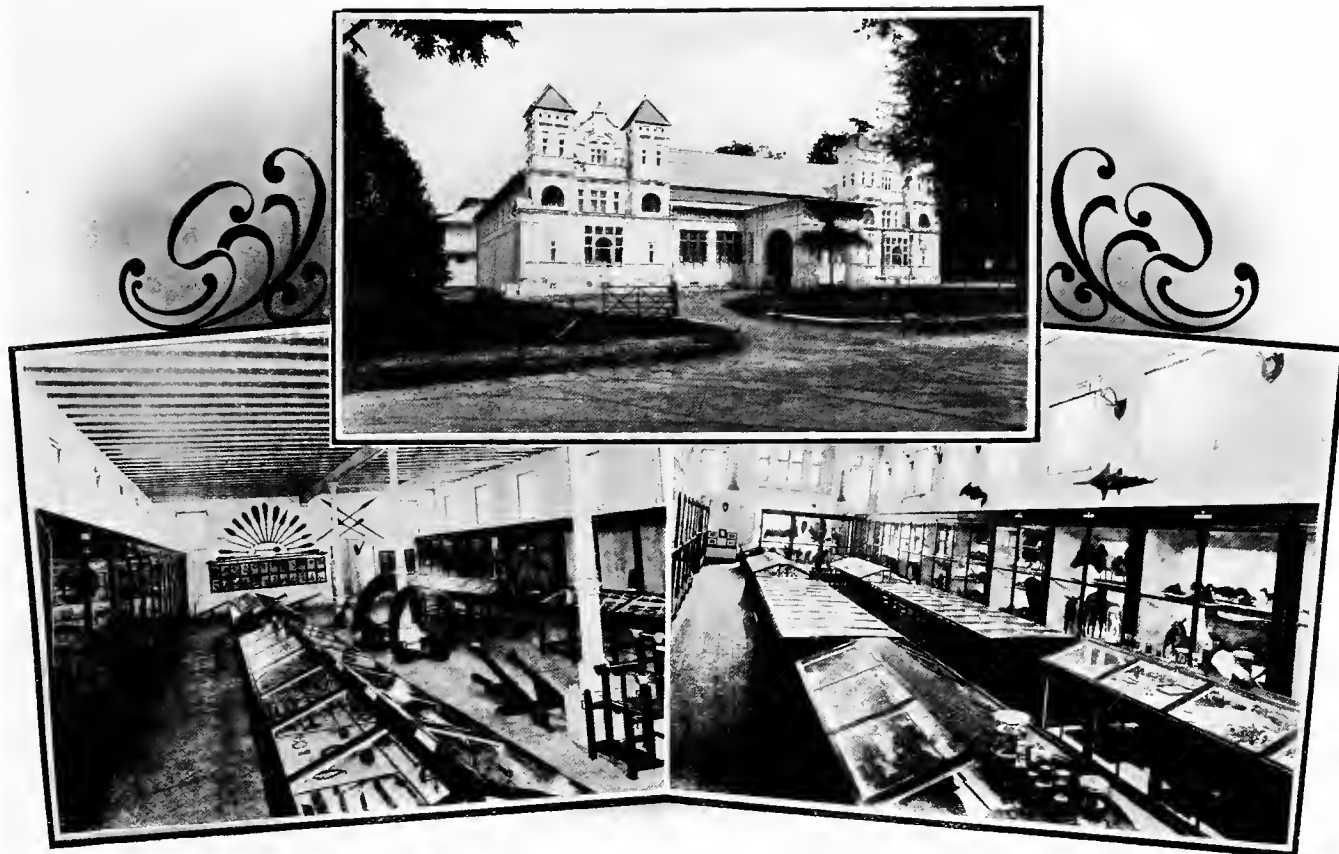
DR. JAMES E. M. BROWN.

ERIC MAXWELL.

of other nationalities resident in the Federated Malay States, the idea being to show the range of the various exhibits. In this collection are included products of China, India, Arabia, Japan, Nias, Sumatra, Fiji, Borneo, Papua,

the numismatic exhibits are some of the old East India Company's coinage.

In the aboriginal section are many examples of bark cloth and other dresses, weapons, and musical instruments. The Semangs worked



PERAK STATE MUSEUM, TAIPING.

LOWER ETHNOLOGICAL ROOMS.

THE MUSEUM.

THE ZOOLOGICAL ROOM.



LIEUT.-COLONEL R. S. F. WALKER'S COLLECTION OF OLD CHINA.

a form of hackgammon, chess, kites, toy weapons, catapults, cross-bows, stilts, popguns, pegtops, spintops, humming tops, spilkins, dolls and dolls' cradles, a game analogous to the European game of "conquers," played with durian pips instead of horse-chestnuts, puzzles, and an ingenious toy which exactly imitates the noise made by a frog, are but a few of the exhibits. The tin toys cast by the Malays, too, call for mention. They include models of elephants, mountains, crocodiles,

masks—each, like the shadows, having its own significance—used in Malay plays.

Customs are represented, among other things, by a rice tree, which takes the place of the bridal cake in Western weddings; a model of the platform and accessories used in Malay marriage ceremonies; a carved hoe, given by the bridegroom to the bride, as a delicate hint that she is expected to perform her daily quota of work; and a form of bamboo water-squirting, used in the wedding festivities, and resembling

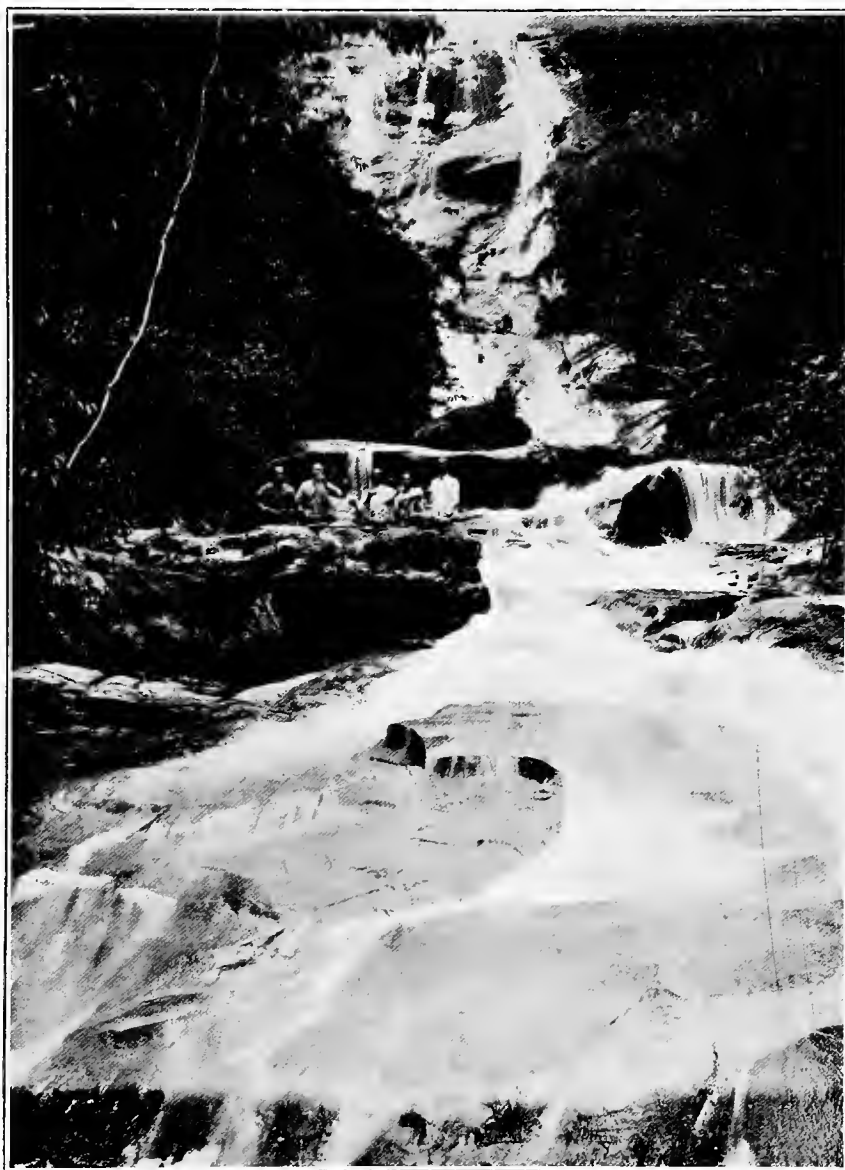
and torments they desire to befall the originals, just as did the mediæval practitioners of the black art in Europe. For the guidance of intending housebreakers there are thieves' calendars to show the most auspicious nights for their nefarious calling. There is a fine collection of medicines—used for the most part in conjunction with witchcraft—teeth files, requisites for blackening the teeth—a custom which is dying out—and surgical instruments used in accouchment. Forms of the taboo are exhibited, consisting of pieces of cloth, or other material, pendant from a string, which, when hung across the door of a house, prohibit entrance.

All the equipment of opium-smokers and the devices used in the preparation of betel-nut are to be seen in the museum. The custom of betel, or sirih, eating is surrounded by quite a small canon of ceremonies. A man is asked to take sirih in much the same way as he is pressed to partake of liquid refreshment amongst Europeans. The sirih chimbals, in which the betel is carried, are often fine examples of repoussé work. Some handsome specimens of silver and other ware, a collection of metal boxes in which the Malays carry tobacco for chewing purposes, and various domestic utensils find a place in the Museum. A nail-guard serves to remind one of the Malay custom of allowing the nail of the little finger to grow long as a sign that the wearer does no work.

By far the most interesting and valuable section of the Museum is that devoted to weapons. There are shields of brass and hide and cane. There are "crow's feet" of sharpened bamboo spikes, tied together in such a fashion that, no matter how they fall, there are points standing upward. They were formerly strewn in great numbers around a camp as a safeguard against the enemy. Of great interest are the swords, with handles containing small cups. These are copies of the swords of the Crusaders, who drank sacrificial wine from the cups before going into battle, and were probably introduced by the Portuguese and Dutch. Malayan swords, with heavy ends and slightly curved blades; bills, used as weapons; daggers and ripping knives, in the use of which the Malays acquired a cunning skill; a magnificent collection of krises, curved and straight, with handles at right angles to the blades; long execution krises, a thrust from which, properly dealt, as the executioner stood behind the kneeling criminal, passed between the shoulders and into the heart; ceremonial krises, carried on cushions before the Sultan or Raja; spears with kris or with square-section blades—these in endless variety form a collection unrivalled in completeness and value. The beauty of many of the weapons, especially of the krises, is enhanced by the watered markings produced in the steel by means of arsenic.

The natural history section contains a representative collection of the fauna of the peninsula, upon which an article appears elsewhere. A rare specimen is the beast known as the *Cynogate Bennettii*, a civet cat with the habits of an otter. A very large collection of birds peculiar to the peninsula includes, despite the common belief to the contrary, several excellent songsters. Comparatively few parrots are indigenous, only four species being known. The collection of reptiles is fairly complete, and is by no means the least interesting feature of the section.

The vast mineral wealth of the country is represented by specimens of corundum, antimony, arsenic, bismuth, barium, calciums, traces of chromium, carbon, copper, gold and cyanide of gold, iron (unfortunately unworkable for want of coal), loadstone or magnetite, lead, lithium (the boon of the gouty), magnesium, manganese, silicious quartz (which is harder than steel), tin ores of almost every



TAJANG WATERFALL, NEAR CHANDERIANG, PERAK.

tortoise, fish, cock-fighting, four-legged grasshoppers, and the like.

The musical instruments comprise various gongs, tambourines, reed instruments, horns, bamboo "bones," and xylophones. It is noticeable on the instruments, which are "fretted," that the intervals do not correspond at all nearly to those of European instruments; while on the sets of gongs, usually consisting of six, no portion of the Western scale could be distinguished. Near them are the leather figures which show as silhouettes in the Kulit Wayang, or shadow plays, together with the

those responsible for "all the fun of the fair" in rural England. Illustrative of religious observances are censers, carved posts, and stones, book-rests for holding the Koran, and flags set to mark the sacred prayer spots or kramats, which are analogous to the "high places" in Biblical language. Malay magic is characterised by a curious belief that sickness may be sent away in model boats and rafts, known as "anchar lanchang," which are cast adrift, or banished by being deposited in an anchor and slung in a tree. It is the practice of witch-doctors to inflict on tiny lay figures the pains

conceivable colour and texture, wolfram (from which the tungsten of commerce is obtained), stoltzite or tungstate of lead (a curiosity of very rare occurrence), zinc, &c. Mineral economics include pottery and clays, tiles, bricks, and several varieties of marbles. Many are the examples of the curious implements of native husbandry. There is the knife for reaping padi, which is cut one ear at a time, just as the plants themselves are raised in nurseries and planted out with the aid of a dibble. Then there are spades, ploughs, hoes, an irrigating plant, reaping hooks, winnows, sieves, scarecrows, and other devices to mitigate the curse of Adam, all of which serve to illustrate the truth of the saying that there is nothing new under the sun.

Mention of the library, in which there are hundreds of valuable works of reference, and of the herbarium, the extent of which may be judged from the fact that the flora of the peninsula is probably larger than that of India, will serve to complete an article in which the writer has done but indifferent justice to one of the most valuable institutions in the Federated Malay States.

THE IPOH CLUB.

The Ipoh Club is situated on a rise looking southwards across the recreation ground, seven and a half acres in area. The recreation ground is used for football, cricket, tennis and



N. R. CRUM EWING.

(See p. 878.)

croquet; and the club premises include bar, billiard, card, reading, bath and dressing rooms. There is also a theatre hall in which concerts and performances of the Kinta Amateur Dramatic Club frequently take place. For the convenience of motorists a motor garage of considerable size has been provided. The site of the club buildings and of the recreation ground is gazetted as a Government Reserve to be maintained by the committee of the Ipoh Club. The buildings at present are rather disconnected, and the Government are being requested to grant the club a more definite title to the land, in order that the committee may erect a building more worthy of the commercial centre of Perak. The Ipoh Club is one of the very few clubs in the Federated Malay States in which Government officials do not form the majority of attending members. By its constitution, the management of the club is vested in a committee of nine members, eight of whom are elected at a general meeting of the club. The District Officer of Kinta is, *ex officio*, president. The notice boards of the club are always full of intimations of forthcoming gymkhanas, football, hockey, cricket, tennis and golf matches, and a notice relating to some steeplechase seems never to be absent.

There are about 500 members of the club, and there are also many visiting members. The club is in a very flourishing condition, and only needs better accommodation to make it one of the best clubs in the peninsula. The office-bearers are Messrs. J. Brewster, president; J. H. Tatlock, vice-president; A. B. McLennan, hon. secretary; T. G. D. Cooper, L. M. Woodward, J. I. Philips, R. Reid, S. Martin, and F. Wickett, committee; and Mr. A. H. Richards, secretary.

present spacious structure, built on a site granted by the Perak Government from plans prepared by Mr. Lefroy in 1893, was opened in the following year. The building scheme was financed by the issue of debentures to the value of 10,000 dollars, nearly the whole of which has now been paid off. The clubhouse overlooks the cricket and football grounds, and affords a magnificent view of the Taiping Hills. It contains airy and well furnished reading, billiard and card rooms, a large dining room,



H.H. SIR IDRIS MERID-EL-AAZAM SHAH, G.C.M.G., SULTAN OF PERAK.

NEW CLUB, TAIPING.

The leading social institution in the capital of Perak is the New Club, and here the representative European population of the district—military, civil servants and planters—assemble. The club was formed in 1892. The chief promoters of it were the late Dr. Shepherd, and Messrs. Lefroy, Mais, Gray, and Aylesbury. During the first year of its existence the clubhouse was sold to the Sultan of Perak, and the

and five residential chambers. As is customary in the Federated Malay States, ladies are privileged to use the reading-room. To the rear of the club building there is a croquet ground. The Taiping Golf Club has its headquarters in the New Club house. The membership numbers 270. Much of the success of the institution is due to the efforts of Mr. Tate, who was the secretary until 1903. The affairs of the club are managed by a committee consisting of Colonel Walker, C.M.G., president



THE SULTAN'S BODYGUARD.



H.H. THE SULTAN OF PERAK AND HIS COURT.



THE ISTANA AT KUALA KANGSA.



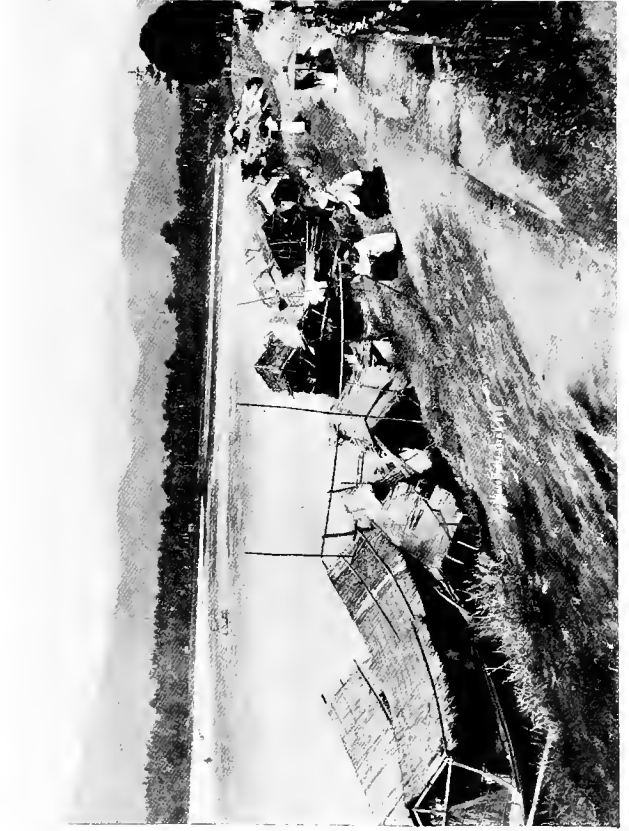
THE THRONE ROOM.



KAMPAR, PERAK.



GOPENG, PERAK, FROM THE REST-HOUSE.



MALAY HOUSE-BOATS ON THE PERAK RIVER



MEMBERS OF THE FIRST DURBAR HELD AT KUALA KANGSA.

and hon. secretary, Major Vanrenen, and Messrs. Stephens, Barnard, Hale, Tate, Voules, and Lawder-Watson.

Mr. N. R. Crum Ewing, B.A., holds the substantive appointment of Assistant District Officer at Ipoh, but is acting as District Officer at Kajang, Ulu Langat. He is a son of the late Mr. H. E. Crum Ewing, formerly sugar planter in Demerara and Jamaica, and was born in Glasgow thirty-three years ago. He was educated at Harrow and at Pembroke

College, Cambridge, where he gained a classical scholarship. He obtained the degree of B.A. in 1896, and came to the Federated Malay States in the year following. Mr. Crum Ewing has been acting District Officer at Tampin and Ulu Langat, and Assistant District Officer at Rembau and at Ipoh, though he did not take up the latter appointment. He has served also as Acting Magistrate, Seremban; Acting Circuit Magistrate; and Acting Second Magistrate, Kuala Lumpur. Mr. Crum Ewing

is a member of the East India, United Service and Grosvenor Clubs, England, and of all local clubs. He finds recreation in tennis and golf.

Mr. Percy Tothill Allen came to Selangor in 1902 from Christ's College, Cambridge, where he had graduated two years previously, and has since served under the Protector of Chinese at Pinang, and in the Malang district office of Perak. He was born at Ellesmere, Shropshire, in 1878, and before joining college was educated at Highgate School.



SELANGOR.

THOUGH ranking next to Perak in commercial importance, Selangor takes precedence of the neighbouring States by reason of being the seat of the Government of the Federation. It has an area of about 3,200

the Negri Sembilan on the south-east, and the Straits of Malacca on the west and south-west. It extends from $2^{\circ} 33' 52''$ North latitude to $3^{\circ} 48' 46''$, and from $100^{\circ} 46' 57''$ East longitude to $102^{\circ} 0' 53''$.

Malim; the Selangor river drains the Ulu Selangor; and the Klang river runs through Kuala Lumpur and the extensive rubber country in the Klang district. The Klang river is the only river readily accessible to vessels of deep draught, and Port Swettenham, situated at its mouth, has in consequence every promise of a prosperous future.

From the chain of granite hills which forms the backbone of the peninsula the geological formation ranges through quartzite, schists, limestone, sandstones, and clay-slates to peaty swamps. Extensive alluvial deposits of tin are found inland, the ore occurring in the form of tin oxide. If the phrase may be permitted, the country is saturated with tin, there being hardly any formation in which it is not to be found. Iron occurs in large quantities in laterite formations, but cannot be worked at a profit owing to the absence of coal. The low-lying lands are rich in peaty loam, so admirably adapted for agricultural purposes that the vast acreages alienated for rubber are being added to almost daily.

Selangor possesses a climate of uniform temperature, with a mean of 70° F. by night and 87° F. in the shade by day. On the hills, at an altitude of 3,000 feet, the thermometer registers about ten degrees less by night and fourteen less by day. The rainfall is large, and is fairly evenly distributed throughout the year. In the hilly inland districts it varies from 100 to 200 inches, and in the low-lying country from 70 to 100 inches per annum.

The State is divided into six districts—Kuala Lumpur, Ulu Selangor, Klang, Kuala Langat, Kuala Selangor, and Ulu Langat, with an estimated total population of 283,619, as compared with 168,789 shown in the census return of 1901. The birth-rate in 1906 was 9942, or slightly less than in the preceding year, while the death-rate was 26756, as compared with 29275 in 1905—a satisfactory indication that the general sanitation of populous centres is improving, and that the Government appreciates the necessity for the strict supervision of immigrants.

There are well-made roads between the principal towns in the State, including 454 miles of metalled cart-roads, 63 miles of gravelled roads, 57 miles of earth-roads, and 210 miles of bridle-paths. The gradients are good. The local railway service is most creditable, and a great point is made of punctuality; whilst the recent development of motor-bus routes has added greatly to the facilities for travel. Telegraphic and telephonic communication is maintained over 351 miles of line and 844 miles of wire.

The principal sources of income are land, customs, and licences. The total revenue amounted in 1906 to 9,803,184 dollars, as compared with 8,857,793 dollars in 1905 and 193,476 dollars in 1876. The principal headings of expenditure are personal emoluments and other charges, public works, and federal charges, the total amounting in 1906 to



KLANG CLUB.

square miles, and is situated on the western side of the Malay Peninsula. Its boundaries are Perak on the north, Pahang on the east,

It is well watered. The Burnam river, which marks the northern boundary of the State, takes its rise in the range overlooking Tanjong

6,414,257 dollars, as compared with 7,186,146 dollars in 1905 and 191,174 dollars in 1876. These figures give an epitome of the prosperity

mining revenue is steadily increasing, and realised 3,357,033 dollars in 1906, the amount of tin and ore exported being valued at 23,831,220

matter of offering facilities to planters, reaping in return an enormous accession of revenue, with a promise of still larger returns within the next few years. During 1906 69,968 acres of agricultural land were alienated, bringing the total up to 310,000. The Land Offices have been busy dealing with innumerable applications for rubber country, the revenue derived during the year amounting to upwards of half a million dollars, against 340,360 dollars in 1905 and 322,163 dollars in 1904. The quantity exported during 1906 was 674,100 lbs., of the value of 1,234,326 dollars, on which duty was paid to the amount of 29,386 dollars.

The total area under coconuts at the close of 1906 was estimated at 19,216 acres, and 12,720 piculs of copra of the value of 43,826 dollars were exported. The most suitable districts for coconuts lie along the coast, and in the hands of skilled cultivators the industry is most profitable.

Padi, or rice, is grown extensively in some parts of the State, notably in the Kuang district, but that it by no means supplies the demand may be seen from the fact that rice to the value of 4,134,562 dollars was imported in 1906.

Coffee cultivation is decreasing. The value of the 1906 export was 523,361 dollars, against 684,422 dollars in the previous year. The chief reason is that rubber is fast superseding the product, coffee being now planted rather as a catch-crop than as a staple. Areca-nuts to the value of 20,664 dollars, pepper to the value of 55,675 dollars, and vegetables to the value of 53,185 dollars were exported during 1906, the last two items showing a marked decrease as compared with the figures for the preceding year. No tapioca was exported.

The total exports from Selangor during 1906 were valued at 26,613,302 dollars, an increase of 342,348 dollars over the total for the preceding twelve months.

Kuala Lumpur, the capital of the State, is described in detail under a separate heading



STREET SCENE, KLANG.

of the State under British rule, but this prosperity is shown in more detail by a comparison of the land revenue in 1906, when 342,911 dollars was realised, with that of 1878, when the receipts from this source were only 1,326 dollars. In ten years the receipts from licences were trebled, and those from customs rose from 1,816,664 dollars to 4,281,176 dollars. Land sales, which have only of recent years been treated as a separate item, realised 86,986 dollars in 1901 and 212,613 dollars in 1906, whilst in the same period forest revenue increased from 42,751 dollars to 155,025 dollars. In 1880 the postal and telegraph receipts were 27 dollars; in 1906 they were 154,241 dollars. The export duty on tin brought in 3,357,033 dollars during 1906, as compared with 111,920 dollars in 1878, or, to take a more recent figure, with 1,377,325 dollars in 1896.

The assets of the State are valued at 18,852,351 dollars, and the liabilities at 308,795 dollars, testifying to a condition of financial soundness scarcely equalled anywhere in the world. The expenditure on capital account incurred by the State up to the end of 1906 was 12,032,856 dollars.

Out of 2,082,382 dollars expended on public works during 1906, 1,173,413 dollars came under the heading of special services, and included 270,180 dollars for new roads and 29,873 dollars for bridge construction, showing how keenly alive the Government are to the needs of the country.

Without going into further figures—for an article on "Finance" appears elsewhere—reference must now be made to the chief industries carried on in Selangor, and to its trade in general.

Tin mining and agriculture are the staple industries. The former is chiefly in the hands of the Chinese, though of late years a large amount of European capital has been profitably invested in mining shares. The industry gives employment to about 71,240 labourers—not so large a number as in 1905, owing to the increased use of machinery. The

dollars. The latest available returns give a total area of 68,000 acres of land alienated for mining purposes, the principal mines being in the neighbourhood of Kuala Lumpur.



ON THE KLANG RIVER.

Foremost among the agricultural enterprises of the State is rubber growing. The Government has exerted itself to the utmost in the

Klang, the next town of importance, is the centre of one of the largest agricultural districts in the Federated Malay States, an area of

84,000 acres having been alienated for cultivation, of which about 34,000 acres are under Para rubber. The district has a population of

ham was opened; but, fortunately, with the advent of rubber came a rapid rise in its prosperity. In regard to general health Klang



GENERAL VIEW OF KUALA KUBU.

about 32,000, including over 200 Europeans. The town itself, which has a population of 8,000, lies near the mouth of the river. It is the seat of the Sultans of Selangor, and origi-

stands a monument to the effectiveness of anti-malarial measures. Years ago it was one of the worst fever districts in the State, but drainage and improved sanitation have changed it



OYSTER BED AT PULAU ANGSA (ISLAND OF GEESE).
(Fifteen miles from Port Swettenham).

nally was the capital of the State. It was also formerly the port for Selangor, and it was a serious blow to the town when Port Swetten-

into a healthy town, in which a European may live quite comfortably and enjoy complete immunity from malaria.

The club, which, like the new Istana (or Sultan's palace), overlooks the padang, has a large membership, and is the centre of the social life of the neighbourhood. There is a little English Church at Klang, and excellent educational facilities are provided by the Anglo-Chinese School. The District Hospital has recently been extended.

A new steel bridge is shortly to be built over the Klang river at an estimated cost of about £20,000. This bridge will consist of four spans of 140 feet each, supported on cylindrical piers, each of an estimated depth of 90 feet. It is expected that it will be opened for traffic by the end of 1908. Klang is about half an hour's railway journey from Kuala Lumpur, and the neighbourhood is opened up by good roads. There is an abundant supply of good water.

Port Swettenham, though only a small town at present, is rapidly coming into prominence by reason of the deep water anchorage it offers to ocean-going vessels, and because of its proximity to Kuala Lumpur. Liners can wharf alongside the railway line, and excellent provision has been made for handling and warehousing merchandise. There is a regular service of coasting steamers between Port Swettenham and the other ports of British Malaya.

The chief towns in the Ulu Selangor district are Kuala Kubu, Serendah, Rawang, Rasu, Ulu Yam Bharu, and Kalumpong. The principal occupation of the inhabitants is mining, for which 19,360 acres have been opened up, and



SULTAN'S PALACE, KLANG.

144,300 acres remain available. An area of 58,849 acres has been taken up for rubber planting and general agriculture. Kuala Kubu, which lies on the main line, at a distance of 39 miles from Kuala Lumpur, is a growing, prosperous town of from 3,000 to 4,000 inhabitants. A motor-bus service in connection with the Federated Malay States Railway runs to Pahang, and passes "The Gap," where a Government bungalow invites the traveller to stay awhile. Another hill-station is situated on Bukit Kutu, commonly known as "Traacher's Hill," after a former British Resident of Selangor. There are two bungalows 3,464 feet above sea-level, and the temperature is refreshing to the jaded plain-dweller, whilst the sight of familiar flowers and vegetables is a pleasant relief after the tropical luxuriance of the lowlands. The district is traversed by 85 miles of metalled roads, 17 miles of gravelled roads, and 28 miles of bridle-paths.

Kajang, the principal town in the Ulu Langat district, is 15 miles to the south-west of Kuala Lumpur by rail. It is a mining centre, and latterly a considerable acreage in the neighbourhood has been placed under Para rubber. Not far from Kajang are the sulphur springs at Dusun Tua, with a Government bungalow for the accommodation of Government officials and other Europeans. The remaining townships in the district are Ulu Langat, Cheras, Semenyih, and Beranang, near the Negri Sembilan border. The district is drained by the Langat river.

The town of Kuala Selangor, formerly a little fishing village, has of recent years become more important owing to the occupation of the surrounding country by rubber planters. It is



J. E. NATHAN.

(Assistant District Officer, Kajang, Selangor.)

28 miles from Klang, and may be reached by the Federated Malay States railway motor-bus, which runs there twice daily. There is weekly communication with Singapore by coasting steamer, and with Port Swettenham by Government launch. The district of Kuala Selangor covers 880 square miles, and is purely agricultural. An area of 67,420 acres is under cultivation, including 7,000 acres of rubber. The river at this point is navigable for coasting steamers, the sand-bar being covered at flood spring tide by 20 feet of water. Among the hospitals in the district is the Beri-beri Hospital at Jeram, where valuable clinical observations are made in connection with the Federal Medical Institute.

Jugra, a small town in the sparsely populated district of Kuala Langat, was at one time the residence of the Sultans of Selangor. On Jugra Island a concession of 140 acres has been allotted by Government to a number of Sakais (aborigines), the majority of whom are employed on a neighbouring rubber estate. The whole of the country in this part of the State is flat, except in the direction of Sepang, on the borders of Negri Sambilan, where a range of hills gives rise to the Sungei (River) Sepang, which forms part of the boundary of Selangor.

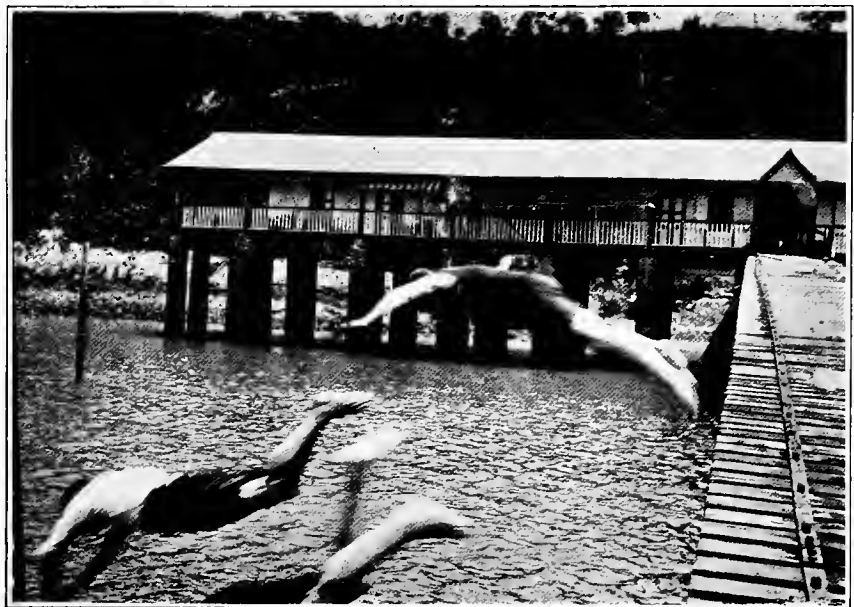
Mr. Henry E. Swan.—Born at Adelaide, South Australia, on September 29, 1874, Mr. Henry E. Swan, the second Assistant District Officer of Ulu Selangor, was educated at St. Peter's College in his native town. Subsequently he joined the South Australian Land Mortgage and Agency Company as a clerk, and

after remaining with them for four years, he proceeded to the diggings when the gold rush occurred in Western Australia. Mr. Swan stayed there for two years, and in 1896 came to the Federated Malay States to engage in coffee planting. When this industry was affected adversely by the fall in the price of the product, Mr. Swan joined the Government service as a settlement officer in July, 1899. In 1904 he was made Acting Second Assistant District Officer in Ulu Selangor, and in 1906 was given the substantive post. He is a son of Mr. Henry Swan, retired Stipendiary Magistrate, of Adelaide.

Mr. E. W. N. Wyatt, the Assistant District Officer of the Klang district of Selangor, was born at Dulwich on August 4, 1879. Educated at Malvern and Cambridge, he passed the Civil Service examination towards the close of 1903, and was appointed as a cadet to the Federated Malay States, where he has served since in various capacities. He is a son of Mr. George Nevile Wyatt, late of

and Acting District Officer of Klang, Selangor, was educated at Manchester Grammar School and at Brasenose College, Oxford. He was appointed a cadet in the Federated Malay States service in 1896, and has since acted in various capacities. He is a student of Lincoln's Inn and a member of London University. An all-round sportsman, Mr. Mason is president of the Polo Club and a successful hunter of big game. His wife is a daughter of the late Rev. John Metcalfe, M.A., of Yorkshire.

Mr. J. E. Nathan, Assistant District Officer, Kajang, is a son of Mr. Bernard Nathan, a wool manufacturer, of Bradford, Yorkshire. Born in 1881, he was educated at Bradford School and at New College, Oxford, where he took the degree of B.A. In 1904 he was appointed cadet in the Straits Settlements Civil Service. Upon his arrival in the colony he was attached to the Resident Councillor's office at Pinang. In the following year Mr. Nathan served in the Post Office and the Colonial Secretary's office. In 1906 he was



PULAU ANGSA REST-HOUSE.

the 5th Fusiliers. An all-round sportsman, he has played cricket for the Federated Malay States against the colony.

Mr. J. Scott Mason.—A native of Manchester, where he was born on March 31, 1873, Mr. J. Scott Mason, District Officer of Jelebu

Acting Fourth Magistrate, Singapore, and later Acting Third Magistrate, Pinang, in which capacity he served until appointed to his present post in 1907. Mr. Nathan is a member of the local clubs, and finds recreation in tennis, football, and shooting.

NEGRI SAMBILAN.

THE Negri Sambilan, or Nine States, originally consisted of Klang, which has now been absorbed into the State of Selangor, Sungei Ujong, Jelebu, Sri Menanti, Rembau, Johol, Jempol, Inas, and Gemencheh. The territory now known as the Negri Sambilan comprises an area of about 2,600 square miles, extending from latitude $2^{\circ} 24'$ North to latitude $3^{\circ} 11'$ North, and from longitude $101^{\circ} 50'$ East to longitude $102^{\circ} 45'$ East. It is, roughly, pentagonal in shape, its boun-

daries being Selangor, Pahang, Johore, Malacca, and the Straits of Malacca. The coastline extends for 30 miles.

In its physical geography and geology the State resembles Selangor. The main range of mountains forms practically a part of that which traverses the whole length of the peninsula. It extends from Jelebu in a southerly direction for 20 miles, and then turns to the south-east as far as the Malacca boundary. The principal peaks are the Telapak Berok (a little

less than 4,000 feet), the Gunong Angsi (2,695 feet), and the Gunong Tampin (1,800 feet). The range forms a watershed in which several rivers have their source. The largest of these, the Muar river, runs through Kuala Pilah, and on through Johore into the Straits of Malacca. Its tributaries are the Jelei, Jempol, Johol, Gemencheh, and Gemas. Other streams which empty themselves into the Straits are the Sungei Sepang, which forms part of the Selangor boundary line, the Sungei Linggi, and the



A COUNTRY ROAD NEAR
SEREMBAN.

Sungei Lukut. On the other side of the range the Sungei Triang rises, and, after receiving the waters of the Kenaboi, Pertang, and Jeram rivers, flows into the Pahang river.

The population of the State, estimated at 121,763, has increased considerably since 1901, when the census returns showed a total of 96,028, made up of 64,565 males and 31,463 females. This great disparity between the sexes is noticeable throughout the Eastern States, and is, of course, due to the large number of male immigrants.

The chief source of revenue, as with the other States, is in the export of tin, but this industry is not conducted on a scale comparable with Perak or Selangor. New country is, however, being opened up by the construction of roads and railways, and it is hoped that new fields will thus be found. Rubber planting is in an exceedingly prosperous condition, and it is possible to travel for miles by road and railway through country entirely planted with rubber, or cleared for the cultivation of this product. Other products are coconuts, tapioca, coffee, and rice.

The main line of railway runs through the State from Selangor to Johore, and a new line is to be constructed immediately from Gemas, the junction of the Johore line, to run through

Pahang to the north-east of the peninsula. There is a branch line connecting Seremban with Port Dickson.

The revenue of the State amounted in 1906 to 2,487,090 dollars, an increase of 151,555 dollars over that of 1905, and more than twenty times the amount of the revenue in 1876. The expenditure in 1906 was 2,274,337 dollars, or 60,243 dollars more than in the preceding year. In 1876 the expenditure was only 104,538 dollars. The State has a credit balance of 1,311,049 dollars.

Negri Sembilan is divided into five districts for administrative purposes—the Coast, Seremban, Jelebu, Kuala Pilah, and Tampin. The roads are generally good, and considerable extensions are in progress, including a road from Kuala Pilah to the Pahang boundary to meet the Bentong road.

The town of Seremban, the capital of the Negri Sembilan and the seat of local administration, is a prosperous planting and mining centre, with a population of about five thousand inhabitants, nearly all of whom are Chinese. The Government offices and buildings are less imposing than those of the other Western States, but a handsome new Residency has recently been built.

The general sanitary condition of the town is satisfactory, and there will be an ample supply of good water when the water-works, now in course of construction, are completed. There are excellent schools and up-to-date hospital accommodation. The European section of the community consists mainly of civil servants, planters, and mining men, and their bungalows are perched on the eminences surrounding the town. For their benefit there are two social and several recreative clubs, cricket, football, tennis, golf, and billiards being the chief pastimes.

At Sri Menengok, on Gunong Angsi, at a height of 2,626 feet above sea-level, is a hill sanitarium for Europeans.

Port Dickson, the principal town in the Coast District, is 25 miles by rail from Seremban. About 70,714 acres have been alienated in the district for agricultural and mining purposes, but the mining is, comparatively speaking, negligible. Para rubber is coming to be the chief product; till now the staples have been



THE RAJAS OF NEGRI SAMBILAN AND FOLLOWERS.

tapioca, gambier, and pepper. An important native industry is that of hat-making. About five thousand hats are exported yearly—a larger number than from any other district of the Federated Malay States. The shipping of the port is showing a slight tendency to decrease, owing to the competition of the railway.

A Government bungalow at Port Dickson, open to the European public, is a popular resort; the air is salubrious, and there are excellent bathing facilities.

Jelevu is a mountainous district. The chief town, Kuala Klawang, is about 25 miles by road from Seremban. Mining is carried on in the district, for the most part on a small scale, by handfuls of Chinese. The famous banyan tree at Jelevu is an object of great veneration amongst the Malays, who regard it as a kramat, or sacred tree. Tradition ascribes great age to it, and the hill on which it stands was used as a burial ground upwards of two hundred years ago. The graves of Tuan Kathi, the head priest of that time, and his wife are still to be seen.

In point of size, Kuala Pilah, the centre of the district of that name, is the second town in importance in the State. It is 26 miles from Seremban by road, and lies near the route of the proposed Pahang extension of the Federated Malay States Railway. The Martin Lister Memorial at Kuala Pilah—a photograph of which appears on page 885—is probably the only public tribute ever paid by the Chinese community to a civil servant in the State.

Tampin is noted for the fact that large areas are worked by Malays for agricultural purposes. Nowhere in the Federated Malay States are more regular, systematic, and successful methods of culture adopted by the people indigenous to the country.

Mr. Thomas William Rowley, District Officer of the Coast, Negri Sembilan, and now Acting Magistrate, Taiping, was born at Christchurch, New Zealand, in 1850, and educated at Cheltenham College. In 1878 he held a lieutenant's commission in the 2nd Regiment Light Infantry (Royal Guernsey Militia), and from 1885-88 served with the New Zealand regular forces. He entered the Perak Civil Service in 1889 as Inspector of



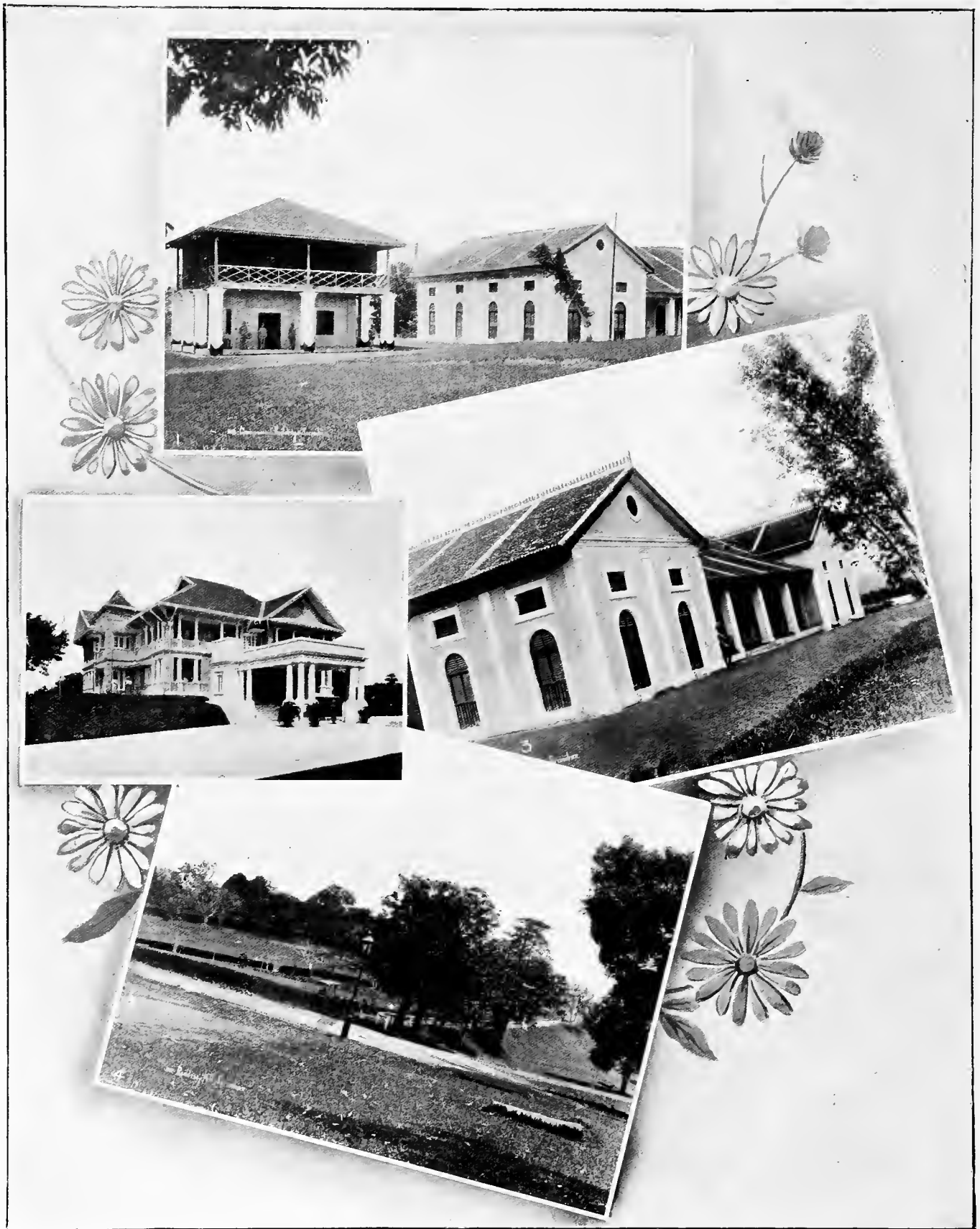
THE FAMOUS BANYAN TREE AT JELEBU, VENERATED BY MALAYS.



VIEW OF JELEBU.

Bridle-paths. In 1891 he was appointed Assistant Collector of Land Revenue at Matang, and, after acting in several other capacities, became Assistant Collector of Land Revenue at Kinta, and subsequently Assistant Commissioner of Police, Selangor. In January, 1903, he was appointed District Treasurer at Seremban, and afterwards at Batu Gajah, and acted as District Treasurer at Kuala Lumpur and Taiping, and as Assistant District Officer at Matang and Larut. He received the appointment of District Officer, Coast, Negri Sembilan, in January, 1907. He is a member of the Grosvenor Club, London, and of all local clubs. His principal recreations are tennis and rifle shooting.

Mr. James Edward Bishop, Assistant District Officer, Raub, is acting as District Officer at Jelevu in the absence of Mr. J. S. Mason, the substantive holder of the office. He was born in December, 1875, and entered the Federated Malay States Civil Service as a cadet in 1898. During the following five years he was stationed in different parts of Pahang, and was successively Acting Assistant District Officer at Pekan and Lipis, Assistant District Officer at Lipis and Raub, and Acting District Officer of Raub. His present acting appoint-



VIEWS IN SEREMBAN.

1. THE GOVERNMENT BUILDINGS.

2. THE RESIDENCY.

3. THE COURT HOUSE.

4. THE RESIDENCY GROUNDS.



THE MAIN STREET OF KUALA PILAH.

THE MARTIN LISTER MEMORIAL AT KUALA PILAH.



PORT DICKSON.

ment dates from August, 1905, and he has charge of a district embracing 400 square miles and containing a population of about 10,000.

Mr. Eric Ayton Dickson, District Officer in charge of the Kuala Pilah district of Negri Sembilan, was born in 1876, and at the age of twenty entered the Federated Malay States Civil Service as Junior Officer under the Selangor Government. After having had charge of the Sepang district for a short time, he became Acting Assistant Collector of Land Revenue at Kuala Lumpur. Subsequently he acted as Assistant District Officer, Serendah, District Officer, Kuala Langat, Second Magistrate, Kuala Lumpur, and District Officer, Kuala Langat. In 1903 he was appointed to the State of Pahang as Acting District Officer, Senior Magistrate, Registrar of Titles, and Superintendent of Prisons, and for some time before taking up his present position, in 1904, he acted as Circuit Magistrate in the State of Selangor.

Mr. Henry Brooke Ellerton, Acting District Officer at Port Dickson, was born in May, 1862, and has been in the Civil Service in the Federated Malay States since 1892, when he was appointed to act as Treasurer of Pahang. In 1896 he went to Pekan, in the same State, as District Officer. Since then he has acted as District Officer, Kuala Langat, Selangor, and as Circuit Magistrate in the same State. He has occupied his present position since the beginning of 1903.

PAHANG.



THE HON. MR. CECIL WRAY.
(British Resident, Pahang.)

THE total area of the Federated Malay States is 26,380 square miles, and of this area more than one-half, namely, 14,000 square miles, is comprised in the State of Pahang. This State is bounded on the north by the Siamese Malay States, Kelantan and Trengganu; on the east by the China Sea; on the south by Johore and the Negri Sembilan; and on the west by Perak and Selangor. It lies between latitudes $2^{\circ} 30'$ and $4^{\circ} 50'$ N., and longitudes $101^{\circ} 30'$ and $103^{\circ} 40'$ E. Parallel to the coast line, which measures 130 miles, run two chains of islands—the largest ten miles by five—which are included in the territory. By far the larger portion of the State is still covered with virgin jungle, in which elephants, seladangs, rhinoceroses, tigers, deer, and wild pigs roam almost unmolested, for only sportsmen of means and ample leisure can undertake their pursuit. The rivers abound with crocodile, snipe, and waders.

The physical formation of the country may best be understood by a glance at a map of the Malay Peninsula. Along the western boundary runs a ridge of granite hills, attaining in places a height of 7,000 feet. In the northern highlands the Gunong Tahan, 7,050 feet, is the culminating peak of a number of spurs. Through the intervening valleys run the tributaries of the Tembeling and Jelai rivers, which commingle in the plains below to form the broad Pahang river. The next highest summit is that in which the Semantan river takes its rise. Other summits are Gunong Benom (6,900 feet) and Bukit Raka, in the western hills; Gunong Kenering and Gunong Rakau in the north; Gunong Pallas in the east, from

The principal river in the State is the Pahang river, swelled by the waters of the Tembeling and Jelai rivers. These in turn receive tribute from numerous streams. Into the Tembeling flow the Sungei Tahan, the Sungei Kendiam, the Sungei Jentoh, the Sungei Benus, the Sungei Tekai, and others; whilst the Jelai receives the Telom, Serau, Tenom, Kechau, and Lipis rivers and numerous lesser tributaries. Other main feeders of the Pahang river are the Semantan river, which brings down the waters of the Sungei Bentong and Sungei Bilut; the Sungei Triang and Sungei Bera, which flow from the hills on the Negri Sembilan boundary; and the Sungei Lui and Sungei Lepar, which rise in the uplands of the Kuantan district.

The Pahang is navigable for shallow draught steamers only. Owing to its sandy bed and to the absence of rapids it may be navigated with safety by small cargo boats. The Rompin, which also flows into the China Sea, has six feet of water above the bar at low tide, and there is deep water for nearly a hundred miles of its course. The Kuantan river rises in the Trengganu district, whilst the Endau forms the boundary between Pahang and the State of Johore.

Geologically, the formation of Pahang is granite in the western mountain range, and runs through slate, sandstone, and a conglomerate series to the plains. It is interesting



MRS. WRAY.

which runs the formidable chain of hills dividing the Temerloh and Kuantan districts; and Gunong Gayong in the south, from which the Sungei Rompin flows.

to note the difference between the tin-bearing stratum in Pahang and that on the other side of the range. In Selangor and Perak by far the larger proportion of the workings are



VIEWS IN PAHANG.

SORTING FISH ON THE BEACH, BESRAH.
ON THE KUANTAN RIVER.

LIMESTONE MOUNTAIN ON THE KUANTAN RIVER.

TUBA FISHING IN THE PAHANG RIVER.
SUNGEI PARUT, PEKAN.



VIEWS IN PAHANG.

RAUB.

THE BRITISH RESIDENCY, KUALA LIPIS.
THE REST-HOUSE AT RAUB,

TRAS VILLAGE.

THE MOTOR GARAGE AT RAUB.

lombong; that is to say, they are alluvial deposits lying beneath many feet of overburden, as opposed to lampan workings, in which the ore is won from alluvial washings. As explained briefly in reference to the older States, the rich alluvial deposits there were the result of detritus from the stanniferous granite formation. In Pahang there has been less detritus, with the result that there is less alluvial tin and less overburden. But while the lombongs in Pahang are poor, the lampans are exceedingly rich; the tin is high up in the range, most of the paying mines being at elevations of close upon 2,000 feet. It would seem from this that the future prosperity of the State, if it ever has any great prosperity, will be derived from the treatment of lode ore by means of crushing machinery. This applies to the Ulu districts. Kuantan is an exception to the rule; its geological formation differs entirely from that of the other districts. Tin is found in lode formation, and in this locality are the deepest underground mines in the peninsula.

After leaving the granite formation the slate country is reached, and here, in the centre line of the State, gold is found. Between the auriferous chain and Kuantan lies an enormous tract of country which is only of value for agricultural purposes.

Pahang possesses a warm, moist climate, free from extremes of temperature, and differs from the Western States in that it has seasons governed by the monsoons. The rainfall averages from 150 to 175 inches a year, the wettest period falling between November and February, when the north-east monsoon prevails. The heavy rains are usually followed by floods. The thermometer shows a mean annual temperature of about 75° F. or 80° F., and the European may, if he takes due regard to the general principles of hygiene requisite to residence in the tropics, live in tolerable comfort.

The State is thinly populated. In 1901 a census returned the number of inhabitants as 84,113. To-day it is estimated to be about 100,000, an average of seven persons to the square mile. There are between seven and eight thousand aborigines in Pahang, the Lipis valley, parts of Temerloh and the Pekan district being their chief strongholds.

Means of communication in the State are scanty, but are being extended as rapidly as resources permit. There are 122 miles of cart-roads, 5 miles of gravelled roads, 86 miles of earth roads, 28½ miles of bridle-paths, and 145 miles of other paths. From Kuala Kubu, in Selangor, an excellent road runs through Tras, Raub, and Benta to Kuala Lipis, the administrative capital of the State. From Tras a road to Bentong opens up a rich tin country, and will, when the road through the Sempak Pass is completed, give an alternative route to Kuala Lumpur, the Federal capital. An important highway will be the Kuantan-Benta road, a continuation of the trunk route across the State from west to east. The line for this road has been found, and now only requires tracing. The Kuantan-Lepar road, which will give access to the tin mines in the Blat valley, is nearing completion, and a road from Kuala Pilah, in Negri Sembilan, to Bentong is being rapidly pushed forward. Other than those enumerated, the only transport facilities at present are those afforded by the rivers and their tributaries; some are navigable for cargo-boats and steamers of light draught, while others are accessible only to small native dug-outs, or sampans. In time, however, will come the railway. Already the permanent survey between Gemas, in Negri Sembilan, and Kuala Semantan, on the Pahang river, has been completed, and a commencement will soon be made with this extension. From Kuala Semantan three trial surveys have been carried out. The first runs due north to

Kuala Tembeling, roughly following the course of the Pahang river; and the second bears to the westward and then north to Kuala Lipis *via* Bentong. The first line, if made, will form part of the main trunk railway, starting from Gemas and running to the east of the Gunung Tahan massif, the main central range; the second, it has been decided, is unsuitable for a main trunk line, but may be carried out as a branch line to Bentong. The third trial survey runs from Kuala Semantan to Kuantan, and this railway, if made, will form a branch line to the seaport there. It will necessitate the bridging of the Pahang river by a structure of six spans, each of 150 feet. There are 76 miles of telegraph wire and 85 miles of telephone wire in the State.

administrative purposes: Pekan, Kuantan, Raub, Lipis, Temerloh. The relative importance of these is shown by a comparison of the revenue derived from each district. Lipis contributed 141,257 dollars, Raub 252,346 dollars, Temerloh 19,559 dollars, Pekan 53,711 dollars, and Kuantan 159,484 dollars; and if it be borne in mind that of a sum of 122,823 dollars, for farm revenue, credited to Lipis as being the headquarters, three-quarters belongs properly to Raub and the remaining quarter to Kuantan—the districts where Chinese are most largely employed—it will at once be apparent that Raub and Kuantan are by far the most important districts in the State.

Kuala Lipis, the capital, was formerly of some commercial importance as the centre of



H.H. SIR AHMAD MAATHAM SHAH'IBINI ALMERHUM ALI, K.C.M.G., SULTAN OF PAHANG, AND FOLLOWERS.

The revenue of the State for 1906 amounted to 650,718 dollars, and the expenditure to 1,434,353 dollars, as compared with 528,368 and 1,208,176 dollars respectively in 1905, and with 62,077 and 297,702 dollars in 1890. The expenses of administration are borne chiefly by advances from the neighbouring States, the loan account at the end of 1906 showing 4,366,568 dollars due to Selangor and 1,574,435 dollars due to Perak. These loans are free of interest, and no period of repayment has been fixed. The principal heads of revenue in the financial statement for 1906 include: Land revenue, 78,329 dollars; customs, 290,651 dollars; and licences, &c., 147,907 dollars. Under expenditure the heaviest item was that of 653,073 dollars for roads, streets, and bridges (special services).

The trade returns show on the whole a gradual improvement. In 1906 the value of the exports was 3,770,325 dollars. To this total tin contributed no less than 3,090,124 dollars, the duty paid on it amounting to 276,672 dollars. Gold is exported more largely than from any other State in the Federation, and amounted to 10,728 oz., valued at 367,817 dollars. A considerable trade is carried on in dry and salt fish. Other articles of export are guttas and tapioca. The acreage under rubber at the close of the year was approximately 12,000 acres, although only two years previously there were but 245 acres under this product. The imports during the twelve months under review were worth 1,194,921 dollars.

The State is divided into five districts for

the gold mining district. Now, all the gold mines in the neighbourhood have closed down, and it has dwindled to a town of five or six hundred inhabitants, only notable because it is at present the seat of local administration. The chief Government offices are situated at Kuala Lipis; and there are a hospital, a gaol, a rest-house, and vernacular schools in the district. The town is the terminus of the motor service from Kuala Lumpur. Beyond the small holdings owned by natives there is practically no planting industry in the district.

In Raub, which is 45 miles by road from Kuala Lumpur, is to be found the only gold mine now working in the State. This mine is situated on a property of about 12,000 acres with a proved lode of nearly five miles. It is worked almost entirely by electricity generated at a station on the banks of the Sempan river, the power being transmitted through the jungle a distance of 7½ miles to Bukit Koman, the headquarters of the mine, two miles from the town. Not only are the pumps and hoists motor-driven, but the shafts and the houses are lit by electricity. It is curious to see native attap huts illuminated by this means, in a place where elephants are employed to carry the ore to the town—to note the contrast between civilisation and jungle life. Of course, the more important industry is tin mining, the district showing an output for 1906 of 18,261 piculs, of which quantity Bentong was responsible for two-thirds. The demand for land is great, and the revenue from this source shows a steady increase. There are ten vernacular

schools, and both Government and privately owned hospitals in the district.

Bentong is rapidly growing in importance, and when direct communication is opened up with Selangor and Negri Sembilan it should have a considerable access of prosperity.

Kuantan is regarded by many as the coming district of Pahang. It possesses vast mineral wealth, and contains good agricultural land, for which there is an increasing demand. Most of its tin export during 1906 came from the Blat valley, in which neighbourhood are some of the largest mining concessions in the State.

Kuala Kuantan is the only port of any real value in the State. It is situated, as its name implies, near the estuary of the Kuantan river, and has commercial potentialities which are certain to be utilised to the fullest extent as soon as an enhanced revenue justifies the necessary expenditure. The Kuantan river is navigable for cargo boats, and forms the interior route to the Ulu district.

Temerloh is chiefly an agricultural district, the population being to a great extent confined to small villages scattered along the banks of the rivers. Tembeling, the point to which

one of the trial-surveys for the trunk railway has been carried, is noted for its earthenware; incidentally it may be mentioned that the potter's wheel is as yet unknown.

Pekan, the principal town in the district of that name, was originally the capital of the State, and is still the seat of the Sultan of Pahang, who holds his State Council there. Pekan is noted for its mat-making and sarong-weaving industries, which are carried on by the Malays. Seven miles down the river stands Kuala Pahang, of little value as a port except for shallow-draught steamers.

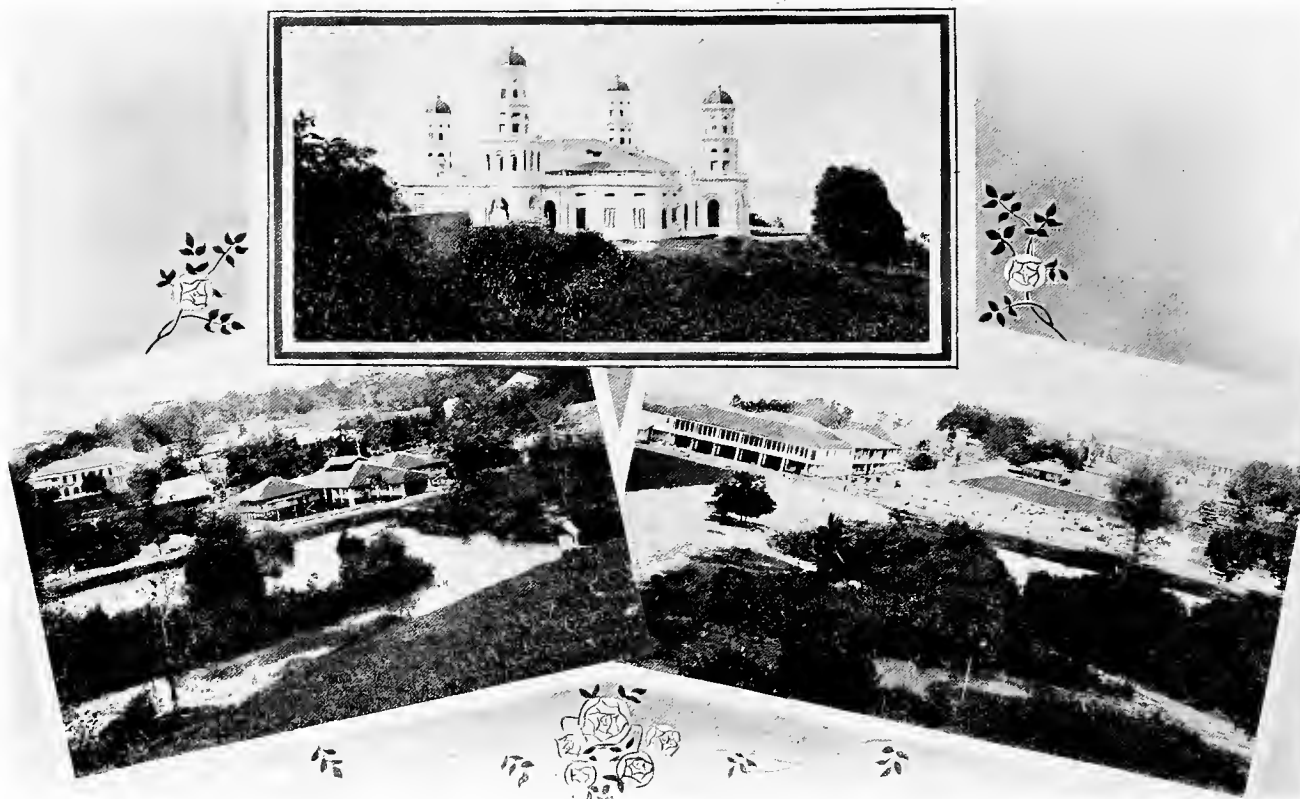
JOHORE.

THE State of Johore occupies the southernmost portion of the Malay Peninsula. It embraces about nine thousand square miles. On the north it adjoins Malacca, Negri Sembilan, and Pahang; on the south it is separated from Singapore island by the Strait

The first of these is the most important stream in the southern part of the Malay Peninsula.

The main products of Johore are gambier, pepper, sago, tapioca, and rubber. The mineral wealth of the country has not yet been exploited, but tin mining is carried on in

peans with conspicuous success, especially in Muar, the north-western portion of the State. A railway running from north to south is now under construction, and when completed will connect Singapore with the Federated Malay States trunk line, and thus establish through



THE MOSQUE, AND VIEWS OF JOHORE FROM THE FORT.

of Johore; and on the east and west it is washed by the sea. The territory is still covered to a great extent with virgin jungle, and can only be traversed by indifferent roads. As a whole, the country is less mountainous than any other part of the peninsula. The Blumut Hills (3,180 feet) are the principal mountain group, and Mount Ophir, which is over 4,000 feet high, is the highest peak in the State. The three largest rivers are the Muar, in the north, the Endau on the east, and the Johore in the south.

one or two districts. Iron is plentiful all over the State, but so far it has not been worked, owing to the absence of coal.

The population of the State is, approximately, 250,000, of whom no fewer than 200,000 are Chinese. The trade is almost entirely in the hands of the Chinese, and passes through Singapore. Recently, widespread attention has been drawn to the commercial potentialities of the State, and several large tracts have been opened up and planted with rubber by Euro-

peans with conspicuous success, especially in Muar, the north-western portion of the State.

A railway running from north to south is now under construction, and when completed will connect Singapore with the Federated Malay States trunk line, and thus establish through rail communication between Singapore and Pinang.

Johore is an independent State, ruled by his Highness Ibrahim, Sultan of Johore, D.K., S.P.M.J., K.C.M.G., who came to the throne ten years ago. In the government of his country he is assisted by a Council of State, consisting of ministers and chiefs. This Council also forms the High Court of Appeal. The form of government is akin to an absolute monarchy, and is in accordance with a con-

stitution promulgated in 1895. The annual revenue of the State is 1,500,000 dollars, derived principally from import taxes and opium and gambling farms.

Johore Bharu, the principal centre of commerce and the seat of government, is a thriving little town with about 20,000 inhabitants, situated opposite the island of Singapore. It is easy of access from the town of Singapore, the 15-mile rail and ferryboat journey occupying about an hour. As seen from Woodlands, the northern terminus of the Singapore railway, it presents a very attractive appearance. Along the sea-front is a broad well-made road, backed for a short distance by a row of substantial buildings, of which the Johore Hotel is the most notable. Over the calm, sunlit waters of the Strait glide picturesque native craft of varying sizes, with their brown sails silhouetted against the sky. Immediately behind the town rise verdure clad slopes, and further inland appears the shadowy outline of high hills. Johore Bharu forms a popular Sunday resort for Singapore people. Its chief places of interest are the Sultan's Istana (palace), the Abubakar mosque—one of the most imposing and beautiful buildings devoted to the Mahomedan religion in the Far East—and the gambling saloons, in which a polygenous crowd may always be met trying their luck at the Chinese games *poh* and *fan-tan*. The attendance is especially numerous on Sundays, when train-loads of people representative of every class of society in Singapore flock into the town. The Sultan draws a considerable portion of his revenue from the Chinese *kongsee* which runs the gambling farms.

and rubber produced in the State is grown. Muar is the centre of administration for a district embracing about 2,000 square miles and containing 50,000 inhabitants, and is the chief port of the State. A daily service of

Sultan of the Independent State of Johore, is the eldest son of the late Sultan Abubakar, G.C.M.G., K.C.S.I., and was born on September 17, 1873. He was proclaimed King on September 7, 1895, and was crowned two



DATO' MAJOR ABDULLAH.
(State Commissioner, Muar.)

Besides the capital, the only other township in the State worthy of note is Muar, situated at the mouth of the Muar river in the north-western province of the State. Along the banks of this river the bulk of the gambier, pepper,



H.H. IBRAHIM, D.K., D.M.J., K.C.M.G., SULTAN OF JOHORE.

steamers runs between Muar and Singapore, and road and telephonic connection between Muar and Malacca, 27 miles away, is shortly to be established.

The Sultan of Johore is a travelled, active, and enlightened ruler. With the example of the Federated Malay States before him, he is doing much to encourage the development of his country, which in the near future is likely to share in the prosperity enjoyed by its neighbours.

The Sultan of Johore.—H.H. Ibrahim,

months later. Although he has not had the advantage of a European education, he is, nevertheless, remarkably conversant with European affairs, and adopts the manners, customs, and fashions of Western civilisation. He takes a close personal interest in the administration of his country, but even the active supervision of the various State departments does not absorb the whole of his energy, for he finds time to superintend the management of several rubber estates of which he is the owner. An extensively travelled

man, he has frequently visited Australia and England. An enthusiastic sportsman, he has gained a reputation as a daring big-game shot, an excellent rider, and a keen automobilist.

except on state occasions. He prefers as a place of residence a bungalow, some few miles away, which he has had furnished in European style. In addition, he has two residences in

Magistrate of the district of Muar. He is a son of the present Prime Minister of Johore, Dato' Mentri Besar, and a relative of his Highness the Sultan. The Dato' is well-educated in English as well as in Malay. He commenced his career in the public service of the State as Assistant Commissioner of Police at Muar. In 1895 he was appointed Commissioner of Police, and a few years later was made State Commissioner and placed in charge of Muar district, of which he has full control. Muar has a population of about fifty thousand.

Dr. Andrew Grant, M.B., Ch.B., and D.P.H. Edin., is the Government Medical Officer of the Muar district of Johore. He is a



A MUCH TRAVELLED YOUNG AUSTRALIAN AT JOHORE.

He maintains an armed force of about a thousand men, who are drilled after the manner of European troops and present a very smart appearance. The royal palace or "Istana Besar" is situated in Johore Bahru, the capital, but the Sultan seldom occupies it

Singapore. He was married in 1892, and his son and heir, Ismail Trunku Makote, was born on October 28, 1894.

Dato' Major Abdullah, D.K., D.P.M.J., of Johore, is State Commissioner, Commander-in-Chief of the Muar Volunteer Forces, and Chief



DR. ANDREW GRANT.
(Medical Officer, Muar.)

Scotsman and studied medicine at Edinburgh University. For three years he has been in the Johore Government service. At present Dr. Grant is in charge of a district of 60 square miles and also holds the appointment of Assistant Doctor to his Highness the Sultan of Johore. He has done much towards improving the health conditions on the various estates in the district of Muar, where he had to organise the medical department with the assistance of Chinese and Indians only. Dr. Grant describes the health of Muar district as being good. Most prevalent diseases are beri-beri, malarial fever, and dysentery, from which troubles the greatest sufferers are the Chinese, who are attacked by those ailments largely through bad food, and often fall victims to them owing to their reluctance to come into town from the jungle until very seriously ill.



FEDERATED MALAY STATES.

SOCIAL AND PROFESSIONAL.

EUROPEAN.

Mr. Eric Maxwell, the well-known advocate, was born in 1873, and is a son of the late Sir Wm. Maxwell, K.C.M.G., formerly Governor of Singapore. He was educated at Bedford Grammar School and at Cheltenham College, and, on leaving school, studied farming in Bedfordshire and at Tamworth Agricultural College for two years. In 1891 he went to British Columbia. Two years later he came to Singapore, and spent about six years in the offices of Messrs. Drew and Napier, solicitors, being admitted an Advocate and Solicitor of the Supreme Court of the Straits Settlements

in 1899. He then went to Ipoh, Perak, and established the practice which he still carries on. He owns considerable property in Ipoh, and is largely interested in rubber planting and tin mining. Mr. Maxwell has been a member of the Kinta Sanitary Board for about five years, is a Visiting Justice, and was the European Unofficial Member of the Perak State Council for about sixteen months (1905-6-7). He has always taken a great interest in sport, and has done a considerable amount of big-game shooting in the Federated Malay States. For some years he has been a member of the committee of the Ipoh Gymkhana Club (which he founded), of the Kinta Gym-

khana Club, and of the Straits Racing Association.

Mr. H. Ashworth Hope, sole partner of the firm of Gibb and Hope, advocates and solicitors, Ipoh, was born in 1878, and has been in the law some nine years. In the year 1905 he came out from England, and joined in partnership with the late Mr. A. M. Gibb, whose successful career was cut short by his untimely death in November, 1906. Mr. Gibb came out originally to join the firm of Presgrave and Matthews, of Pinang, and, after three years' service, opened a branch for them in Ipoh, the principal town of the great Kinta tinfield, then rapidly rising in population and importance.

So large was the volume of business there that, in 1905, he bought the practice from Messrs. Presgrave and Matthews, Mr. Hope shortly afterwards joining him. From the outset the business and reputation of the firm have gone on increasing steadily, scarcely a case of note having been heard in Perak in which they have not been engaged as counsel, while at the same time they are retained as legal advisers by a large number of the great mining and planting companies operating in the State. Mr. Hope is at present assisted by Mr. R. B. Bannon, who is an ardent sportsman, and has the reputation of being one of the best cricketers in the State. Mr. Hope, like his late partner, is an enthusiastic sportsman, his principal recreations being riding, tennis, and golf. As a gentleman rider on his own mount he has had the good fortune to be first past the post at the local races.

Mr. David Bannerman, who is engaged in tin mining in Perak, and is well known in Perak, is the son of the Rev. E. Bannerman, and grandson of the late Colonel Alexander Bannerman, formerly Lieutenant-Governor of the Pinang settlement.

Mr. James Edward M. Brown, M.B., Ch.B. Edin., who is at present practising in Ipoh, came out to the Federated Malay States as District Surgeon. He was born on August 9, 1875; educated at the Royal College of Mauritius and the Universities of Edinburgh and Montpellier (France); was house surgeon at the Coventry and Warwickshire Hospital; and served with the Royal Army Medical Corps during the South African War, being rewarded for his services with a medal (1899-1900) and two clasps. In 1904 he was appointed District Surgeon of Larut, in the Federated Malay States, and in the following year was transferred to Gopeng. He retired from the Government service in June, 1907. Dr. Brown holds the Edinburgh University and London School of Tropical Medicine diplomas for the study of tropical diseases, is a Fellow of the Royal Colonial Institute, and an examiner for the Manufacturers' Life Insurance Company. His address is 14, Station Road, Ipoh, Perak, Federated Malay States.

Mr. E. D. McPherson, manager of Messrs. McAlister & Co.'s business at Ipoh, was born at Laurieville, Victoria, in 1873. He was educated at Rutherglen, Victoria, and, after serving his apprenticeship with Messrs. Hamilton and Sons in that town, he came to the Straits Settlements in 1899 to join his present employers. He has been engaged at their Pinang and Ipoh branches ever since, and for some time managed the firm's affairs in the northern settlement. His principal recreation is horse-riding.

Mr. T. H. T. Rogers is the senior member of the legal profession in Kuala Lumpur. He was born in 1846 and educated at Clifton; served his articles with Messrs. Fussell and Prichard, of Bristol, and Messrs. Clarke, Woodcock, and Ryland, of Lincoln's Inn Fields, London; and was admitted an attorney and solicitor in Hilary Term, 1870. Mr. Rogers practised some years in London before he came East.

Mr. John Gurdon Turner Pooley.—Of professional men generally, and lawyers in particular, Mr. J. G. T. Pooley is one of the best known in Kuala Lumpur. A son of the late Rev. J. G. Pooley, M.A., R.D., J.P., of Stonham, Suffolk, he was born in 1874 and educated at Haileybury. After qualifying as a solicitor, he practised in London for ten years. He came out to Perak in 1903, and is now the only solicitor in Kuala Lumpur with qualified assistance. Mr. Pooley is a director of several local companies and possesses interests in many others. He is a Freemason of the local Lodge (No. 2,339), and of the Perak Lodge, Taiping, and a member of all the local clubs. His favourite recreation is golf.

Mr. John Gardner is the oldest European resident of Jejebu, and has been interested in tin mining in the district for some fourteen years. He is a Magistrate and Coroner, and is the owner of about a thousand acres of mining land near Jejebu, which he works by Chinese miners on the tribute system.

Mr. Frank A. Moffatt, R.D.S., Kuala Lumpur, was born in Bombay, where his father, Mr. John Moffatt, was at one time superintendent of the water police. The family went to Australia in 1885 and settled in New South Wales. Mr. Moffatt received his education at public schools, and learned his profession in the historic suburb of Paramatta, afterwards practising in the country and in Sydney for thirteen years. He has been in the Straits Settlements and the Federated Malay States for three years, and is now practising in Kuala Lumpur.

Mr. A. G. Crane.—Born in Singapore on June 27, 1871, this gentleman is a son of the late Mr. C. E. Crane, who carried on business as a valuer and commission agent in that city for many years, and is now living in retirement in England. After leaving Dedham Grammar School, Mr. A. G. Crane was for some time on his Majesty's training-ship *Worcester*. He then came out to the East and joined his father's business. Two years later he entered the service of a mercantile firm, and remained with them for two years, when, owing to ill-health, he had to go to Canada. In that country he resided for three years, two of which were spent in a silk house and the other in a salmon-tinning business. Returning to the Far East, he joined the Perak Government service, and was in it for four years. At the end of this engagement Mr. Crane went to England to study mining and mineralogy. Having gone through a short college term, he returned to the Federated Malay States in 1904, and, on behalf of a Perak Syndicate, prospected for tin ore in Western Siam for a year and a half. Having selected two tin concessions for the syndicate, he returned to Kuala Lumpur and accepted Towkay Loke Yew's offer of the management of Hawthornden estate, which comprises about 300 acres of tin-mining land and 300 acres planted with rubber. Mr. Crane is an enthusiastic amateur photographer.

Mr. William North Buckmaster, solicitor and advocate, in charge of the Taiping



W. N. BUCKMASTER.

office of Mr. F. J. Bryant, B.A., barrister-at-law, is the son of the Rev. John North Buckmaster, B.A. Oxon., and was born at Ramsgate in 1873. He was educated at Sherborne School and at University College, Oxford, where he graduated B.A. with honours in literæ humanioribus and law. He was articled with Messrs. Blount, Lynch, and Petre, solicitors, of London, and passed his final law examination, with

second class honours, in June, 1899. For two and a half years he was in practice at Herne Bay, Kent, and came out to the Federated Malay States to join Mr. F. J. Bryant in 1905. He is a member of the Sports Club, London; the Kent County Cricket Club; the New, Perak, and Turf Clubs, at Taiping; the Batu Gajah Club, and also of the Incorporated Law Society, England.

Mr. G. E. Cobb is one of those who have heard the insistent voice of the East a-calling, for when he went home to England in 1906 he remained there for only a few months, and then returned to establish a business of his own at Kuala Lumpur. Born in Leith, Scotland, in 1878, he was educated at George Heriot's Hospital, Edinburgh. After serving with a commercial firm in his native town, he sailed for Singapore in 1901, and was in the employment of Messrs. McAlister & Co. for five years. He managed some of their branches at intervals, and finally acted as secretary to the company. He is now engaged in business as a general merchant and importer, and also controls Messrs. Huttenbach's ice factory and the electrical department in Kuala Lumpur.

Mr. Alexander Fox, son of Captain William Walter Fox, of London and Liverpool, was born on board the British sailing ship *Persia* at sea in June, 1864. He was educated at Raffles Institution, Singapore, and subsequently, for seven years, was employed in Messrs. Robinson & Co.'s business house. He then went as assistant to Messrs. John Little & Co., Ltd., and was their travelling representative for thirteen years. Leaving them in 1898, he established a business of his own, but the venture not proving successful, he entered the service of the China Mutual Life Insurance Company, Ltd., in 1901, and opened up their business in Medan, Atjeh, Padang, Fort de Kock, and Bencoolen in Sumatra. In 1904 he settled in Kuala Lumpur as their resident superintendent. He also started business on his own account as an auctioneer, appraiser, registration, insurance, commission, and forwarding agent, and established the firm of Sheddon & Co., cash drapers, milliners, house furnishers, &c.

ORIENTAL.

Towkay Loke Yew.—After losing as much as two million dollars in the short space of three years, Towkay Loke Yew is a millionaire to-day. He is a remarkable man, almost every moment of whose life of sixty-one years has been fully occupied. Born of humble parentage in the village of Thong Cheung, in the district of San Wui, in the Kwang Tung province of China, an only son in a family of five, Mr. Loke Yew's boyhood was spent assisting his father to cultivate the fields. His father, who has led a simple country life, is close upon one hundred years of age. But Mr. Loke Yew was not destined to follow in the footsteps of his father. He heard of the chances which Singapore offered, and so, in 1858, at the age of thirteen, he proceeded to the settlement, and by working in a shop in Market Street was able in four years to save 99 dollars. With this capital he opened a shop of his own under the chop Heng Loong, and thus laid the foundations of the famous firm which is now known throughout the Malay States, and in which he is still interested. He continued to conduct the business for five years, and then, leaving it in the hands of a manager, he went further afield. He proceeded to Matang, Larut, where he assisted Messrs. Chan Kam Chong and Ng Sow Swee in profitable mining ventures. The Perak war was being waged at this time, and Mr. Loke Yew secured the contract for supplying the troops with food. He remained in Larut for fifteen years, engaging principally in mining, but, although his first mines at Kamunting paid fairly well, subsequent undertakings four years after he arrived in Perak proved



LOKE YEW, AND VIEWS OF HIS MINE (CHOP CHUNG YIK) AT SERENDAH.

disastrous, and he lost 140,000 dollars. The price of tin was at this time only 24 dollars per picul, and it shortly afterwards fell to 17 dollars. War was waged in the village, the coolies were driven away, and the place was burnt out, with the result that Mr. Loke Yew was left almost penniless. Nothing daunted, he carried on the contract for supplying food to the troops, despite the difficulties under which he laboured, and he can relate some good stories of the escapes he had when piloting his own boats up the river after dark. A wave of prosperity came when Lower Perak (Kinta) was opened up, and Mr. Loke Yew was amongst those who benefited by it. After establishing himself firmly in Perak, he turned his attention to Selangor, where he had already opened a branch of his Singapore business. The growth of Selangor and Negri Sambilan

liberally helped by him, especially the Old Men's and Cripples' Home at Kuala Lumpur, which he endowed with 30,000 dollars. In opening up the more remote districts of the Malay States Mr. Loke Yew has been of great service to the Government. In parts of the country where the Government was not prepared to make roads and open up districts he has undertaken the work in return for concessions of land. In addition to his mining interests Mr. Loke Yew has about 20,000 acres of rubber plantation at Tanjong Malim. He is a great worker and is highly respected. His business was for years conducted by his able secretary, Mr. Lee Kong Lam. His present managers are Messrs. Chew Kam Chuan and Cheong Yoke Choy. Mr. Loke Yew has been thrice married. By his first wife there were no children, by the second there was one

wards a China famine relief fund. In his early days China had already begun to decline, and as an enlightened and cultured man Captain China naturally looked out for some other part of the world that would be better suited for the display of his abilities. On first leaving his own country he went to Roko, in the Federated Malay States, where he became very influential, and was frequently called upon by the people to decide disputes among them. After a short stay in Roko Captain China went to Malacca, where he made money by trading, and then moved into Selangor to engage in tin mining. The then Captain China of Selangor was Mr. Liu Yim Kong, who became one of Mr. Yap Chee Ying's best friends, and used to seek his advice on political and other questions. Kuala Lumpur was at that time merely a place in the jungle, and Captain



YAP LOONG HIN.

1. YAP LOONG HIN'S KUALA LUMPUR RESIDENCE.

2. THE LATE CAPTAIN CHINA YAP CHEE YING.

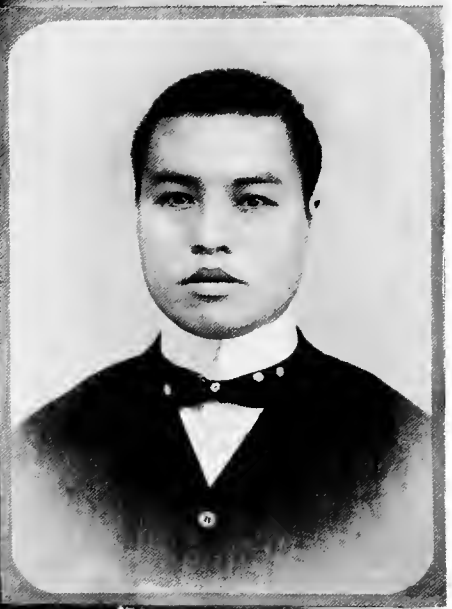
3. YAP LOONG HIN.

is recent history, and the part that Loke Yew played in it is well known. He joined in every promising venture, and during the last fifteen years everything which he has touched has turned into money. But Loke Yew and his family are not the only ones who have benefited by his prosperity. Since he first made Kuala Lumpur his home no public movement of any importance in the States has been without his support. When a new quarantine station was badly needed in Singapore, he offered the Government the necessary money, and as this offer was declined, he spent 50,000 dollars in improvements to the Tan Tock Seng Hospital for poor Chinese. On another occasion he subscribed 30,000 dollars towards the establishment of a college for technical instruction, and the gift was gratefully accepted by the Resident, Sir Wm. Treacher. Many other institutions have been

daughter, and by the third there were one daughter and two sons. Miss Loke Yew has been educated in England. On the occasion of the King's Coronation Mr. Loke Yew took his family to England, and so well pleased were they with the trip that they repeated the visit in 1907.

Mr. Yap Loong Hin, of Kuala Lumpur, is the son of the late Captain China Yap Chee Ying, and inherited his father's wealth. The late Captain China Yap Chee Ying was a Hakka Chinese from Yun On district, Fui Chiu prefecture of Kwang Tung province. During his whole lifetime Captain China devoted himself to the promotion of public welfare and performance of philanthropic deeds. Titles of honour were bestowed upon him by the Chinese Government in recognition of his liberality. On one occasion Captain China contributed half a million dollars to-

China Chee Ying tried hard to open up the country to commerce. The first step taken was to get the then handful of Chinese traders to act unitedly for the common interest. The jungle was cleared and a few shop-houses were built in preparation for immigrants from China, which was then famine stricken. Captain China Chee Ying proceeded thither to recruit a labour force for his new country, and he found no difficulty in obtaining it. On his return he took the leading part in organising a friendly society for mutual assistance, known as Fui Chiu Club, besides building blocks of houses and erecting temporary accommodation for the new immigrants, who soon came in swarms. These were all dependent on Captain China Yap Chee Ying, and he found them work and even furnished some who were intelligent with capital to carry on business. In 1877 a road from Kuala Lumpur to Salak



TEH SEOW TENG

TONG TUNG.
THE LATE CAPTAIN CHINA YAP KWAN SENG,
HIGH STREET HOUSE AND GARDEN.

TEH SEOW TENG'S HIGH STREET RESIDENCE.
YAP TAI CHEONG.

TEH SEOW TENG.

South was made, and one from Salak South to Sungei Besi in 1880. In consequence of the improved means of communication the growth of these two places was incredibly rapid, and the mining industry flourished as well. Captain China's attention was now turned to Ampang, which was still jungle, and through his efforts it also was opened up in the following year. Two years later the demise occurred of Captain China Liu Yim Kong. Captain China Yap Chee Ying was offered the vacant appointment, but he earnestly declined, and at the same time recommended to the Raja Captain China Yap Teck Loy, who was assisted in the discharge of his duties by Captain Yap Chee Ying. During his career Captain China Yap Chee Ying encountered numerous hardships and dangers, and on several occasions narrowly escaped with his life. At one time Rajas Asan and Jilowut formed an alliance and revolted, and the country was in great commotion. Captain China at once collected his miners and other Chinese together, and made preparations to resist the impending Malay invasion. Battles eventually took place. Throughout the engagements with the Malays Captain China acted as the leader of his little troop and won several contests, but in consequence of his colleagues' failure at one time to take precautions against attack he was captured. One night, after several vain attempts, he effected his escape, although surrounded and pursued by the enemy. He lost his way in the jungle, however, for several days, and was in danger of being starved to death or devoured by wild beasts. He was obliged to subsist on leaves and grass, and at night he slept in high trees for safety. At last he was struck with the idea that he might find his way out of the jungle by following the direction of a stream near by, and doing so, he got out to the open again. After this Captain China again marched against the Malay rebels, and this time Raja Jilowut, his chief followers, and several hundred men were killed. Raja Asan retreated to Perak, but he was never friendly with the Chinese, and always harboured vengeance against them. In order to avoid further disturbance and establish permanent peace, Captain China obtained the assistance of Sa Ya, who sent his troops from Klang to Kuala Lumpur to co-operate for the preservation of peace. Captain China Yap Chee Ying was appointed to the captainship after the death of Captain China Yap Teck Loy, and during his time the Selangor Miners' Association was organised, to the advantage both of English and Chinese miners. Captain China was so diligent in doing good that he met with praise and approbation everywhere, and had bestowed upon him by the Raja Jam Tuan many honours and decorations.

The San family, of Selangor, originally came from the province of Kwang Tung in China. The first members of the family to settle in the Federated States arrived in the early seventies. The present head, Towkay San Peng, who resides in Kuala Lumpur, commenced business there as a Government building contractor, and erected the Residency and other important public and private buildings. Later he engaged in tin mining, and soon became the owner of several mines at Rawang, in the Ulu Selangor district. In 1888 his eldest son, Mr. San Ah Wing, then only fifteen years of age, entered his business as an apprentice and soon carved out a career for himself. In the middle of the nineties Mr. San Peng retired from business, but he soon returned to it and took over the active management of the Bentong concession in Pahang, which was owned by Towkay Loke Yew. It was only a few years ago that he gave up this position. Mr. San Ah Wing, his son, is an up-to-date young man whose views were considerably broadened by a visit to Europe on the occasion of King Edward's Coronation.

He has interests in several large tin mines and estates in Selangor, is a member of the Sanitary Board of Kuala Lumpur, the founder and vice-chairman of the Selangor Chinese Chamber of Commerce, vice-president of the Kuala Lumpur Recreation Club, and a committee member of the Miners' Association, the

Lumpur, and he also has a summer seat known as the "Villa de San."

The late Captain China Yap Kwan Seng was the eldest son of Yap Hoin Yin, and was born in 1846 at Liang Poi in the Kwang Tung province of China. At the age of sixteen he went to Malacca on a visit to a



RESIDENCE OF SAN AH WING.
SAN PENG.

SAN AH WING.

Anti-Opium Society, and the Weld Hill Club. He acts also as an assessor of the Supreme Court, Kuala Lumpur. Mr. San Ah Wing is a philanthropist, and amongst other benefactions has endowed some scholarships in connection with the Methodist School at Kuala Lumpur. His residence is "Belle Vue," Kuala

friend, and learning of the great success attending tin mining in the Malay States, he decided to remain in the country. After spending some time in the service of Captain Yap Ah Shak, he started mining on his own account, and was successful in securing from the Government the monopoly of the State Farms.

In 1888, on the death of Captain Yap Ah Shak, he was elected Captain China of Selangor, and was given a seat on the State Council and local Sanitary Board. During the Pahang rebellion he assisted the Government by provisioning the expeditionary forces. He also founded the Tung Shin Hospital at Selangor, and endowed it with a house and land rent free. Again in 1896 he rendered valuable service to the Government by calling together the heads of the Chinese community and helping to quell the riots that occurred in that year. In educational matters Mr. Yap Kwan Seng took the greatest possible interest, and was made a trustee of the Victoria Institute. It was on his recommendation that the Government started the vernacular schools which are now so popular with the Chinese. During the Boer War he started a relief fund, and headed it with the munificent contribution of 10,000 dollars. When Sir William Maxwell was Governor of the Gold Coast the late Captain Yap Kwan Seng sent him thirty expert miners to introduce the Federated Malay States system of mining into that colony. The late Captain China had many friends amongst the European residents of the Malay States, included amongst whom were the late Mr. Justice Jackson, Q.C., and Mr. G. T. Hare, C.M.G., Secretary for Chinese Affairs. Mr. Yap Kwan Seng died at his residence at Kuala Lumpur in 1901, leaving a

Teng, the principal trustee, was educated at the Free School, Pinang, and at a comparatively early age joined the firm of Messrs. Thean Chee & Co. of that town. While in Pinang he founded a store, and soon afterwards went to Kuala Lumpur as joint manager of the firm of Chow Kit & Co. In 1902 he accepted the secretaryship of the State Farms, and occupied the office until the lease of the farm expired three years later. He is now a trustee of the Victoria Institute, a director of the Eastern Trading Company, a director of Messrs. Chow Kit & Co., and is interested in numerous other business concerns. Mr. Yap Tai Cheong is an all-round sportsman. A lover of music, he is encouraging his wife and daughters to learn the use of European musical instruments. He is a committee member of several local clubs, of the Anti-Opium Society, and of the Selangor Chamber of Commerce.

Mr. Lam Loo King is one of the prominent residents of the mining town of Kampar, Perak, and the owner of several tin mines in the district of Kinta, employing about a couple of thousand men (Chinese). He is a native of San-Wui district, near Canton, China. Mr. Lam Looking was born and educated in Pinang, where his family have been well known and respected for many generations. He proceeded to China when he was eighteen

ing ammunition and treasure over to Tam Sui, Formosa, where he rendered valuable service, in recognition of which he was created a Mandarin of the Blue Button and decorated with a peacock feather. When he retired an elder brother assumed the office. One of his brothers, Liu Kok Cheong, is in charge of the southern squadron at the present time.

The late Mr. Low Ah Pang.—The career of the late Mr. Low Ah Pang furnishes another example of the success which many Chinamen have achieved who came to Malaya in youth



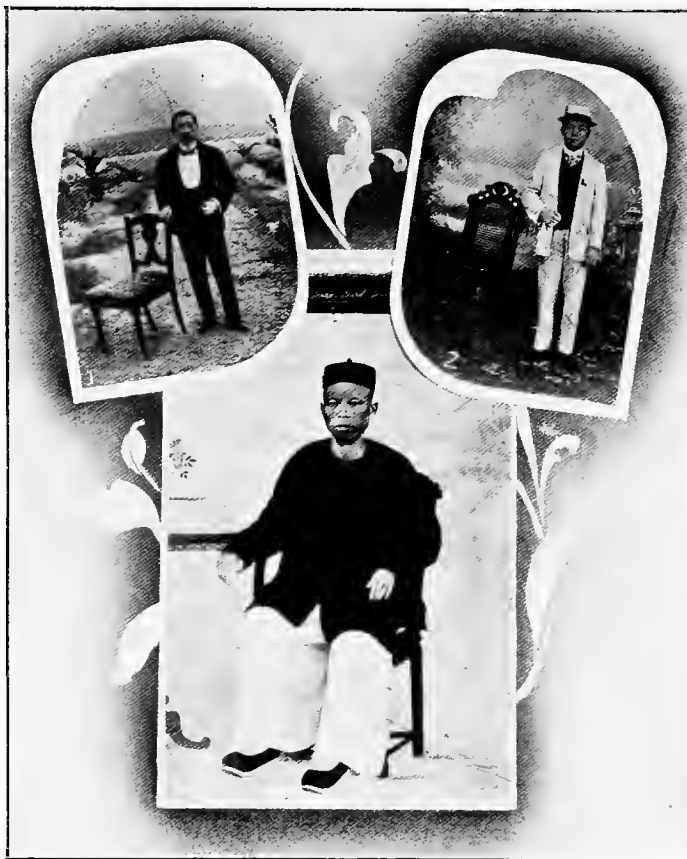
THE LATE LOW AH PANG.

(Captain China.)

without any capital except their own energy and ability. The deceased gentleman was born in 1844, educated in China, and came to Pinang at the age of twenty years. Very shortly afterwards he started a small general merchant's business on his own account, and a few years later was able to open a tin mine in Perak. This venture was remarkably successful, and in 1896 Mr. Low Ah Pang went into partnership at Kuala Lumpur with Mr. Loke Yew. In 1870 he married Pam Kim Leng, by whom he had two sons—Low Chick Tum, who is managing his deceased father's estate, and Low Foong On. They own houses and mines in Pinang, Perak, and Kuala Lumpur, and extensive padi fields in China.

Mr. Wong Fong.—A well-known and popular resident of Kampar is Mr. Wong Fong, of 132, Jalan Gopeng. A native of the Kwang Tung province, and a son of Mr. Wong Yin Tu, a leading trader in the Straits Settlements and Federated Malay States, Mr. Wong Fong came to the Federated Malay States about thirteen years ago. He now owns mines at Kampar and Tanjong Tohalang, some of which are let to and worked by other towkays. Mr. Wong Fong is a member of the Perak Rifle Association, and is one of the best rifle shots in Perak. He is also a member of the Gymkhana Club and several other local institutions.

Mr. Cheah Cheang Lim, attorney and manager for Mr. Foo Choo Choon, has extensive business interests of his own. His father and grandfather took an important part in the commercial development of British Malaya. About a century ago his grandfather emigrated to Pinang from China, and engaged in business as a pepper and cloth merchant under the style of Eng Huat & Co. Economy and perseverance enabled him to amass wealth. He acquired land, became a planter on a large scale, and shipped goods to and from China in his own sailing vessels. His second son, Mr. Cheah Boon Hean, father of Mr. Cheah Cheang



1. YAP HON CHIN. 2. THE LATE YAP LOONG SHOON.
3. CAPTAIN YAP AH LOY.

family of fifteen sons and ten daughters, and estates valued at several million dollars. The estates were left in trust to Messrs. Teh Seow Teng, Tong Tung, and Yap Tai Kee, his eldest son. The last-named died shortly after his father, and his place was taken by the second son, Mr. Yap Tai Cheong. Mr. Teh Seow

years old, and entered the Chinese Imperial naval arsenal at Foo Chow to learn navigation. He joined H.I.C.M. ship *Fei-Yuen* as a midshipman, was promoted to gunner, and then lieutenant. At the time of the Franco-Chinese War he was transferred to Canton to take charge of a chartered steamer, *Emuy*, carry-



YAP HON CHIN'S OFFICES, KUALA LUMPUR, AND RESIDENCE AT PAKALING HILL.



CHEAH CHEANG LIM.

THE LATE FOO KANG NYONG (MRS. CHEAH BOON HEAN).

CHEAH CHEANG LIM.

THE LATE CHEAH BOON HEAN.

Lim, started as supercargo on one of his father's vessels, and eventually became a cloth and porcelain merchant in Sumatra. He formed a strong mining syndicate at Kota Taiping, and erected at his own expense the Taiping market. Mr. Cheah Cheang Lim is the sixth son of Mr. Cheah Boon Hean, and was born at Taiping in 1875. He was educated at the Taiping Central School, and from 1890 to 1894 served in the Post Office in his native place. In the latter year he became private secretary to Mr. Foo Choo Choon, being appointed assistant manager in 1896 and general manager and attorney in 1900. He is the proprietor of the Lahat Kiri mine, worked by puddling machinery, and smaller mines which he lets out, and he is the employer of about three hundred coolies. He is chairman of the directors of the Ipoh Foundry, Ltd., and a director of the Tanglin Rubber Estate Syndicate, Ltd. His business affairs are managed by his brother, Mr. Cheah Cheang Hee, and his brother-in-law, Khoo Soon Keng. He has residences in Pinang and Ipoh, is married, and has one son and three daughters.

Mr. Soo Ah Yong.—Few men in the Federated Malay States occupy a more trusted position than Mr. Soo Ah Yong, general manager of Towkay Eu Tong Sen's business in Perak. He holds full power of attorney for his employer, and has charge of very considerable interests. He went from China to Pinang at an early age, and at the Pinang Free School received a sound education in English and Chinese. He entered the Government service in Perak, but left it after some years in order to take up his present position, which he has held for ten years.

The late Mr. Ho Chun Fatt was born

in China in 1843, and came to the Federated Malay States at the early age of eighteen years. He commenced working as a miner at Batu Gajah, and after earning sufficient money he purchased tin-mining land which proved to be so rich that he made his fortune out of it in ten years. He died in 1900, leaving one son and one daughter, and bequeathing all his property to his wife. The son, Mr. Ho Kim Nyeen, was born at Batu Gajah in 1888. He was educated at Pinang Free School, in which he passed the seventh standard. When his father died he went back to Batu Gajah, and is now managing his mother's estates, which consist of tin mines, houses, and 2,000 acres of land, mostly planted. Mr. Ho Kim Nyeen is a member of the Kinta Chinese Chamber of Commerce, the Anti-Opium Society, and the Perak Mining and Planting Association. His name has also been put forward as a candidate for the Sanitary Board of Kinta South.

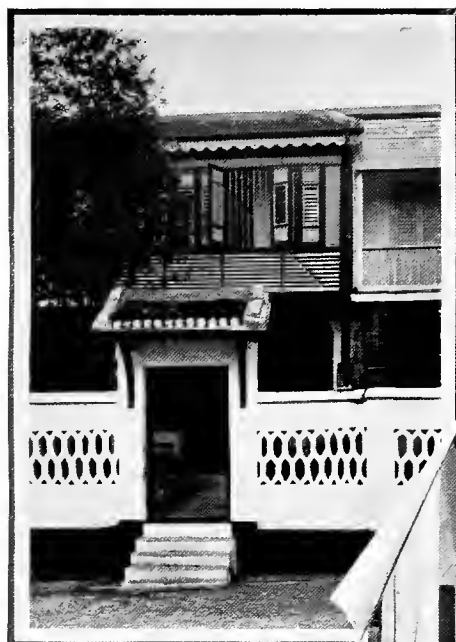
Mr. Low Boon Tit is one of the successful and extensive miners of the Federated Malay States. Born in Ann-Khay, in the district of Chuan-Chew, in the Hokien province, China, in 1851, and educated in his native country, he came away some twenty-two years ago, first visiting Sumatra and afterwards Pinang, but eventually settling in Serendah as a tin-miner under the style of Chop Aik Hin. He gradually extended his operations from Serendah to Kuala Lumpur, Sungei Ujong, and practically all parts of the Federated Malay States, and is now the sole owner of several tin mines, is a partner in others, and lets some mining land out on tribute. Mr. Low is also a property-owner in Kuala Lumpur, Serendah, and Rawang. He has thirteen children.

Mr. Khoo Hock Cheong, miner, planter,

and contractor, was born in 1855 in China, and went to Pinang about thirty-seven years ago. Very shortly afterwards he opened a small shop. At the end of three years he was joined by a partner and extended his business. At the same time he took charge of a sugar plantation and factory, and commenced to import European goods. Twelve years later the partnership was dissolved, and for a few months he did no business at all. In 1887 he started to trade as a merchant, and in 1888 held the lease of the Situl General Farms in Kedah. Losing heavily in this venture, he was obliged to give up the business and start another, with several partners, as dealers in indigo and tapioca. Two years later, finding that this business did not pay him well, he withdrew from it and went to Teluk Anson, where he established himself as a rice and tin merchant. At the end of two more years he went to Kuala Lumpur and opened up a business in partnership with a Singapore firm as a dealer in tin, opium, rice, coffee, &c. There he remained for about nine years. He then entered into contracts for the supply of labour to load and unload the goods conveyed by the Federated Malay States Railways in Selangor, Negri Sembilan, and Malacca. Later on he commenced rubber-planting and mining. He is now a landed proprietor, owning houses and mining land in Kuala Lumpur, Port Swettenham, and other parts of the State of Selangor. Mr. Khoo has an office in Old Market Square, Kuala Lumpur, under the style of Chop Hock Cheong. He is a son of the late Mr. Khoo Tek Heok, is married, and has a family, the eldest son being Mr. Khoo Chye Poh, who was formerly a teacher in the Victoria Institution, Kuala Lumpur, for two years but gave it up in order to assist his father.



HO KIM NYEAN AND FAMILY, AND THEIR RESIDENCE AT BATU GAJAH.



RESIDENCE AT KUALA LUMPUR.



LOW BOON TIT.
THE OFFICES AT SERENDAH.



LOW BOON TIT AND FAMILY.

Mr. Chan Yap Thong, of Ipoh, is a son of Mr. Chan Thye, who left China for Rangoon and commenced business on his own account as a building contractor. Having amassed some money, he came to the Federated Malay States and started mining in Perak under the chop Tai Lee Yik Kee. This was about thirty years ago. In his mining operations he employed about ten thousand coolies. Mr. Chan Yap Thong was born in Rangoon. When eight years of age he was sent to China to be educated, and obtained the degree of Siew Chye or Ip Siang. Then he went to Hokien, in Amoy province, and purchased the title of See Yong Tow. When thirty-one years of age Mr. Chan Yap Thong lost his father, and came to the Straits Settlements and Federated Malay States to take charge of his business, which he successfully developed. At present in Canton province there is a hospital (Kong Chee), a home for the poor (Kong Hin Sin Tong), and a school (Hock Tong), all of which he has endowed. In recognition of his benefactions the Emperor of China conferred upon him the title of Lock Sim Hoe See, which

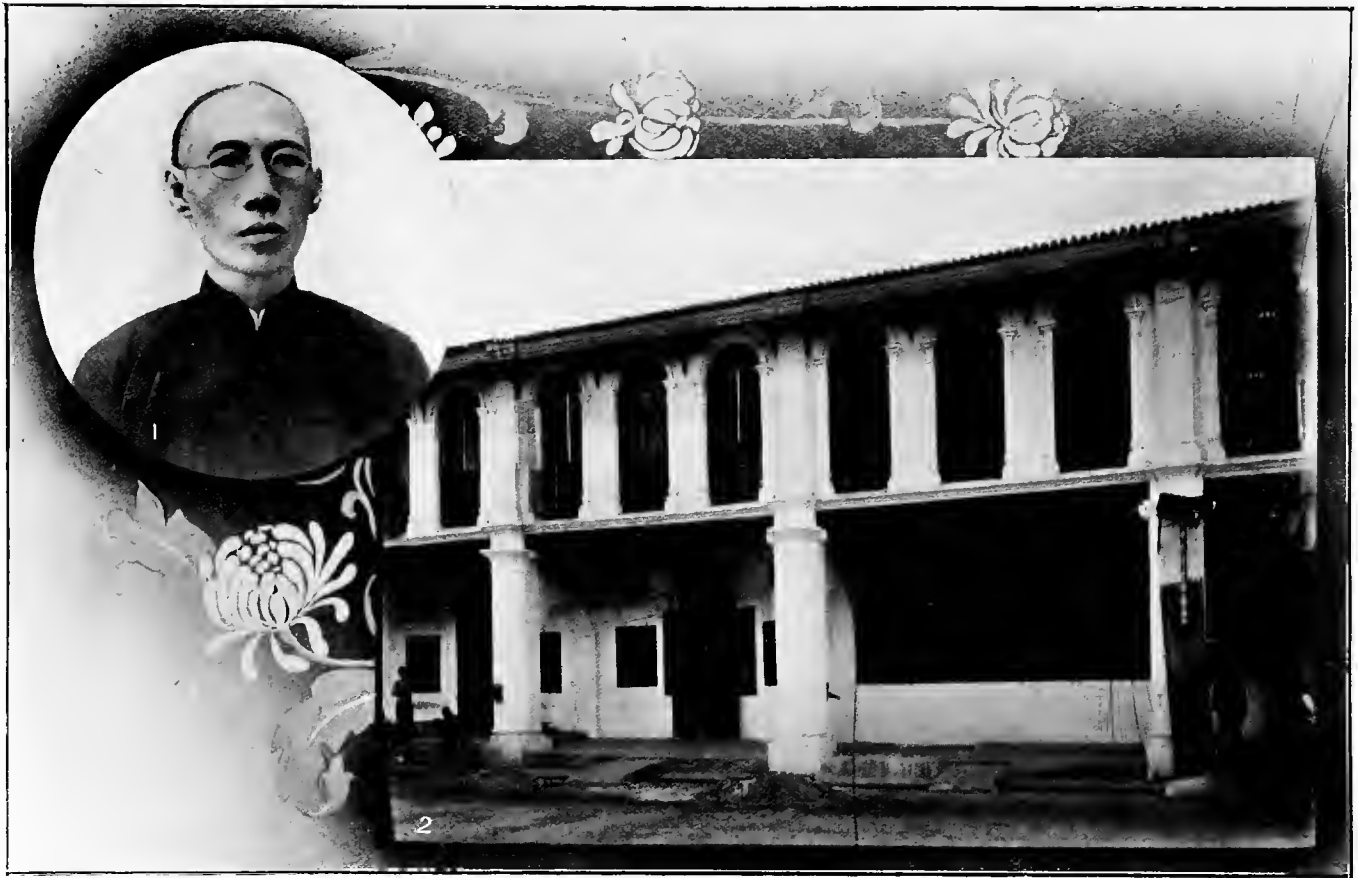
another which ran between Berlayleng, Macassar, Deli, and Pinang. In 1879 he married, and, after spending a year on the steamship *Pontianak*, commenced business in Kuala Lumpur. In company with Mr. Ong Chie Siew, he engaged in mining in 1895, and ten years later opened the business of Sin Seng Kee & Co., trading in rice, black cloth, opium, &c. This business, as well as mining, he still carries on very successfully. He is a member of the Anti-Opium Society, the Chinese Miners' Association, the Selangor Chinese Chamber of Commerce, and of the committee of the Chinese School, "Choon Khong Huck Tong." His son, Mr. Yeo Cheow Tiat, was born in 1884 and married in 1905; his daughter was born in 1895. In 1906 Mr. Yeo Cheng Lean became a grandparent, and he and his family now reside in Kuala Lumpur.

Mr. Low Boon Kim, miner, is a son of the late Mr. Low Hiang, and was born in 1844 in China. With his father he left China about fifty-one years ago for Saigon, where he stayed for three years. At the end of that time he moved to Singapore, in which place he opened

paying a rent of 7,950 dollars a month in the first term and 14,000 dollars a month in the second term. Now the rent is 125,000 dollars. He also interested himself in tin mining, and now owns mines at Rasa, Kuala Kubu, Kelompang, Ulu Langat, Kajang, and other places in the Federated States. He is a large landed proprietor in the Federated Malay States and Pinang. He has four sons—Messrs. Low Leong Cheok, Low Leong Huat, Low Leong Gan, and Low Leong Choon.

Mr. Tan Jiak Whye is the son of Mr. Tan Beng Wi, the adopted son of Mr. Tan Beng Swi, and the grandson of Mr. Tan Kim Seng. He was born in 1852. In 1902 he was elected president (Teng Choo) of the Chinese Temple (Hood Choe) at Malacca, a post held by the family for three generations.

Mr. Chee Swee Cheng traces his ancestry back through nine generations of Malacca-born Chinese, the first representative of the family to settle in the territory having come from China more than 150 years ago. Mr. Chee is a wealthy man, following the business of opium and spirit farmer and planter. His



CHAN YAP THONG AND CHOP THYE LEE (IPOH).

means "a generous-hearted and honourable gentleman."

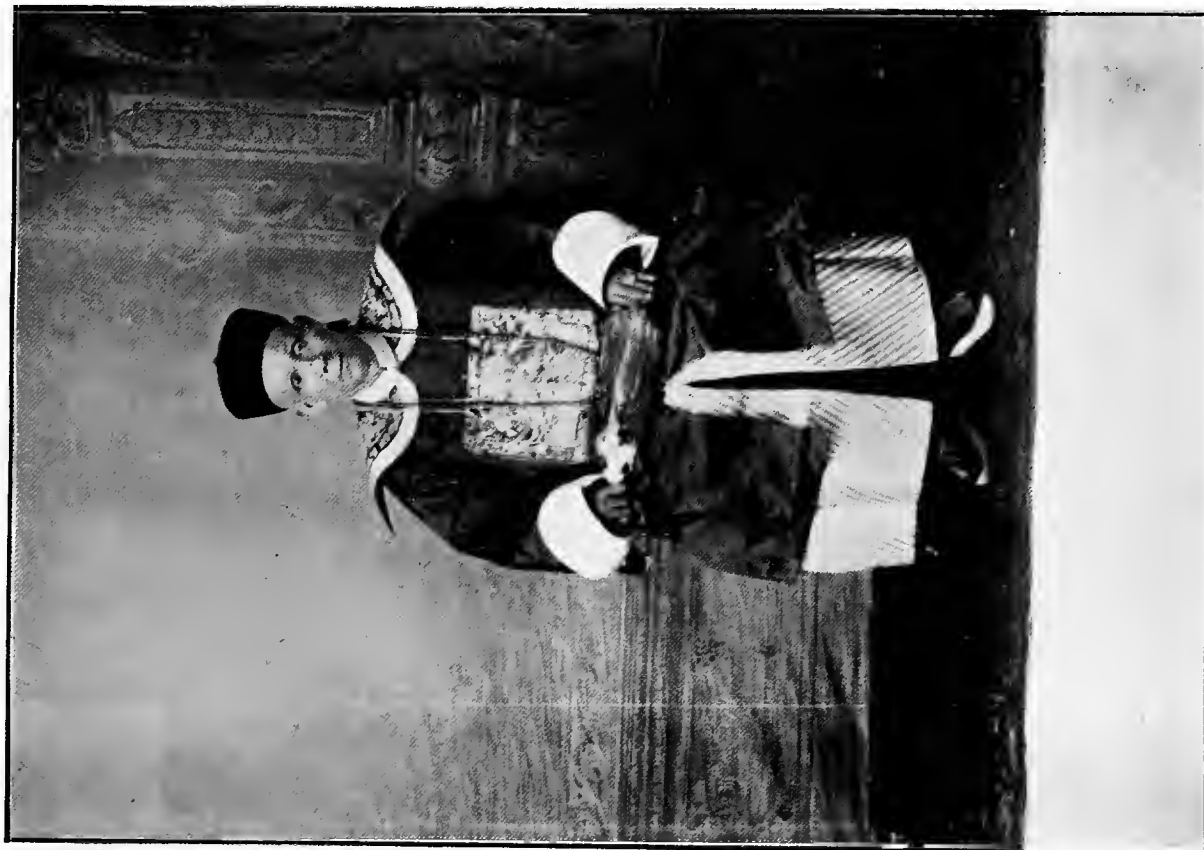
Mr. Yeo Cheng Lean has had a varied career. A Hokien, born in Malacca in 1841, he was the eldest of a family of seven sons and five daughters. In 1856 he went to Singapore, but, after spending three years in business in that settlement, he chose a seafaring life and joined a sailing vessel running between Rangoon, Pinang, and Siak. In 1875, which was the year in which he lost his father, Mr. Yeo transferred to a steamship trading between Java ports, and two years later quitted this for

a shop and managed it for six years. After that he migrated to Malacca and started business as a rice merchant, continuing in that line for eleven years. Then he extended the business to Asahan, Sumatra, where he also dealt in padi. Subsequently he established his head office at Pinang. After two years' stay there he sold his business and settled at Durian Sabatang, in Perak, as a contractor, supplying all sorts of goods to the State Government. He removed to Kuala Lumpur in 1883, and became the lessee of the General Gambling and Spirit Farms of Selangor for three years,

great-grandfather was the late Mr. Chee Kim Guan. His great-grandmother, Go Him Neo, who is ninety-two years of age, appears in a family group photograph which we reproduce. Mr. Chee Swee Cheng's grandfather, the late Mr. Chee Yean Chuan, who was born on May 24, 1818, at Malacca, founded the firm of Messrs. Leack Chin Seng, general merchants, of Singapore. He was also a nutmeg-planter at Malacca and Singapore, and speculated largely in land and buildings. He died on July 28, 1862, leaving seven sons and two daughters, and bequeathing a large estate both in Malacca



CHOP SIN SENG KEE, KUALA LUMPUR.



TAN JIAK WHYE.



CHEE SWEE CHENG.

1. THE LATE CHEK YEAN CHUAN. 2. CHEE HOON BONG. 3. CHEE SWEE CHENG AND RELATIVES. 4. "LOVELY," THE RESIDENCE OF CHEE SWEE CHENG.

and Singapore. His sons were Messrs. Chee Jin Siew, Chee Him Bong, Chee Hoon Bong, Chee Lim Bong, Chee Hee Bong, Chee Quee Bong, and Chee Beck Bong. His photograph, as shown here, was reproduced from the original negative taken about fifty years ago. Mr. Chee Swee Cheng's father was the late Mr.

menced planting tapioca, subsequently inter-planting it with rubber. At the same time he established a saw-mill. In 1906 Mr. Chee and his two partners leased the General Spirit and Opium Farms for British North Borneo and Labuan. Mr. Chee was then appointed general manager of the concern. At present

Chee was hon. secretary of the Widows and Orphans' Fund of Singapore and Malacca. Six years later he was appointed a Visiting Justice of Prisons, and was on the committee of the Chinese Weekly Entertainment Club of Singapore. His brother, Mr. Chee Sim Cheng, was born in 1873, and was educated at the High



LOW YANG HIN. MISS YAP KON KIW. THE LATE YAP LOONG KEE. KUALA LUMPUR RESIDENCE.
MRS. LIEW HUP NEO (WIFE OF THE LATE YAP LOONG KEE).

Chee Hoon Bong. Starting life as a tapioca-planter, he opened up an estate at Bukit Bruang. Subsequently he held a partnership in the firm of Messrs. Leack Chin Seng & Co., general merchants; in the City Saw Mills, Malacca; and in the General Spirit and Opium Farm at Malacca. He was headman of the Hokien Chinese sect, and was for about six years a Justice of the Peace for Malacca. He died on September 28, 1903, leaving four sons and three daughters. Two of the sons predeceased him, those surviving being Mr. Chee Swee Cheng and Mr. Chee Sim Heng. Mr. Chee Swee Cheng was born on December 13, 1866, and was educated at the local High School, Malacca. At the age of sixteen he went as cashier to Messrs. Lim Tiang Wah & Co., general merchants, of Singapore, and remained with them till 1886, when he joined Messrs. Leack Chin Seng & Co., in whose employ he remained for four years. Subsequently he acted as manager for Messrs. Soon Tye, general merchants, and in 1900 was appointed a partner in and the manager of the General Spirit and Opium Farm in Borneo. The Governor of British North Borneo, with a view to encourage planting and help forward the development of the country, offered Mr. Chee Swee Cheng 5,000 acres of land for planting purposes. This offer was readily accepted, and Mr. Chee Swee Cheng com-

he is also the principal shareholder in the Straits Industrial Syndicate, of Singapore, which deals in timber, and has also an ice factory, turning out from 5 to 20 tons of ice a day. This factory was established by Mr. Chee Swee Cheng, who recognised that the price of ice was excessive, and, as an outcome of his venture, the price of the commodity has been reduced to such an extent that even the poor can afford to buy it. Mr. Chee sold the factory to the syndicate, though Mr. Chee retained a large number of shares. In 1905, in partnership with his brother, Mr. Chee Sim Cheng, and brother-in-law, Mr. Chan Cheng Siew, he purchased 1,000 acres of land at Bratam Payeh Rumpot for rubber-planting purposes. Under the management of Mr. Chee Sim Cheng, 600 acres of this property have already been planted. The estate has very rich soil, and is situated close to the town of Malacca. Besides this he has planted coconuts and rubber at the rear of his summer house, which is about four and a half miles out of Malacca. Mr. Chee Swee Cheng owns property in Malacca, Singapore, Jesselton, Beaufort, and Papa, most of his money being invested in rubber and tapioca plantations. He has been married twice. By his first wife he had one daughter. His second wife is a daughter of Mr. Lee Keng Leat, and has one son, Chee Guan Chiang, eleven years of age. In 1890 Mr.

School, Malacca. A tapioca and rubber planter, he is at present a partner in and manager of Bratam Payeh Rumpot rubber estate, as well as a sleeping partner in the spirit and opium farms at Singapore, Malacca, and Labuan. He is married to a daughter of Mr. Chan Kung Swee, and has four sons.

The late Mr. Yap Loong Kee was a good example of the successful Chinese business man. He was born in Malacca in 1864, and at the early age of twenty he commenced tin mining in Petaling, Selak. This venture proving successful, he bought other mines, and out of these made his fortune. In 1879 he married Liew Hup Neo, and at his death in 1903 left her with one daughter, Yap Kon Kiow, and two adopted sons. Mr. Yap Loong Kee was a member of the Chinese Kongsee. His estate, which consists of mines, residential property, &c., is now managed by his widow's brother, Mr. Low Yang Hin, who was born at Ulu Langat in 1882, and educated at the Victoria Institution. He was for two years in the Government service (Customs Department), at Port Dickson before he joined Mr. Yan Tet Shin in his spirit and gambling farm. Upon the death of his brother-in-law, four years later, he undertook, at the request of his sister, the management of the late Mr. Yap Loong Kee's estate.

Mr. Chee Lim Bong, who comes from a



CHEE KANG CHENG AND FAMILY.

family which has occupied a leading place in the Chinese community of Malacca for six generations, was born in that settlement in 1849. His father, the late Mr. Chee Yam Chuan, was an experienced business man, and

was so much respected that at the early age of twenty-one years he was elected head of the Hokien community in Malacca. Mr. Chee Kang Cheng, the eldest son of Mr. Chee Lim Bong, was born in 1876. He received a fairly

good English education at the Malacca High School, and at the age of nineteen joined his father in business. Later on he purchased the Diamond Jubilee estate, in partnership with two others, and started planting tapioca and rubber. The estate was so well managed that at the Agri-Horticultural Show at Kuala Lumpur in 1904 its tapioca secured the first prize, while within twenty months from the time of purchase it changed hands at an unusually high price. Mr. Chee Kang Cheng now holds shares in the property and in two other rubber estates in Malacca.



TOWKAY LIM TO.

Towkay Lim To is one of the leading men in the town of Muar, Johore. He is head of the firm of Chop Yap Hin, who carry on the



K. T. PARIMANAN PILLAY'S RESIDENCE AT KUALA LUMPUR.

gambling farm for the district, and also possess a large tract of planting land at Batu Pahat. This property extends to about 600 acres, and is divided up into small sections and sub-let. The towkay at present is building a new theatre and a new gambling farm, which promise to be amongst the best architectural features of Muar. He is a native of Amoy, in South China, and has been in Johore for nearly forty years. He is married and has one son, Lim Im Kui, who is to be educated in English.

The late Mr. Hin Kian Ng.—When the late Mr. Hin Kian Ng, a Perak mine-owner, came to the Federated Malay States about forty years ago, there were serious faction fights going on amongst the Chinese, and he became one of the most prominent combatants. Afterwards he removed to Pappan, in Perak State, and began mining and prospecting on a small scale. Eventually he located rich mines and made several fortunes, which, however, were spent almost as soon as made, for he was of a very liberal disposition and helped every one who cared to appeal to his generosity. He was born in Canton in 1835, was married in Malacca about twenty-five years ago, and died in 1904, leaving a widow with seven sons and several daughters. The eldest son is Mr. Hin Chin Chen, who was born in 1883 at Pappan and educated there. He is now managing his father's estates, comprising mines in different parts of Perak—some of which are let out on tribute—and shop-houses and other properties in and around Pappan and Malacca.

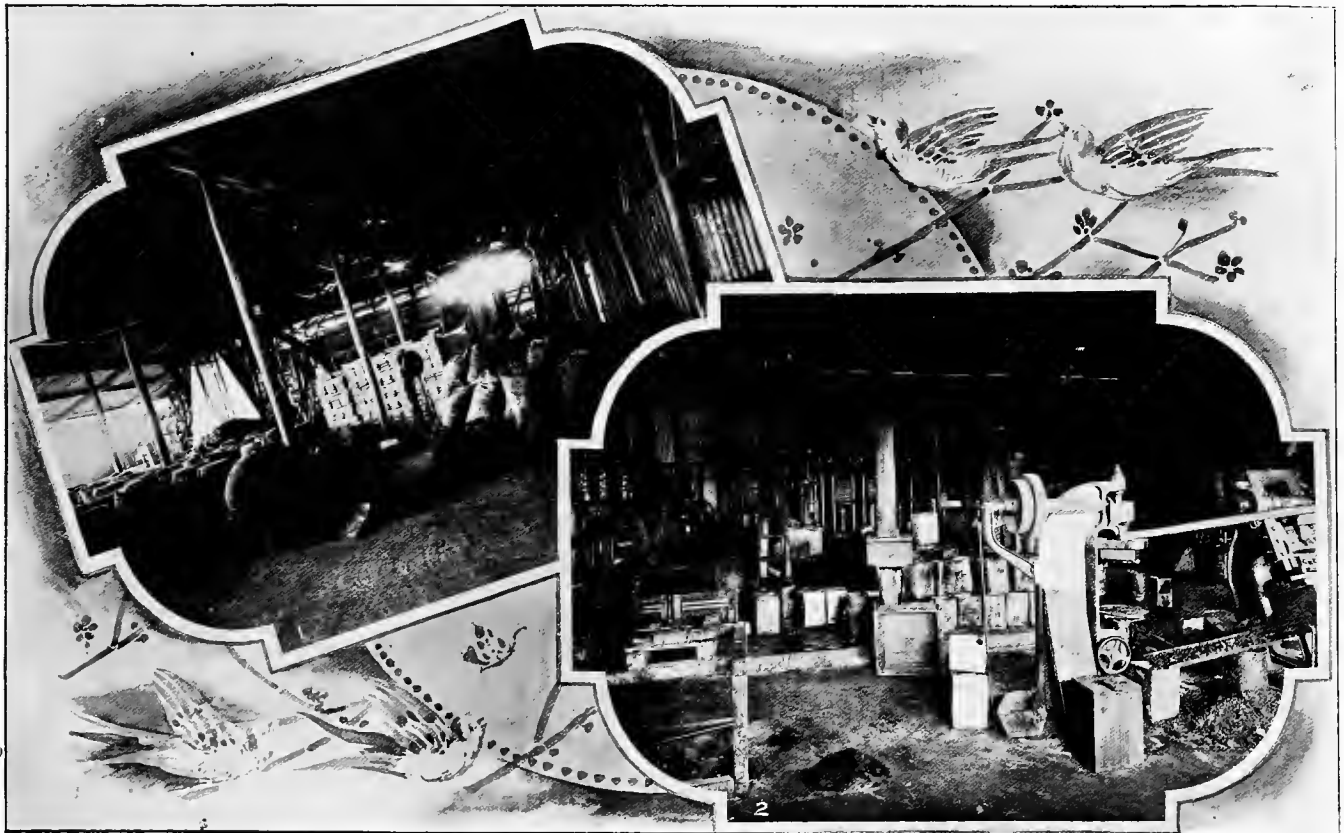
INDUSTRIAL.

FEDERAL OIL MILLS, LTD.

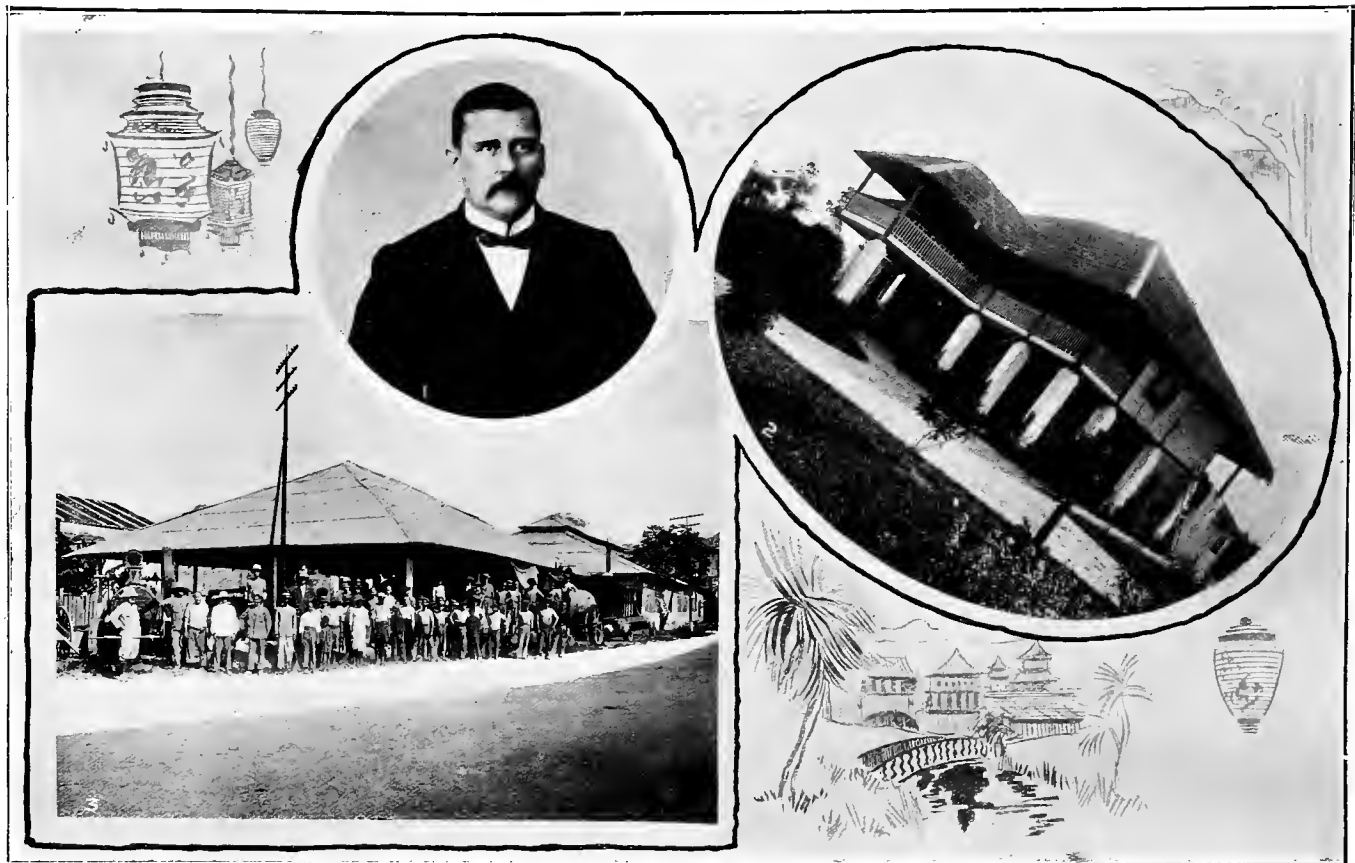
The manufacture of oil from coconuts by an up-to-date process may be seen in operation at the Federal Oil Mills at Kuala Selangor.



1. HIN CHIN CHEN. 2. THE LATE HIN KIAN NG'S MEMORIAL TABLET.



THE FEDERAL OIL MILLS.



THE IPOH FOUNDRY.

1. J. R. CRAWFORD (Managing Director).

2. J. R. CRAWFORD'S RESIDENCE.

3. THE FOUNDRY.

The mills, which are owned by a limited company, occupy about three acres of ground, and are fitted with the latest machinery. There is a steam-heated apparatus for drying the copra artificially, and by this means much time is

saved. The copra is first ground to powder, then heated, and the oil is extracted by hydraulic pressure. The residue, which appears in long flat cakes, known as oil-cake, is used as a fattening food for cattle, pigs, &c.

The capacity of the mill is about 3 tons of oil and $1\frac{1}{2}$ tons of cake per diem, which is disposed of in the Federated Malay States. The manager of the mills is Mr. H. d'Esterre Darby, who came out to the Federated States as a coffee planter in 1889. He had charge of several estates before taking over his present position in 1903.

THE IPOH FOUNDRY.

The Ipoh Foundry is a well-equipped engineering establishment which was opened by Mr. J. R. Crawford and a few Chinese gentlemen interested in mining, &c. A large share of the work for the Chinese miners of the district is done here, and additional premises have become necessary. These will include a well-equipped show-room. Mr. Crawford is the managing director. The other directors are Messrs. Foo Choo Choon, J. G. Allan, Chung Ah Yong, Cheah Cheang Hin, and Eu Tong Sen; and the chief clerk is Mr. S. Commarasang. The firm are sub-agents for Messrs. Guthrie & Co., Ltd., and for Messrs. Marshall & Sons, engineers and boiler-makers, &c., of Singapore.

KINTA ICE WORKS.

The establishment of the Kinta Ice Works was an undoubted boon to the people of Ipoh, and, indeed, of Perak. Until its inauguration two years ago by Mr. Shaik Adam, proprietor of the Kinta Aerated Water Factory, Taiping, Kampar, and Ipoh, ice and mineral waters were unobtainable in the neighbourhood. Needless to say, there was a large and immediate demand for the products of the factories. At present the supply of ice is still below



KINTA ICE WORKS.

requirements, although the plant has been more than doubled in capacity. Machinery capable of turning out five tons of ice daily was originally installed, and the additional plant laid down was capable of manufacturing seven tons more, so that twelve tons of ice are made and sold every day. There is also a small plant at Teluk Anson, used only for the fish trade, the fish being brought some 125 miles from the mouth of the river and stored for about fifteen hours for the supply of the whole of Perak. The machinery employed in Ipoh is all of the most modern pattern, and was supplied by Messrs. Henry Vogt & Co., of New York, U.S.A. The Teluk Anson plant is of the Linde British type, from London. The ice is of excellent quality, and is made from water drawn from the town mains. An enormous quantity of river water is used every day for

the three machines for Mr. Shaik Adam, was appointed manager and engineer-in-charge of the ice plant after it had undergone satisfactory trials. He obtained his technical training with Messrs. Riley, Hargreaves & Co., Ltd., of Singapore, and of late was representative and outside manager for the firm in the district of Perak.

SEREMBAN ENGINEERING COMPANY.

The Seremban Engineering Company is the only establishment of its kind in the Negri Sembilan, and is a great convenience to miners, motor-car owners, and the Government of the State. The business was opened on January 1, 1901, by the present managing director, Mr. James Craigie, local capital being used for its flotation. The works are very well equipped for all kinds of jobbing work, whether light or

the Government wharves at Port Swettenham. He is rightly regarded as one of the pioneers of the State; he came to the country at a time when there were no railways and very few roads, and travelling was not attended with the comfort enjoyed nowadays.

FEDERATED ENGINEERING COMPANY, LTD.

An excellent rubber-washing machine which has obtained medals and diplomas in the Straits Settlements and Ceylon owes its origin to an engineering firm in the Federated States—the Federated Engineering Company, Ltd. This machine is now being generally adopted. It is of simple construction, yet very effective, the rubber blocks being free from all impurities when they leave the machines, which

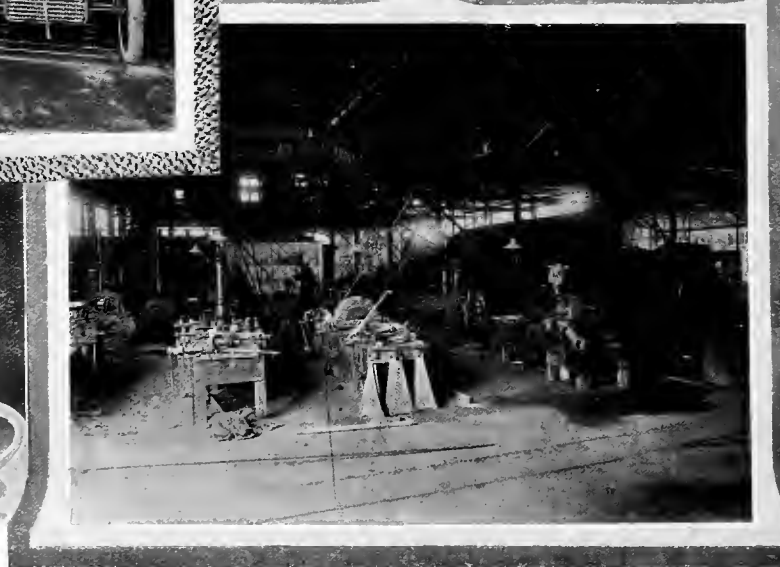
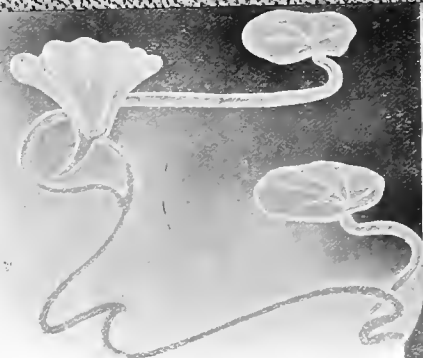


THE SEREMBAN ENGINEERING COMPANY.

condensing purposes. As showing the lucrative nature of the business, it may be stated that out of revenue the cost of installing the machinery was cleared off within six months after the opening. Mr. Shaik Adam is one of the pioneers of Ipoh. A thorough business man, he has risked a great deal of his money in concerns which at the outset did not promise any very rapid returns, but which have since become very lucrative. He is a big landowner and house-owner in Perak. At present he is building a temple for the Mahomedan community in Ipoh as a mark of his gratitude towards his fellow-religionists. Its cost will be 500,000 dollars, and when finished it will be one of the most picturesque buildings in Ipoh. Mr. Shaik Adam has been working hard in this territory for the last twenty years, and has thoroughly deserved the success which he has attained. Mr. E. A. Hodges, who erected all

heavy, and the range of repairs undertaken extends from road rollers to gramophones. A great deal of work has been done for the State Government. Most of the iron bridges for the roads have been supplied and erected by the company, who also constructed the public markets in the town. During 1907 they erected no fewer than seventeen bridges. Mr. Craigie, the manager, has under him a staff of about fifty men. He has been in the Federated Malay States for twenty-seven years. Formerly he was connected with the Larut Foundry, at Taiping, and he afterwards founded the Ipoh Foundry Company at Ipoh, which, owing to the low price of tin and the consequent depression in the trade of Perak, had to be disposed of. The present establishment was not opened until some years afterwards. In the interval Mr. Craigie entered the Government service and assisted in the work of constructing

wash, roll, and press the product. The Federated Engineering Company, Ltd., was established in 1899 by the amalgamation of the businesses of two private companies. The operations of the company comprise brass-founding, bridge building, and general engineering, while a speciality is made of machinery for dealing with rubber. A large trade is also done in motor-cars by this firm, which was one of the first in the East to import them. The first manager was Mr. David Robertson, and his assistant was Mr. G. D. Russell. Mr. Robertson left in January, 1904, and was succeeded by Mr. Russell, who had been with the firm since 1900. The staff consists of 7 Europeans and 300 natives. The company have secured the contract for the supply and erection of a steel bridge over the river at Klang. This contract is of the value of about £20,000, and is one of the largest ever

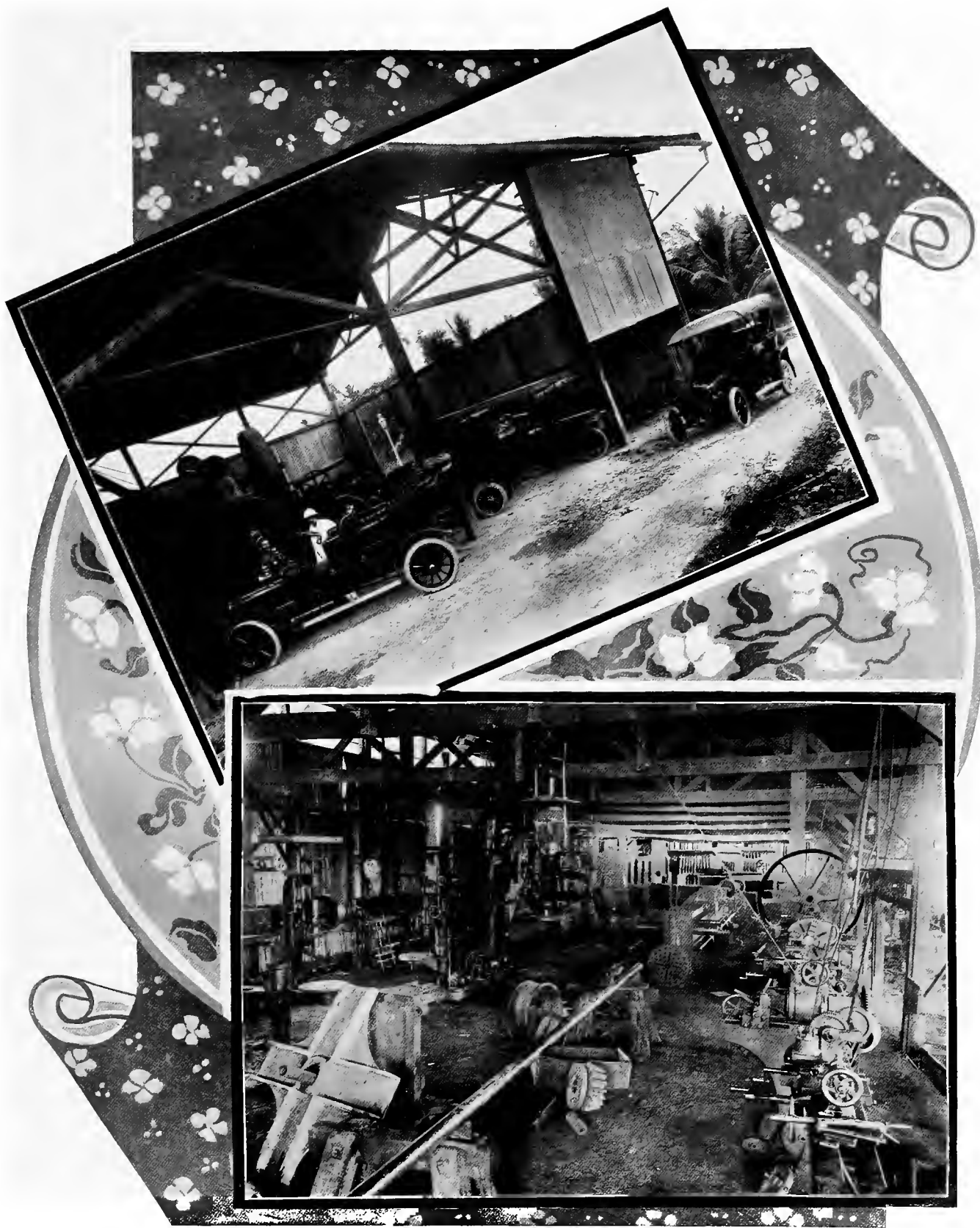


FEDERATED ENGINEERING COMPANY, LTD.

THE ENGINEERING WORKS.
INTERIOR OF THE MOTOR-CAR WORKS.

RUBBER MACHINERY.
GENERAL INTERIOR.

(See p. 909.)



RILEY, HARGREAVES & CO., LTD.

MOTOR WORKS AT IPOH.

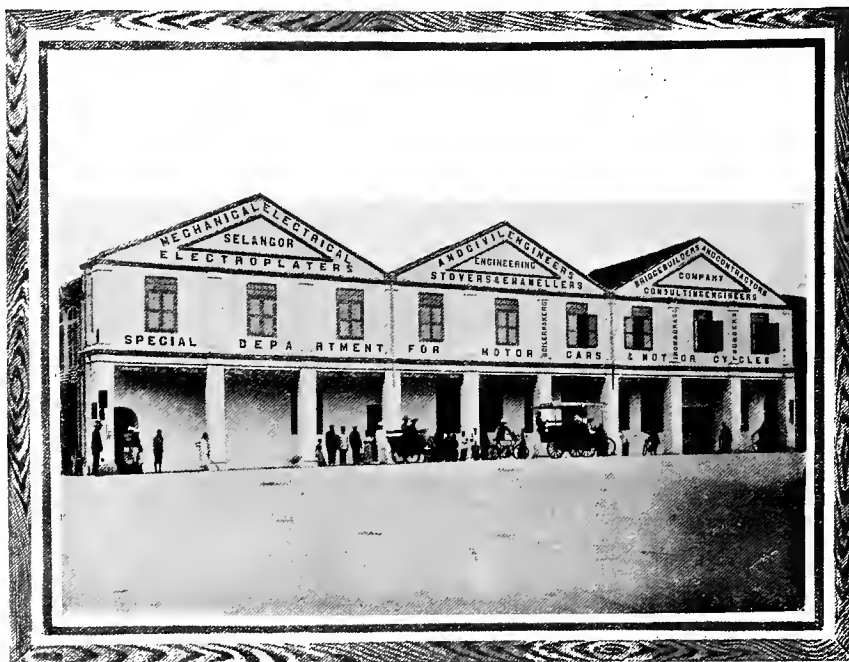
INTERIOR OF THE IPOH WORKSHOPS.

(See p. 912.)

let in the Federated Malay States to a private firm. The bridge will consist of four spans of 140 feet each, supported on cylindrical piers,

A.M.I.C.E., is a man of wide experience, who has pursued his technical studies and training in many countries and has travelled practically

terminated his course in England by qualifying as an M.I.E.E. and A.M.I.C.E. For fifteen years afterwards he was in the service of the Indian Government. Coming out to the Federated Malay States on June 4, 1907, he speedily floated and started this new company, of which he is now the manager, and which promises to take a leading place among the industrial concerns of the Federated States.



SELANGOR ENGINEERING COMPANY'S PREMISES AT KUALA LUMPUR.

each of an estimated depth of 90 feet. It is expected that the bridge will be open for traffic by the end of 1908.

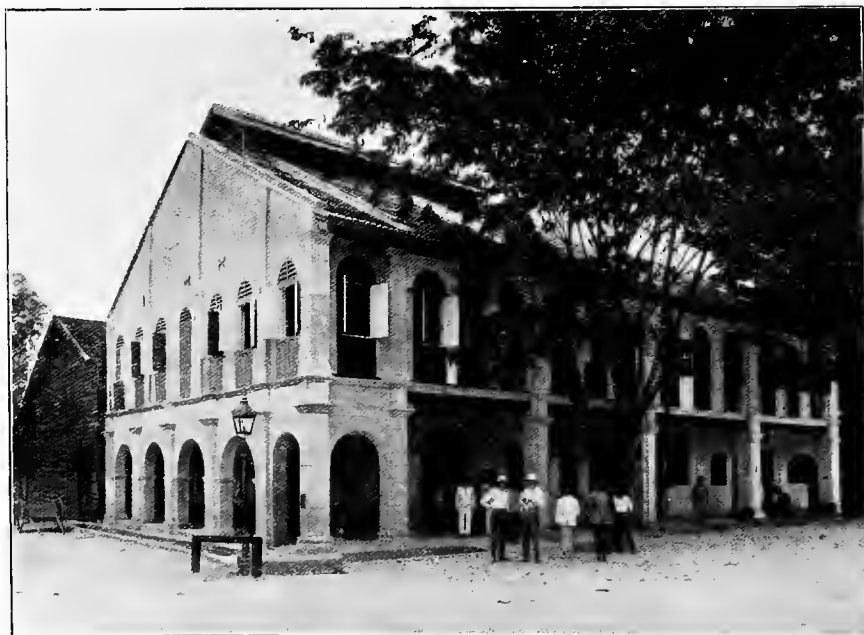
RILEY, HARGREAVES & CO., LTD.

A branch of the firm of Messrs. Riley, Hargreaves & Co., Ltd., of Singapore, has been established in Ipoh since June, 1902, when the company bought out the firm of Mitchell Bros. This firm had been in existence about eighteen years, and was the first firm of engineers in Perak. The business done is chiefly in mining machinery and mining stores, the firm's speciality being puddling machinery and winding gears. A well-equipped electrical department is kept busily engaged in the electrification of some of the up-to-date tin mines. Messrs. Riley, Hargreaves & Co., Ltd., have also a large and complete garage, and are the only firm in the district who attend to the repair and upkeep of motor-cars.

SELANGOR ENGINEERING COMPANY.

As a result of the abnormally rapid development of Kuala Lumpur and the surrounding country numerous new industrial concerns have been called into existence. One of the latest and most important of these is the Selangor Engineering Company, who commenced operations on August 1, 1907, as mechanical, electrical, civil, and consulting engineers, bridge builders and contractors, iron and brass founders, electroplaters, stoves, and enamellers. A special department of the new firm's enterprise is the motor-car section of their works, which is fitted up with the latest appliances for the repair of cars and cycles and should prove a great boon to the numerous users of these vehicles in the States. The company have in hand an extensive and varied stock of tyres and accessories. Motor-cars are sold, bought, exchanged, and let out on hire. This work is supervised by European experts. The manager, Mr. T. Smyth, M.I.E.E.,

all over the world. Born in Mexico City in 1856, he began his education in California, and was then apprenticed for seven years to the Pennsylvania Steel Company, Ltd., of Philadelphia and Boston. His apprenticeship completed, Mr. Smyth went to Germany, where he



THE STRAITS TRADING COMPANY, GOPENG BRANCH.

studied electrical engineering and took first honours; thence he crossed over to France and studied French electrical methods, and

chased by the company, which, it may be added, is the only European firm in the town.

The Straits Trading Company, Ltd., are the

COMMERCIAL.

EUROPEAN.

THE MEDICAL HALL, IPOH.

The Medical Hall is one of the latest additions to the public buildings in Ipoh, and occupies a good central position in the town. It has achieved much success, and the intention of the proprietor, Dr. Connolly, is that it shall rank as the medical institution of the Kinta district. A biographical sketch of Dr. Connolly will be found under the article on "Opium." At the time of writing, Dr. Connolly is in England, and the practice is under the charge of Dr. John Cross, his partner, who also looks after Dr. Connolly's general interests while he is absent. Dr. Cross has been in the Federated Malay States for two years. He was formerly in partnership with Dr. Van Wedel, of Singapore. Previous to that he practised in China, spending some eight years in the treaty port of Amoy. He is a native of Scotland, and graduated M.B., C.M., at Glasgow University.

THE STRAITS TRADING COMPANY.

Kampar, being one of the most important mining centres in Perak, has a branch of the Straits Trading Company established in its midst. Some idea of the extent of the business done by the company here may be gathered from the fact that the bulk of Kampar's output of 14,000 piculs of tin ore per month is pur-



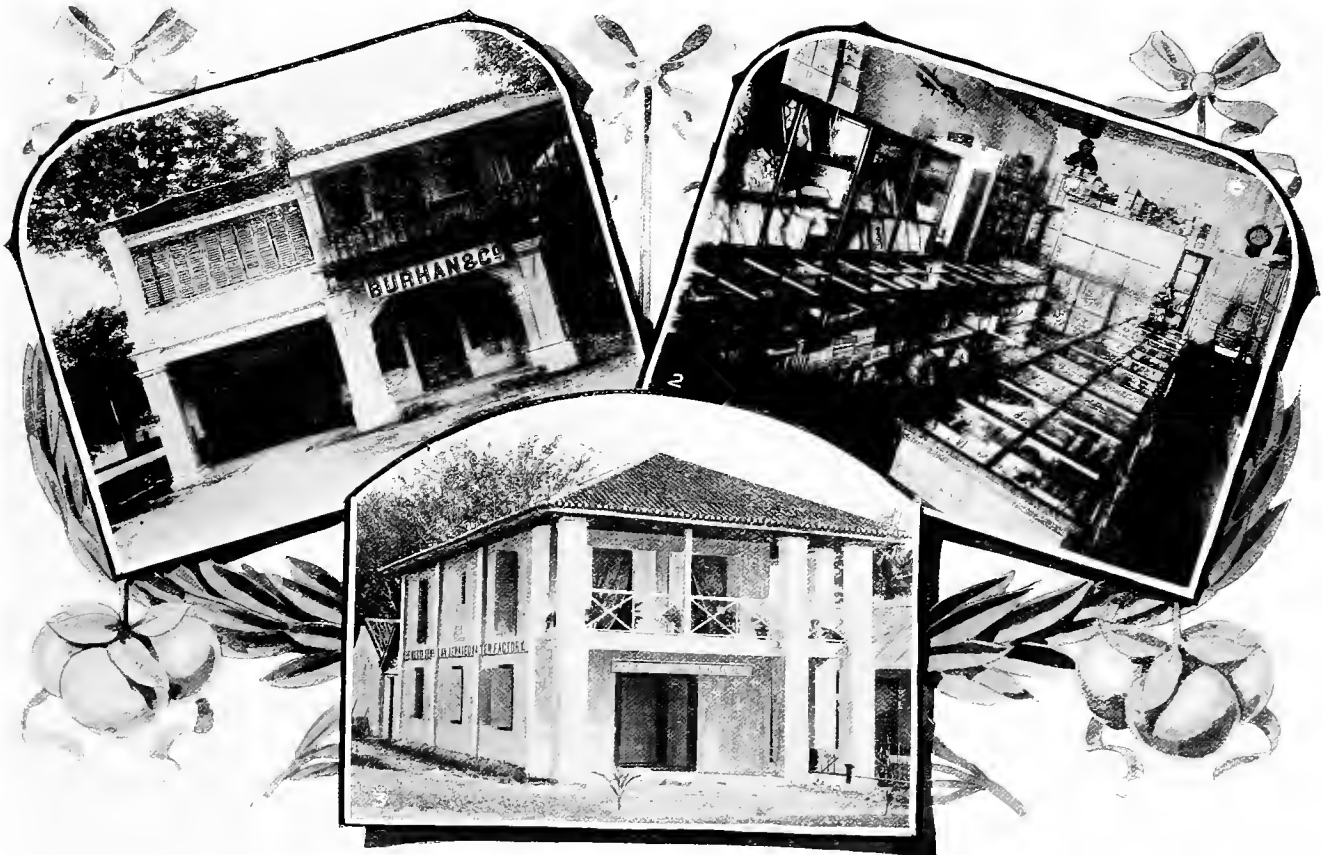
THE STRAITS TRADING COMPANY'S OFFICES AT KAMPAR

only European house of business in Gopeng, and they possess the finest trade premises in the town. The company handle the greater part of the output of tin ore from the district. Mr. E. L. Huson has charge of the branch, with a staff of native assistants.

One of the most recently established branches of the Straits Trading Company, Ltd., is the Sungei Siput branch. This district is coming rapidly into prominence for mining, but is, so far, practically unexploited by Europeans. Mr. P. McCaull, the company's agent, enjoys the distinction of being the only European in the township. He has been in charge of the branch for the last two years. Of the increasingly large amount of tin turned out at Sungei Siput, about 75 per cent. passes through the hands of the Straits Trading Company. At Ulu Plus, some 18 miles from the town, new tin mines have been recently opened, and Sungei Siput will form the railway centre—a fact which is calculated to enhance the importance of the company's branch in this locality. At present these mines can only be reached by travelling on elephants or on foot, but a good road is projected, and will no doubt soon be an accomplished fact.

BURHAN & CO.

This firm was established in 1886 as general merchants in the early years of the development of the State, and it successfully catered to the wants of a very large section of the community. The enterprising proprietor was likewise the founder of the Perak and Pinang Aerated Water Factory in 1887. Simultaneously he also established a bakery, which, during the past twenty years, has practically



BURHAN & CO.

1. TAIPING PREMISES.

2. THE INTERIOR.

3. NEGRI SAMBILAN BRANCH.

commanded the best part of Taiping and outlying stations as well. Burhan's bread is regarded among local dealers as synonymous with bread of the best quality.

THE PERAK AND PINANG AERATED WATER FACTORY.

This factory, which was founded as far back as 1887, was the first of the kind established in the Federated Malay States, and had the distinction of securing the patronage of Sir Clementi Smith, G.C.M.G., a former Governor of the Straits Settlements. The purity and excellence of the waters manufactured at this factory have won for them a very high reputation, and a large demand from all quarters, including the leading clubs, messes, &c. Messrs. Burhan & Co. are the proprietors.

THE STRAITS TRADING COMPANY, LTD.

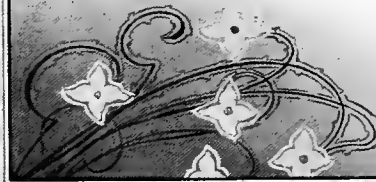
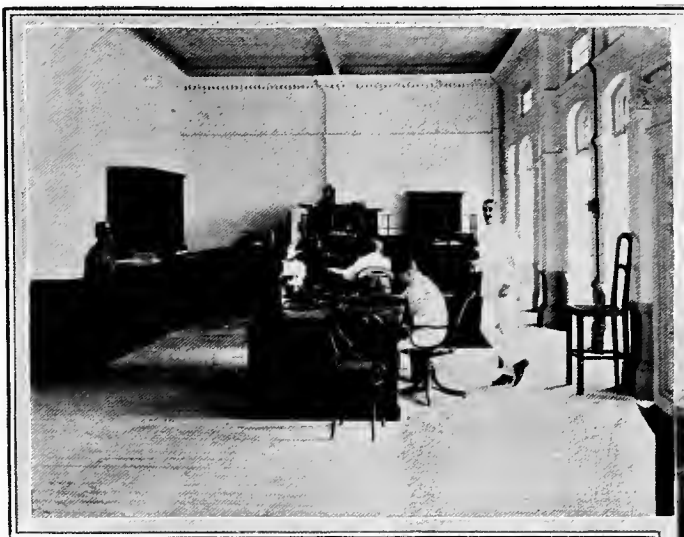
The Straits Trading Company, Ltd., whose head office is in Singapore, have had a branch

in 1896, 274,838; in 1897, 279,087; in 1898, 289,073; in 1899, 251,540; in 1900, 254,216; in 1901, 277,431; in 1902, 264,020; in 1903, 253,179; in 1904, 287,714; in 1905, 274,422; and in 1906, 219,017. The tin ore is smelted at Pulo Brani, Singapore, and Butterworth, Pinang. The firm have an agency in every important mining centre, and employ a very large European staff. At Kuala Lumpur the manager for the company is Mr. W. F. Nutt, who has been fourteen years in their service in various parts of the States. Mr. F. Adam is general inspector. The company are adding to the Selangor business a very large modern plant for dressing tin ore. This plant, which is being put down at Sungei Besi, is specially adapted for treating low-grade ores, which cannot be dealt with at present.

A. C. HARPER & CO.

Even among comparatively new commercial houses in Malaya there are many cases in which the prosaic routine of business has been enlivened by excitement owing to local dis-

taken in Market Street. The partnership only lasted a short time, however, and Mr. Harper continued the business on his own account. A large trade was done in rice and opium and in supplying planting and mining requisites throughout the Federated Malay States. Mr. Harper was the first European to start a brick kiln. He carried out several Government contracts for the supply of bricks and the construction of roads, and in 1906 Messrs. Russell F. Grey and F. Ede Maynard joined him in partnership. Branch establishments have now been opened up at Bentong (Pahang), Klang, and Port Swettenham. Other recent developments include sharebroking and the supply of automobile requisites. Messrs. Harper & Co. are sole agents for the Asiatic Petroleum Company, Ltd., and supply about 75 per cent. of the petroleum used in Selangor and Pahang. They also represent the P. & O. Company, the Straits Steamship Company, Lloyd's Shipping Insurance, the Commercial Union Assurance Company, the South British Marine Insurance Company, and Nobell's Explosives Company.



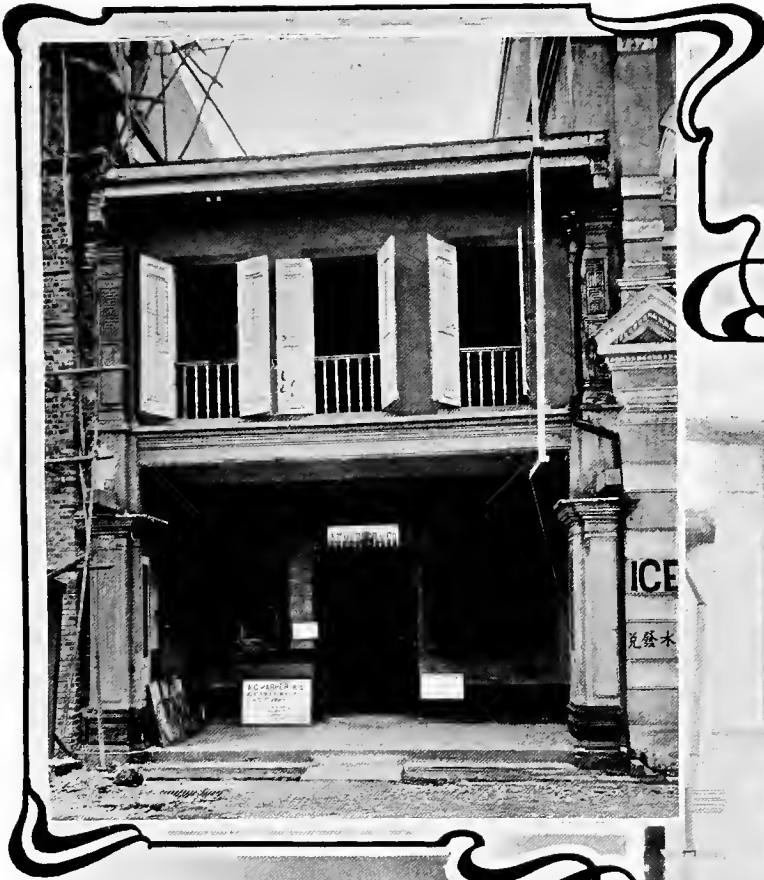
THE STRAITS TRADING COMPANY'S PREMISES AND OFFICE AT KUALA LUMPUR.

in the State of Selangor for many years. They have just built and entered into occupation of handsome new premises in Market Street, Kuala Lumpur. It was in 1889 that the company commenced operations in Selangor, by taking over the business of Messrs. Sword & Mullinghaus, who were then buying tin ore and smelting it at Teluk Anson. At that time their turnover was about 100 piculs per month (a picul being 133½ lbs.). The rapidity with which the company's business is growing is well illustrated by the following figures: Tin ore purchased in 1889, 36,344 piculs; in 1890, 34,285; in 1891, 52,888; in 1892, 81,862; in 1893, 103,435; in 1894, 99,617; in 1895, 177,328;

turbances. During the Pahang rebellion of 1894, for instance, Mr. A. C. Harper, who founded the firm of A. C. Harper & Co., of Kuala Lumpur, two years previously, secured the contract for supplying the whole of the provisions to the troops engaged in quelling the disturbance, and the execution of this undertaking was attended with considerable difficulty owing to the fact that there was then no railway line, and the goods had to be conveyed by road to the scene of operations. Mr. Harper built up an extensive business as a general merchant, commission agent, and contractor. In 1904 he was joined in partnership by Mr. Loke Yew, and larger premises were

THE FEDERAL DISPENSARY, LTD.

This establishment occupies fine premises at the corner of Yap Ah Loy Street and High Street. It was established some seven years ago by Messrs. Loke Chow Kit, Tong Wai Wai, and W. D. Williams, who, for that purpose, bought out a small going concern and floated the business as a limited liability company of 100,000 dollars. Two years later the capital of the company was reduced to 85,000 dollars. In 1906 the company acquired an opposition business in the town, and this departure brought increased trade and prosperity in its train. While ordinary medical dispensing con-



HARPER & CO., GENERAL MERCHANTS.

THE OFFICES AT KUALA LUMPUR.

OIL GODOWNS AT KUALA LUMPUR.

THE OFFICES AT KLANG



THE FEDERAL DISPENSARY, KUALA LUMPOR.

1. THE INTERIOR.

2. THE PREMISES.

3. F. V. GUY (Manager).

4. THE STAFF.

tinues to be the mainstay of the establishment, there is also a large business carried on in such goods as photographic supplies, guns, spectacles, &c. For the convenience of residents a doctor attends the dispensary at certain hours daily, and the firm give special attention to the supply of medical stores to the plantations in the States. Mr. F. V. Guy, M.P.S., is manager of the business, which has been built up and extended under his management during the last five years. When he first took charge of the establishment Mr. Guy had under him only three Chinese assistants. Now the staff numbers no fewer than twenty, including the assistant-manager, Mr. H. L. Johnston, A.P.S. The firm imports its goods direct from home, and holds several agencies, including those for Messrs. W. Jeffreys & Sons, gun-makers, London; Kodak, Ltd.; Messrs. N. Lazarus & Co., opticians, London; Messrs. Fussell & Co., Ltd.; and Messrs. Cumberbatch & Co., tea-blenders, Colombo. The premises have been twice extended during the last two years, and are now lit throughout by electricity. Though old they present a smart appearance, as will be seen by the photograph which we reproduce. The company is managed by a board of six directors, of which three are well-known local Chinese gentlemen. From the dividends paid a very good idea may be obtained of the advance of the business. In 1901 the dividend was 40 cents per 10-dollar share; in 1902, 50 cents; in 1903, 5 per cent.; in 1904, 15 per cent.; in 1905, 17½ per cent.; and in 1906, 15 per cent., the total paid in dividends thus aggregating 47½ per cent., besides which 15,000 dollars has been placed to reserve. These figures explain the high price now quoted for the shares of this company.

GERVIS XAVIER & CO.

Messrs. Gervis Xavier & Co. carry on business at 64 and 66, Paul Street, Seremban, as chemists and general merchants. The business was established by Messrs. C. Xavier d'Souza as senior partner and J. Gervis Mendes, and in 1905 it was formed into a limited liability company with Mr. C. Xavier d'Souza as

managing director. Since then it has been greatly extended. New premises have been acquired and fresh departments opened. The company import their goods direct, and do a

large trade in all kinds of patent medicines and medical stores used on the plantations.

J. & Q. McClymont.

For many years the only European business house in the vicinity of Port Dickson, Negri Sembilan, Messrs. J. & Q. McClymont have secured a very firm footing and a good reputation throughout the State, the supplies for which come through that port. They do a very extensive forwarding and agency trade for all parts of the State. The bulk of the rubber from Negri Sembilan is shipped through their agency to London and Ceylon, and, in the same way, they handle most of the planters' stores imported. Amongst others the firm holds agencies for Fraser & Neave's Aerated Waters, the Straits Steamship Company, Ltd., Asiatic Petroleum Company, Ltd., Kaiser Brewery, Beck & Co., Bremen (sub-agency), Commercial Union Assurance Company, Ltd., New Zealand Insurance Company, and the China Mutual Life Insurance Company. They are also managers and secretaries of the Co-operative Coffee Trading Company, and are forwarding agents for the Seremban Engineering Company, Seremban Tin-Mining Company, Linggi Plantations, Ltd., Ribu Planting Company, Ltd., Anglo-Malay Rubber Company, Ltd., and Consolidated Malay Rubber Estates, Ltd.

ZACHARIAS & CO.

This firm, with godowns located at Nos. 17 and 18, Old Market Square, in the very centre of the town, is one of the oldest Selangor firms of merchants. Whilst making a speciality of the importation of American goods, and representing, amongst others, the interests of the Standard Oil Company of New York, the British Ameri-

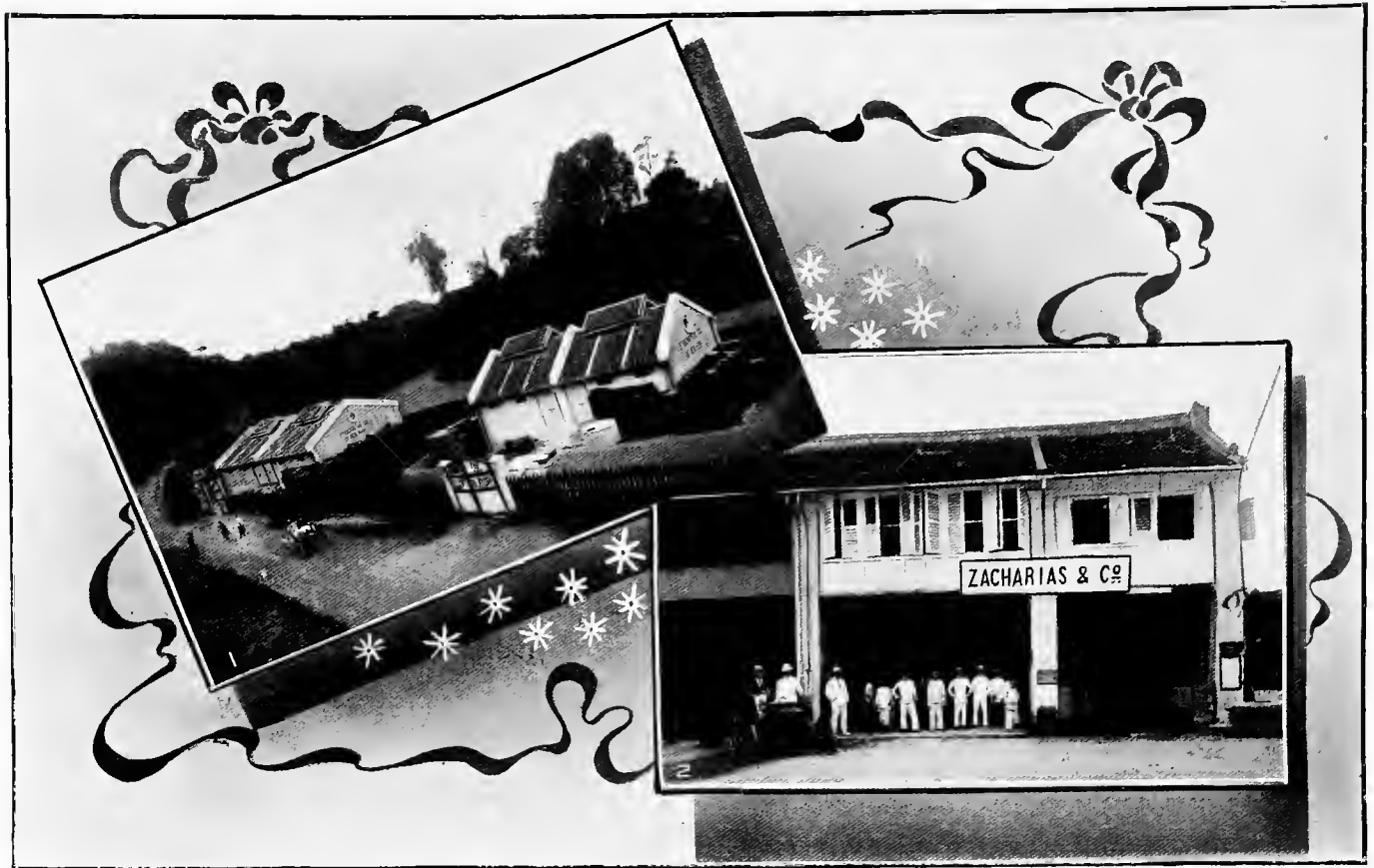
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J. & Q. McClymont & Co.



GERVIS XAVIER & CO.



ZACHARIAS & CO.

THE OFFICES AND THE OIL GODOWNS.

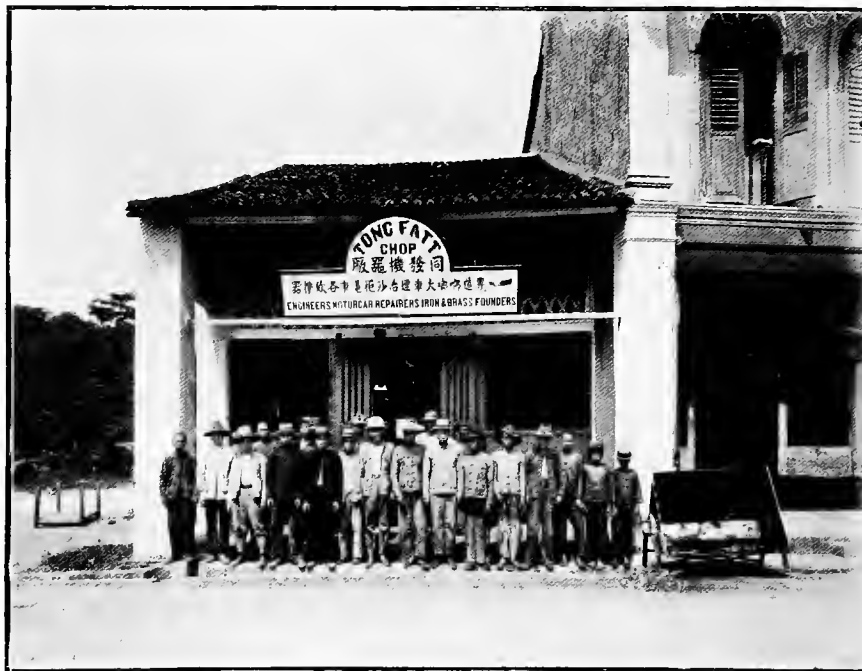
can Tobacco Company, and the Sperry Flour Mills, its dealings with Liverpool and London are equally extensive, particularly in machinery and engineering requisites. Messrs. Zacharias

& Co.'s correspondents in Copenhagen supply them with dairy produce, those in Bordeaux with brandies, &c., and those in Colombo with tea. Their business also includes insurance,

real estate agency, sharebroking and the like. The senior partner, Mr. H. C. E. Zacharias, was joined by a mining engineer, Mr. D. Christie, in 1905, and it was only natural that the branch of the business dealing with mining and engineering generally should receive a special stimulus in consequence. Indeed, since then Messrs. Zacharias & Co., who have always made a point of keeping well in touch with the requirements of the Chinese, have had to open a special repairing and fitting shop, which, under the style of "Tong Fatt" and with an entirely Chinese staff, copes with the increasing demands made upon it by the miners of the district, and is capable of dealing with any other branch of mechanical engineering, whether it be repairing a motor-car or erecting special rubber machinery. Messrs. Zacharias & Co. enjoy the reputation of being the first exporters of rubber in the Federated Malay States—a business which they still attend to with much success, having corresponding houses in Antwerp and London, who dispose of their shipments to the best advantage on arrival in Europe. The firm has many more irons in the fire, and either partly or alone owns several tin-mines and also a rubber estate.

AYLESBURY & GARLAND.

This firm was founded by H. A. W. Aylesbury and E. T. C. Garland, in partnership, in 1895, in Tapah, Batang Padang, as tin ore buyers and Government contractors and agents. Later on a branch office was opened in Tanjong Malim, a town just on the border of the neighbouring State of Selangor, and now practically all the tin ore in the Batang Padang district is purchased through native brokers



KIP CHANG LEONG'S PREMISES.

and agents by this firm. In August, 1902, an office was started in Ipoh by Mr. G. L. Bailey, as manager for the firm, and with the rapid growth of the town it has now become the head office. In January, 1905, Mr. H. A. W. Aylesbury was killed in a carriage accident in Devonshire, much to the regret of the European community of the Federated Malay States, by whom he was much liked and respected. The business was then carried on by Mr. E. T. C. Garland alone, until the middle of 1906, when Mr. G. L. Bailey was admitted a partner.

The firm carry on a general import business, manufacture pipes and other articles under the Stokoite patent, effect insurances, execute architectural work, engage in rubber planting and tin mining, purchase tin and other ores, and visit, report on, and act as agents for rubber and other estates. The firm owns, and has large interests in, many rubber estates in the Federated Malay States.

Amongst public works carried out for the Government by Aylesbury & Garland are the construction of the earthwork for the railway line from Tapah Road to Trolak, and the making of the cart road towards the Camerons Plateau Highlands of Perak.

PERAK PHARMACY.

Medical stores for the miners of local Chinese townships are purchased largely from the Perak Pharmacy, established in Kampar in 1901. The proprietor, Mr. R. A. Thomas, is a man of experience. He was educated at Madras College, and after qualifying as an apothecary and chemist did practical work in British North Borneo, Singapore, and Pinang. Eight years ago he made a trip to Jedda, and had under his charge 1,400 pilgrims. He is striving to introduce the use of European medicines amongst the Chinese in his district.

A. K. E. HAMPSHIRE & CO.

In 1889 Mr. A. K. E. Hampshire came East and joined the firm of H. Huttenbach, at Kuala Lumpur. Two years later he took over the business, at the same time changing the name to that of A. K. E. Hampshire & Co. He carries on business at No. 8, Market Street, as merchant and shipping agent. He is the local representative of the British India Steam Navigation Company, the Ocean Steamship Company, China Mutual Steam Navigation Company, Ltd., "Shire" and "Glen" and "Ben" lines, as well as of several rubber estates and insurance companies. He is also agent for the Federal Oil Mills, Ltd. Branches have been established in Klang and Port Swettenham.

STRAITS TRADING COMPANY, LTD., KAJANG.

The Straits Trading Company's branch at Kajang was opened in 1898, and it is now actively engaged in buying tin ore from producers in the surrounding district, including the mining towns of Seminyih, Sungai Lallang, Reko Broga, Cheras, and Ulu Langat. The agency despatches the tin ore to the smelting works of the company at Singapore, and thence it is sent to all parts of the world. The acting agent at Kajang is Mr. F. D. Rees. Before joining the Straits Trading Company in 1905 he was in the service of Messrs. Gilbert J. McCaul & Co., Australian merchants, London.

ORIENTAL.

IPOH DISPENSARY.

Mr. Wong I Ek was the first qualified Chinese to practise medicine in Ipoh. He is proprietor of the Ipoh Dispensary, 46, Market

Street, Ipoh, and to such an extent has his business grown that he has now two branches in other parts of the town. Mr. Wong I Ek received his training at the Hongkong Medical College attached to the Alice Memorial Hospital. His successful career in Ipoh has brought him considerable wealth, and he is now an influential member of the community, with landed property.

PERAK DISPENSARY.

Mr. Eu Poon Guan is the proprietor of the Perak Dispensary, 37, Hugh Low Street, Ipoh.

HOOT & CO., IPOH.

During the last few years motor-cars and motor-cycles have become very popular in Ipoh. Of the firms dealing in motor-cycles Messrs. Hoot and Co., of 93 Belfield Street, Ipoh, are one of the most important. They are direct importers of motor-cycles and tri-cars of the most modern pattern, and are doing a large business in this line. Mr. Low Hoot Kee, of Pinang, is the proprietor, and Mr. L. Chew Huat the local manager. Messrs. Hoot & Co. are agents for the famous Rex bicycles, for the N.S.U. Cycle and Motor



HOOT & CO.'S PREMISES.

A large business is done with the owners and managers of mines and estates in Kinta district. Mr. Eu is a native of Pinang, and was educated at Pinang Free School and Rangoon College. From the latter institution he entered the Government Medical Service in Perak, and went through a course of training in hospital. After some years there, he resigned and commenced business on his own account in Ipoh. He has mining interests in the Kinta district, is owner of some good mining property in the vicinity of Ipoh, and is a member of the Perak Miners' Association.

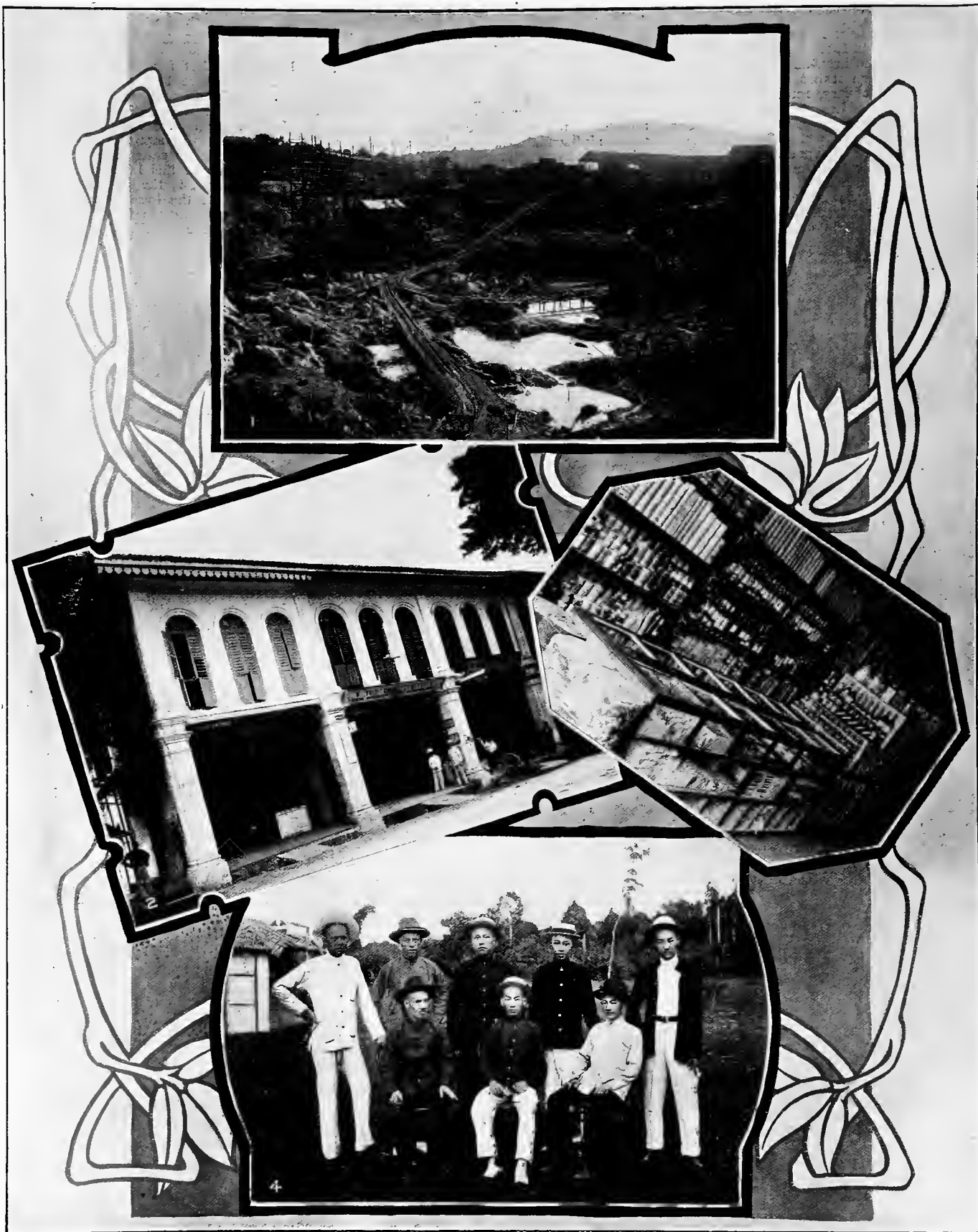
LAI CHAK SANG.

Mr. Lai Chak Sang manages the chop Kwong Fatt at Ipoh, which is owned by Leong Lok Hing, who has lately become a Justice of the Peace in Pinang. The firm, established some eighteen years ago, do a large trade in silk, opium, drapery, oil, and other commodities. Mr. Lai Chak Sang was born in Canton in 1860, and about twenty-four years ago entered the service of Chooi Hin, of Chop Cheong Woo, Pinang. After six years he opened the branch at Ipoh.

Company, of London, and for practically all the best makes of ordinary bicycles. They execute repairs of all kinds, stock cycle and motor accessories, and are about to add a motor garage to their establishment.

TEIK CHIN COMPANY.

Established in 1894 at 23, 25, and 27, Hugh Low Street, Ipoh, the firm of Teik Chin Company has grown rapidly to its present importance. Stocked with a large assortment of European goods, it has attracted considerable patronage not only to the Ipoh house, but to the depots at Pinang (Messrs. Cheng Chan & Co., of 4, Ah Kwee Street) and at Teluk Anson (Messrs. Tait, Son & Co.). The firm hold the Perak agencies for the Sun Fire Insurance Company, the Langkat kerosine oil, and F. Reddaway's camel-hair belting, besides being the sole importers of Jean Debau cognac, Glenbissa Scotch whisky, and Chop Kam Ceylon tea. At their various branches the firm do a large business in supplying mining and agricultural implements and house-building materials. One of the large contracts secured recently by Mr. Kam Teik Sean, the sole



TEIK CHIN & CO.

1. THE DANDONG MINE.

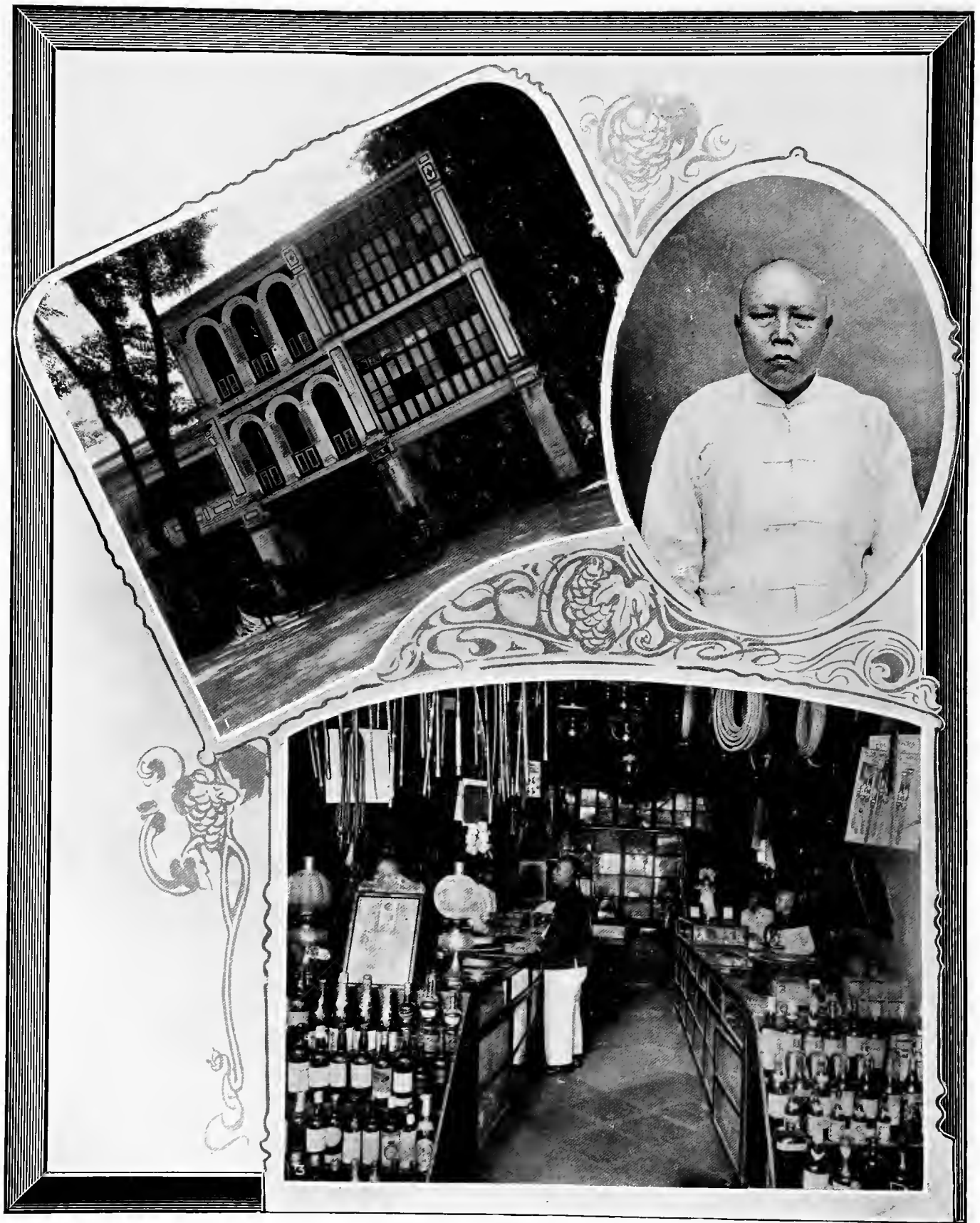
2. THE IPOH PREMISES.

3. THE INTERIOR.

4. THE STAFF.



CHAN SOW LIN & CO., LTD.
THE EMPLOYEES, THE WORKSHOPS, AND VIEWS OF THE SATANG MINE.



TAIK HO & CO., TAIPING.

1. EXTERIOR OF PREMISES.

2. TOH KAY BENG (Proprietor).

3. THE INTERIOR.

proprietor of the business (who has important interests as a contractor and general agent, and is the owner of the Dandang mine at Tampoi, Papan, in Kinta), is that for the erection of 142 houses in Ipoh for Towkay Yau Tet Shin, at a cost of 385,000 dollars. Mr. Kam Teik Sean was born at Pinang thirty-six years ago, and is the son of Mr. Kam Chew Phoe. His residence is at 11, King Street, Pinang. Mr. Kam Kim Eam signs per pro. for the firm.

YUE WOK & CO.

The oldest and most important shop—indeed, almost the only establishment of its kind—in Teluk Anson, is that of Messrs. Yue Wok & Co., at No. 7, Market Street. The business is that of a general store with several important agencies combined, and was started nearly twenty years ago. Mr. Woo Chye, the proprietor, is a Cantonese, who came from China in 1874 and commenced business as a grocer, subsequently becoming a partner in the establishment whose name appears at the head of this notice. In 1892 he was appointed agent at Teluk Anson for the Straits Steamship Company, and, about the same time, agent for the Po On Insurance Company of Hongkong. Mr. Woo Chye has a family of two sons and three daughters. He is a member of the Teluk Anson Sanitary Board, a partner in the Hydraulic Tin Mining Company, of Selangor, and has interests in tin mines at Batu Gajah, Papan, Kampar, and many other places in Perak and Selangor.



KHOO TECK SEONG.

(See p. 705.)

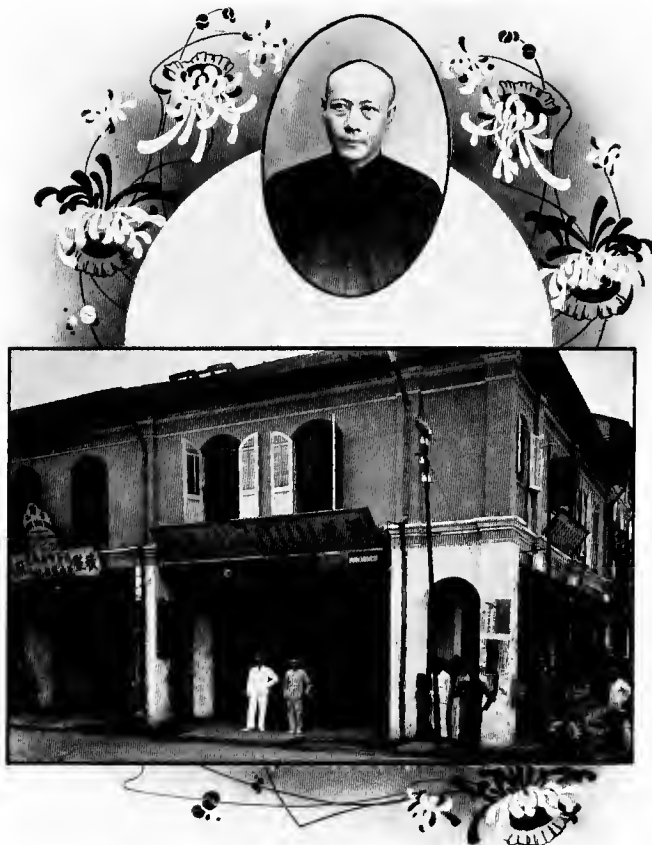
JWI FONG LOONG.

As general storekeepers and importers of English and American goods, the firm of Jwi Fong Loong, 126, Belfield Street, Ipoh, does a large trade, especially with the European population. Considerable business is also transacted at their branches in Kuala Lumpur, Klang, Kulau Kubu, and other towns in the Federated States. They are dealers in wines and spirits, and agents for Southwell's, London, Guthrie & Co., Singapore, &c. Mr. Foo Fook Thye is the senior partner, the firm having been established by him and Mr. Siu Kee Cheang, who are the sole proprietors.

TONG SING.

The art of the Chinese gold and silversmiths finds pleasing expression in all descriptions of jewellery at the establishment of Mr. Leong Song Thing, No. 33, Pudoh Street, where a staff of upwards of fifty expert workmen is employed. Although a branch of the well-

rubber estate. They have held contracts from the Government and Municipality for many years past. They make a speciality of meeting planters' requirements, and supply many of the retail shops in Taiping. They have a shipping branch at Pinang and deal directly with the manufacturers of English, Indian, and Chinese goods. Mr. Toh Khay Beng is the son of Mr.



LEONG SONG THING AND HIS BUSINESS PREMISES (TONG SING).

known Singapore business of Hung Seng, the shop in Kuala Lumpur is much the larger of the two, and is one of the most important of numerous branches in the Federated States. Every kind of jewellery is manufactured, and orders of all kinds are executed with finish and despatch. Mr. Leong Song Thing, the managing partner, is a native of Canton, and has been connected with the business in Kuala Lumpur for the past seventeen years. Previous to that he spent eleven years in the Singapore establishment. His eldest son is employed in the mines office at Rawang and Serendah as mines overseer, and his fourth son is being educated in Japan for the army.

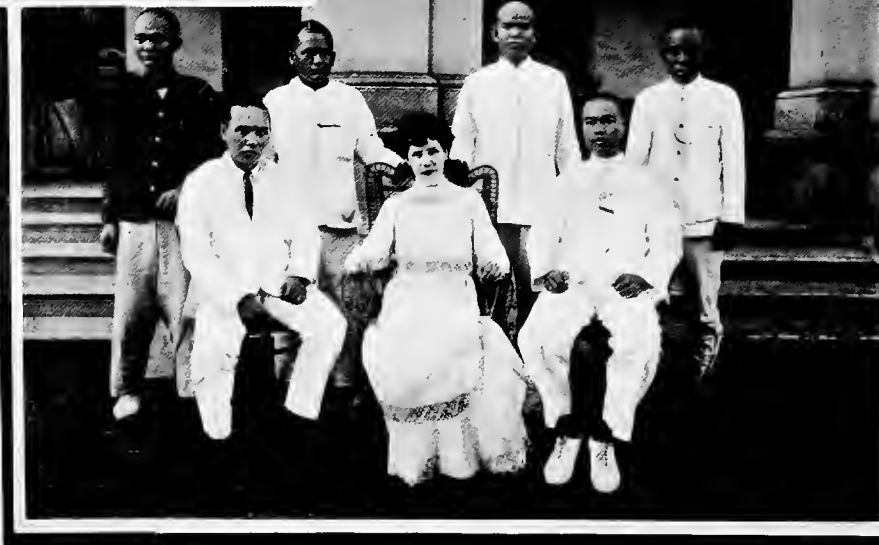
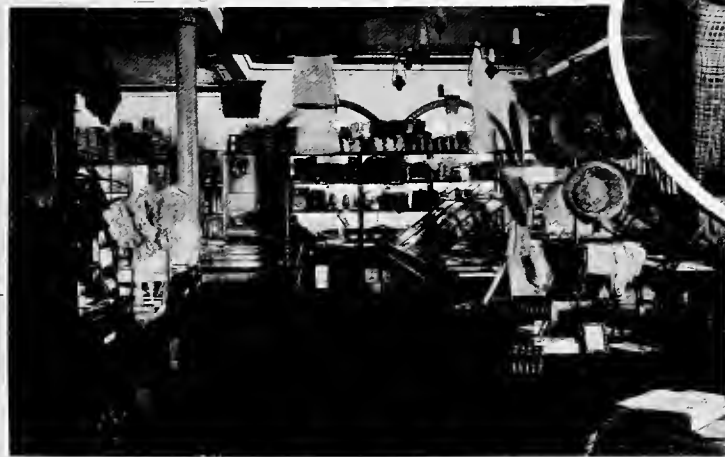
TAIK HO & CO.

The firm of Messrs. Taik Ho & Co., of No. 82, Main Road, Taiping, was established in 1899 by Mr. Toh Khay Beng, the present sole proprietor. The premises are, perhaps, the most central and commodious in Taiping. The company carry on business as general storekeepers, wine, spirit, and provision merchants, miners, and general importers, besides acting as forwarding agents for the Sandycroft

Toh Yew Leng, who came from China and started business in Pinang some forty years ago. For nine years he has been actively engaged in tin mining in Perak, and for twelve years he has been a member of the Taiping Sanitary Board. He is one of the local visiting justices, owns considerable house and mining property, and takes an active interest in public affairs. All his family have received an English education, and Mr. Toh Eng Swee, the eldest son, assists in the management, in which also the proprietor's son-in-law is engaged.

CHOW KIT & CO.

Messrs. Chow Kit & Co. are the largest storekeepers in Kuala Lumpur. Their commodious premises at the corner of Holland Road and Clarke Street are easily noticeable. From the small store which, on its establishment in 1892, had a staff of six, the business has grown until to-day its numerous branches give employment to about one hundred assistants. The business is that of a general store, with agencies for many London firms and life and fire insurance companies. The proprietors are Messrs. Loke Chow Kit (Kuala



CHOW KIT & CO.

MAIN PREMISES.
THE INTERIOR.

PRINTING DEPARTMENT.
THE STAFF.



CHOP SIN SENG WHATT, SEREMBAN.



THE FEDERATED MALAY STATES ICE FACTORY, KUALA LUMPOR.
THE ICE CHAMBER AND THE FACTORY.
(See p. 926.)

Lumpor), Ho Kim Kee (Pinang), Lim Chin Guan (Pinang), and Teh Seow Teng (Kuala Lumpur). The tailoring department was opened by the last named, and the wholesale and millinery by Mr. Lim Chin Guan. The printing department, first known as the Malayan Supply Company, was amalgamated with Chow Kit & Co. when Mr. Khoo Keng Hooi became their manager. The tailoring and millinery departments are under European supervision, the former having become famous owing to its creation of a new dress of a semi-European style, which has been adopted by practically all the better-class Chinese in Kuala Lumpur. The wholesale house of the firm is

later Postmaster of Kuala Lumpur. It is worthy of note that he was the first Chinese to receive such an appointment and to be placed on the establishment with a sterling salary. Being eligible for a pension, he retired and founded the Malayan Supply Company, which was afterwards amalgamated with Chow Kit & Co. He is a capable man, still only a little over thirty, and well educated in English.

KWONG KUT CHEONG & CO.

Established about twenty years ago, with branches at Chanderiang and Bidor, this firm carry on the business of miners, planters, and merchants. They own several large mines,

College, Hongkong. The Tapah office, at No. 41, Bridge Road, is a very commodious building.

HENG JOO & CO.

Being the only firm dealing in all classes of European goods in the Kampar district, Messrs. Heng Joo & Co., a branch of the well-known establishment of Mr. Khoo Hean Kwee at Pinang, carry on an extensive trade. They have a large staff of assistants at their premises, No. 61, Jalan Gopeng, under Mr. Lim Kim Seng, the managing partner. They stock wines, spirits, and provisions, canned and preserved foods and other goods of excellent quality, and high-class European general stores, wearing apparel, and household furniture. They import directly from London and other European houses, and hold a number of important agencies.

TIANG LEE & CO.

Messrs. Tiang Lee & Co., of Pinang, opened a branch of their business at Nos. 65 and 66, Java Street, Kuala Lumpur, in January, 1907, under the management of Mr. Yeoh Paik Keat, one of the partners. Messrs. Tiang Lee & Co. are direct importers, doing an exclusively wholesale trade, chiefly in wines and spirits, which they obtain from the leading English and European houses. They have a controlling interest in the Federated Malay States Ice Company, formerly known as the Federal Ice Company. This factory, which is situated on the Ampang Road, turns out daily 20 tons of ice of excellent quality, manufactured from the Government water supply. The plant is of the latest American type, and is in the charge of an experienced Chinese engineer. Mr. Yeoh Paik Keat, the manager, was born in Pinang, educated at the Free School, and trained in the firm of Messrs. Schmidt, Kuestermann & Co. He was one of the founders of Tiang Lee & Co., and formerly managed the Pinang branch of the business.

LAW YEW SWEE & CO.

Mr. Law Yew Swee, proprietor of L. Y. Swee & Co., general importers and commission agents, of Kuala Lumpur, is a son of the late Mr. Law Seow Huck, of Pinang, in which place he was born in 1881 and educated. He was in the service of the Selangor Government for six years, and then became private secretary to his Excellency the High Commissioner of the Siamese Western Malay States. This position he occupied for two years, after which he went as assistant manager of the wholesale department of Messrs. Chow Kit & Co. He remained there one year, and then founded the firm of Law Yew Swee & Co., dealers in wines and spirits, drapery and fancy goods, perfumery, hardware, paint, oilmen's stores, stationery, mining, planting, and building materials, &c. Mr. Law is a member of the Weld Hill Club.

SIN SENG WHATT.

The business premises of the firm of Messrs. Sin Seng Whatt are situated at No. 66, Murray Street, Seremban. A very old and well-known firm, they have been engaged in business for many years as miners, planters, and general merchants. Mr. Chan Kong Pian, the sole proprietor, was born in China, and came to the Federated Malay States some forty years ago, during which time he has been engaged principally in tin mining. At present the firm possess a mine at Port Dickson, where about two hundred coolies are employed. In Seremban the firm's business is that of general wholesale merchants. They import, on a large scale, wines and spirits, cement, iron, &c. Mr. Chan Chin Ek, the manager, is a son of the proprietor, and has received an excellent education in English and Chinese. He is a member of the Seremban Sanitary Board.



1. KHOO HOCK CHEONG.
2. LIM AH LAM.
3. HIU TONG SEN.
4. YEOH PAIK KEAT (Manager and Partner, Tiang Lee & Co., Kuala Lumpur).
5. CHAN SOW LIN (Member of Council).
6. CHOO HU SEONG.
7. C. HENG HOOI (Hon. Secretary, Weld Hill Chinese Club, Kuala Lumpur).
8. WEE HAP LANG.
9. CHEAH KOH PHIN.
10. LAW YEW SWEE.

in Old Market Square. The directors are all substantial men, three being directors also of the newly-formed Eastern Trading Company, whilst Mr. Loke Chow Kit is one of the largest business men in the State. Mr. Khoo Keng Hooi, manager of the company, was born and educated in Pinang. From 1892 until 1907 he was in the Perak Government service, and rose from the position of a fifth-grade clerk to that of Acting Chief Postmaster of Perak, and

which have been profitably worked by them for many years past, as well as an estate, near Tapah, partly planted with rubber and coffee. Messrs. Kwong Kut Cheong & Co. purchase very large quantities of tin and tin ore, and also deal largely in European provisions and merchandise. Mr. Leong Lok Hing, J.P., of Pinang, is the proprietor. The business is under the able management of Mr. Shem Kuon Teng, an excellent English scholar, of Queen's



FAUNA

BY H. C. ROBINSON, CURATOR, SELANGOR MUSEUM.

WITH PHOTOGRAPHS BY FRED W. KNÖCKER, F.Z.S., CURATOR, PERAK STATE MUSEUM.



EXTENDING as it does through more than ten degrees of latitude, with mountains ranging in height to over 7,000 feet, the Malay Peninsula presents such variety in local conditions and environment, that, as might naturally be expected, its Fauna can vie in richness with that of any

other area of equal extent on the earth's surface.

Dealing with the origin of the fauna, we find that at least three elements are clearly defined, each of which probably represents a definite phase in the geological history of the country. There is, first, what may be termed the coastal zone, which covers the greater portion of the inhabited districts, including the valleys of the larger rivers for some considerable distance from their mouths. Secondly,

we have the submontane tract, extending over all mountain ranges under about 3,000 feet in height, as well as the lower slopes of the loftier mountains up to about that height; and, finally, the mountain zone proper, comprising the remainder of the peninsula above 3,000 feet on the main range as well as certain of the loftier detached ranges, such as the Larut Hills in Central Perak and the Tahan Range in Northern Pahang.

It is with the fauna of the first of these zones alone—the coastal—that the average European inhabitant of the Malay Peninsula is familiar,



1. ELEPHANTS AT WORK ALONG THE KUALA KANGSA RIVER.
2. ELEPHANT KRAAL NEAR TAPA, PERAK. 3. NEWLY CAUGHT ELEPHANTS IN A KRAAL NEAR TAPA, PERAK.

though to the student of natural history it is the least interesting of the three. It comprises species of mammals, birds, and reptiles that are widely spread throughout the further East



MONKEY OF MALAYA.

from Burma to Cochin China, including the coastal districts of the large islands of the Indian Archipelago. In the submontane tract are found animals that are known mainly from the Sunda Islands, Borneo, Sumatra, and Java, and from the forest districts of Tenasserim and Lower Burma, but which are not, as a rule, met with either on the plains of Burma or in India proper. These must be regarded as the representatives of the true Malayan fauna which existed in its present haunts while the alluvial flats beneath were still a shallow sea, such as the Strait of Malacca is at the present day. Finally, we have the true mountain zone, which is inhabited either by species known in no other locality, or which are identical, or very nearly so, with forms found either in the Himalayas or on high mountains in Java, Sumatra, and Borneo. These species are



THE ORANG UTAN.

probably survivors of a period when the land area of the peninsula was very much more restricted than is the case at present. A continuous land connection with the mountains of Tenasserim and possibly with high land in

Sumatra must have existed even then, though at some later date the former was broken somewhere in the latitude of Kedah and re-united later. The larger mammalia are very numerous throughout the region, but space will not permit of more than a very brief account of the commoner species, which are dealt with *seriatim* in the following pages.

Commencing with the monkeys, the anthropoid apes are represented by three or four species, of which the siamang (*Hylobates syndactylus*) is the largest as well as the rarest, though it is found sparingly throughout the Federated Malay States from the North of Perak to as far south as Negri Sembilan. The siamang is a large and powerful monkey, with very long arms, having a spread in old individuals of over five feet. In colour it is uniform black, occasionally with a whitish muzzle, and with a bare pouch under the chin. It is not infrequently kept in captivity, and is a gentle and affectionate pet when young; old males, however, are apt to become savage and treacherous, and can inflict a dangerous bite with their long canine teeth.



"JEMIE," A WHITE WHITE-HEADED MALAYAN GIBBON.

Now in the London Zoological Gardens.

Allied to the siamang, though much smaller and less powerful, are two or three species of gibbons known to the Malays as *wau-wau* or *ungka*, the former name being derived from the call of one of the species—a penetrating and pathetic wail, which carries for great distances, and is often heard in the early morning in jungle districts. One species is sooty black with a white ring round the face and with white hands and feet; another is uniform black; while white, or rather yellowish white, varieties of all the forms are frequently met with. They are docile in captivity and make charming pets, being cleanly in habits and affectionate in disposition, but are very delicate and rarely survive a journey to Europe.

Another group of equally common monkeys are the Leaf Monkeys, or Lotong, which are allied to the Langur of India. Several varieties exist, which do not differ materially from each other, and agree in having very long tails and either black, dull grey, or silvery black fur.

One species is found among the mangroves of the coast, another among casuarinas in similar situations, but they are more common in virgin



A YOUNG MALE KRA OR CRAB-EATING MACAQUE.

(*Macacus cynomolgus*.)

Now living in the London Zoo.

jungle, in the neighbourhood of hills, ascending the mountains to as high as 4,000 feet. They are found on high trees in parties of from five or six to as many as sixty individuals, and but rarely descend to the ground. They do not lend themselves to domestication, and are only occasionally seen in captivity.

The only other monkeys which claim attention are the "broh," or coconut monkey, and the "kra," or crab-eating macaque, both of which are extremely common in captivity, and familiar to every European resident in the



A YOUNG FEMALE KRA OR CRAB-EATING MACAQUE.

(*Macacus cynomolgus*.)

Straits. The former is an inhabitant of low-country jungle, and in its wild state is somewhat local in distribution. It is much sought



A FEMALE KRA OR CRAB-EATING MACAQUE.

(*Macacus cynomolgus*.)

This animal lived in captivity in its native country for some seven or eight years, during which time it gave birth to three young ones—one female and two males—all by different fathers. She is now living at the Zoological Gardens, London, whither she was taken in March, 1906.



AN OLD MALE KRA OR CRAB-EATING MACAQUE.

(*Macacus cynomolgus*.)

after by country Malays, who capture it when young and train it to climb the coconut palms and to pick any individual nut indicated by its owner. In some districts, indeed, this monkey is in such universal use that the trees are not even notched for human climbers, as is the case nearly everywhere. The specimens of the broh usually seen in captivity are somewhat dwarfed, but males of a size approaching that of a retriever dog are occasionally met with, both wild and in domestication. Such animals are powerful and savage brutes, and have been known to attack human beings when molested, and to inflict serious injuries. The broh has a short, stumpy tail, and its hind limbs are very much shorter than the fore limbs, as is the case

with baboons, to which the animal bears a strong superficial resemblance. The colour is a dull earthy brown, much darker on the crown, and the hind-quarters are furnished with naked callosities which at certain seasons of the year are coloured bright red.

The "kra" monkey, though closely related to the "broh," is very different in appearance, having both fore and hind limbs of approximately equal length and a tail slightly longer than the body. In colour it is dull greyish, the back and head frequently tinged and speckled with golden brown. With the exception of the hill country, it is widely distributed throughout the Malay Peninsula, but is commonest in the mangrove swamps, where at

low tide large numbers may be seen searching the mud for crabs, small fish, and molluscs, of which its diet largely consists. Though a powerful swimmer, its method of crossing narrow creeks, which has been noted by more than one observer, is curious, as, instead of progressing on the surface, it sinks and walks along the bottom. The habit is probably due to the fear of crocodiles, to which many monkeys must fall victims, as is shown by the number of mutilated animals that may be seen on the flats.

Mention must also be made of the slow loris, one of the family of Lemurs, which are closely allied to the monkeys, and are found principally in Madagascar. This curious little

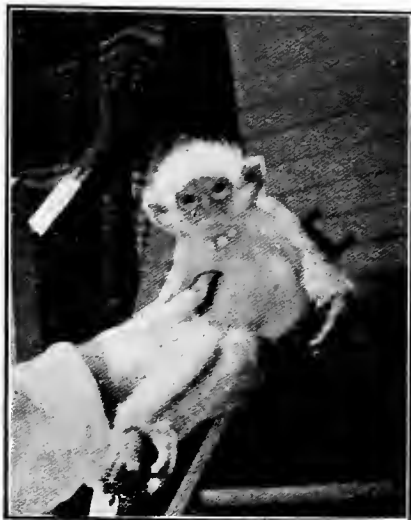


FEMALE KRA AND YOUNG.

(*Macacus cynomolgus*.)

It is very rare for monkeys to breed in captivity, but this old Macaque did so freely. The Kra is by far away the commonest monkey in the Malay Peninsula.

animal has somewhat the appearance of a sloth, and is often known to Europeans by that name. The colour of the fur varies from silvery grey to rusty brown, with usually a



A YOUNG WHITE (PALE GREY) LUTONG OR LEAF-MONKEY.

(*Semnopithecus obscurus*.)

These are very difficult to rear in captivity, the subject of the portrait only living for about three months.

darker median stripe from the nose to the rump, but the most characteristic point about the animal, which is the size of a small cat,

carried on Malay ships, the idea being that its presence will always insure a favourable wind.

Chief among the carnivora of the peninsula is, of course, the tiger, which, though it does not attain the size of large Indian specimens, or of the magnificent Manchurian variety, is, nevertheless, a formidable animal. In the Malay Peninsula the average total length of the male is about 8 feet 4 inches, though specimens of 9 feet 6 inches have been obtained, while tigresses are about a foot shorter. The tiger is common throughout the Malay Peninsula, especially in Perak, in the Ulu Langat district of Selangor, in certain portions of Pahang, and in Johore, while stray specimens from the latter State are met with almost annually in Singapore itself. It has been seen near the summit of Batu Puteh, one of the highest mountains in Selangor, but its scarcity or abundance in any given district depends mainly on the presence or absence of deer and pigs, which probably form its principal food, though the stomach of one fine male shot near Kuala Lumpur contained nothing but frogs.

Man-eating tigers are by no means rare, though it would appear that the Malayan tiger does not take to this form of diet so readily as its Indian brother, possibly because the Malay or Chinaman does not form so toothsome a morsel as the Kling or Bengali! One specimen shot in 1906 in Ulu Langat had been responsible for the death of over twenty Chinamen, and, contrary to the usual rule, was by no means decrepit or mangy, though a slight injury to the foot had probably rendered it difficult for the beast to pursue prey more agile and less slow-footed than human beings.

During the year 1906 police rewards were paid for the destruction of seventy tigers, of which half were killed in Pahang, while during

regarded as distinct species, are exceedingly abundant throughout the Peninsula. The black leopard, or panther, is by far the commonest, the spotted form, which in India far



QUEER PETS.

outnumbers it, being regarded as a comparative rarity. Leopards are comparatively harmless to human beings, and but few cases are on record of fatal injuries through their agency; they are exceedingly destructive to goats, and are especially partial to dogs; they are often caught by Malays inside the hen-roosts of country villages. A much rarer animal than the common leopard is the clouded leopard, which is distinguished by its smaller sides, more greyish coloration, and by having the spots very much larger and less regular and defined in outline. Its habits are not well known, but it is believed to live almost entirely in trees. Rembau, Kuala Pilah, and Gemencheh, all in Negri Sembilan, are among the few localities recorded for this beautiful species.

Besides the above-mentioned species, which are all over 5 feet in total length, there are several smaller species of wild cat, which live in the deepest recesses of the jungle and are only rarely encountered. The commonest is known to the Malays as the *rimau anjing*, or "dog-cat," and is about the size of a setter and of a beautiful golden colour above, paler beneath. Another species somewhat resembles the British wild cat, but has a much longer tail. All varieties, even when captured as kittens, are very savage and intractable, and rarely live long in confinement.

Besides the tigers and wild cats, the Felidae are represented in Malaya by numerous species of civet-cats, of which the most abundant is the palm-civet, which is a common inhabitant of houses in towns as well as in country districts. The civets, generally, are distinguished from the true cats by the more elongated head, and especially by the strong odour that nearly all varieties possess. The most striking member of the group is the *binturong* or bear-cat, a medium-sized animal, about 4 feet from nose to tip of tail. The fur is long, black, and shaggy, sometimes with white tips to the hairs, and the ears are tufted like those of the lynx. It is arboreal in habits and but rarely met with. When captured young it is readily tamed and makes an amusing pet.

Two species of mongoose and as many weasels are also to be found. They are, however, quite unknown to the ordinary resident and even to the majority of Malays, and need not be mentioned further.



A TIGER HUNT.

is the very large, round, and prominent eyes. In habits it is purely nocturnal, and is very rarely seen in its native haunts. It is, however, not uncommon in captivity, and is frequently

the same period seventeen leopards were brought in.

Next in importance to the tiger comes the leopard, of which two varieties, commonly

Jackals are unknown in the Malay Peninsula, and the only representative of the dog tribe is the *srigala*, which is closely allied to the dhole or red hunting dog of India. In the

viz., that contact with it causes blindness, and that the dogs make use of this quality by urinating against the trunks of trees on which their prey is likely to rub itself and among bushes and long grass through which it may pass.

Otters are common in the peninsula, occasionally inhabiting the mangrove swamps and swimming some distance out to sea. In habits and appearance they closely resemble the English otter, though one variety considerably exceeds it in size.

Birds are exceedingly numerous in species in the Malay Peninsula, no less than 617 varieties being known to occur between Southern Tenasserim and the Singapore Straits. Dealing first with the birds of prey, we find that the vultures are represented by three species, one of which, the king vulture (*Oclogyps calvus*), is a very handsome bird, black in plumage, with a white ruff round the neck, and with the legs and bare skin of the head and neck brilliant red. The other two varieties are dingy brown birds. Curiously enough, the vultures are hardly, if ever, seen much south of Pinang, and very rarely there, probably owing to improved sanitation in the British possessions and protectorates; but in the Siamese States north of Pinang on the west coast and as far south as Trengganu on the east coast they are very abundant.

Eagles and hawks are very numerous in species, but not many varieties are at all common, and the ordinary resident in the Straits Settlements is not acquainted with more than six or seven species, though more than four times that number are to be met with in the more remote parts of the country and at rare intervals.

Three species are common on the coast, and may be met with in numbers in every fishing village, viz., the Brahminy kite, the large grey and white fishing eagle and the osprey.

that at the turn of the tide it flies up the estuaries and creeks uttering its long-drawn scream, which warns the shell-fish of the return of the water.



THE BINTURONG OR BEAR-CAT.

(*Arctictis binturong*.)

This animal has troubled the classificatory powers of zoologists for many years now, but still remains a zoological problem. As the English name signifies, it has characteristics of both the cats and bears, but such is the uncertainty surrounding it that it is placed in a separate family, of which it is the only known representative. Its principal peculiarity is that the last two or three inches of its tail is prehensile.

northern parts of the peninsula, in Upper Perak and in Pahang, they are not uncommon, but in the more settled districts they are now very rare.

The Malay hunting dog is a handsome animal, foxy red in hue, with a bushy tail, black at the tip and sometimes entirely of that colour. It hunts in packs of five or six up to forty individuals, and in some districts creates great havoc among the domestic animals, goats, cattle, and even buffaloes. Malays consider it most unlucky to meet this animal. Their view is that disaster is inevitable should the dogs bark without their being forestalled in the act by those, who are so unfortunate as to meet them. The same superstition prevails with regard to the urine of the *srigala* as that held by the Ghonds and other Indian tribes regarding that of the dhole,



BOS GAURUS HUBBACKI (MALAYAN BUFFALO).

Other fairly common hawks are the little sparrow-hawk or *raja wali* (*Accipiter gularis*), which creates great havoc in the native poultry-yards, and the Serpent Eagle (*Spilornis*), a large bird of handsome ash-brown plumage variegated with white and a long black crest. The bird frequents the edges of the rice-fields and is very sluggish in its habits, sitting for hours on the tops of dead trees. It feeds mainly on fresh-water crabs, lizards, small fish, and an



HEAD OF A SELADANG (MALAYAN BUFFALO).

(Shot by J. S. Mason.)

The latter is identical with the form inhabiting Europe which is so great a rarity in the British Isles. It is known to the Malays as the *lang siput* or oyster hawk, as they say

occasional rat. Interesting as being the smallest known bird of prey is the black and white falconet, known to the Malays as the *lang belalang* or grasshopper hawk, a small bird



YOUNG RHINOCEROS HORN-BILLS.

(Buceros rhinoceros.)

The "Ung-Gong" of the Malays. The common Horn-bill of the Malay Peninsula.

considerably less in bulk than the thrush, but which will attack and kill birds more than twice its weight.

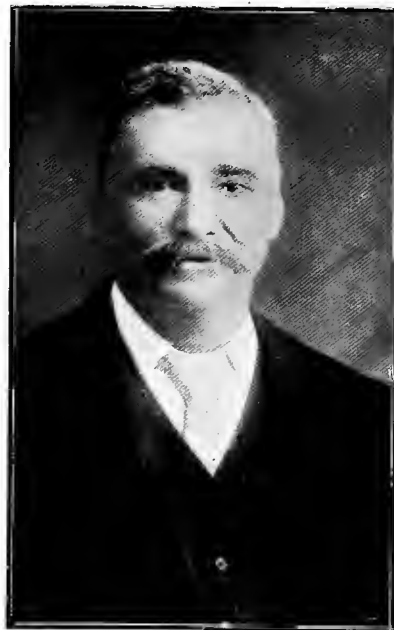
Among the more uncommon species, mainly denizens of deep jungle, and therefore seen only at rare intervals and great distance, are three species of forest eagles, handsome birds of variegated plumage, somewhat smaller than

bat hawk must be mentioned. It is exceedingly rare, being known as yet only in three or four localities in the Malay Peninsula.

Three species of crocodiles are met with in Malaya, of which one, *Crocodilus palustris*, the marsh crocodile, is very rare, and, indeed, of somewhat doubtful occurrence except in the more northern portions of the peninsula within the territorial limits of Siam. Another, *Tomistoma schlegelii*, the Malayan gaviel, which can be at once recognised by its long and narrow snout, is also somewhat rare and hitherto has only been actually met with in the Perak, Pahang, and Selangor rivers and certain of their tributaries, though skulls referred to it have been seen on the shores of the Talé Sap, the great lake in Senggora, on the north-east coast of the peninsula. The gaviel is said to feed entirely on fish and not to attack man. The largest specimen recorded from the Malay Peninsula is about 13 feet in length, but in Borneo and Sumatra much larger ones have been procured. The third species, *Crocodilus porosus*, the estuarine crocodile, is exceedingly abundant in every river and tidal creek throughout the peninsula, but is much commoner on the west than on the east side of the peninsula, which is probably due to the greater prevalence of mangrove on the western side. It attains a very large size, specimens of over 24 feet in length having been captured in the peninsula on more than one occasion, while from other parts of its range individuals of over 30 feet are on record. Though commoner within tidal influence, the crocodile ascends the river for very considerable distances, and is not infrequently found in the deep ponds formed by abandoned mining operations which have no direct connection with any river. It has also been seen 30 miles from land, in the centre of the Straits of Malacca. It is probably the cause of more loss of human life in the peninsula than even the tiger, and large specimens have been known to attack the small Malay dug-outs and seize their occupant. The Government consequently offers a reward for their destruction, and 25 cents per foot is paid for each crocodile brought to the police-station and 10 cents apiece for eggs. Considerable sums are annually disbursed on this account. Many Malays make a regular practice of fishing for crocodiles, the usual bait being a fowl at-

tached to a wooden hook in such a way that when the bait is taken two wooden spikes are driven into the palate and throat of the crocodile. The line for some distance above the hook is made of separate strands of rattan, which cannot be bitten through.

The Malays recognise many rarities, which, however, are based merely on differences in colour, due, as a matter of fact, to age, and not to any specific differences. Very aged speci-



D. MAW.

(A Singapore Shikari.)

the golden eagle and furnished, when adult, with long pointed crests, which can be erected at will.

The honey buzzards are represented by two species very similar in appearance and habit to the British bird, and the peregrine falcon also occurs during the winter months. Finally, the



A CROCODILE.

(Showing eggs in nest.)

mens of a dingy grey or greyish brown, frequently due to a growth of alga on the scales, are occasionally met with. Such specimens are usually regarded as "kramat," or sacred, by the local Malays. They are supposed not to attack human beings, and any interference with them entails misfortune on the rash being who undertakes it.

A "kramat" crocodile frequented Port Weld

in Perak, for many years, and was regularly fed by the inhabitants, and a similar individual was well known at Port Swettenham during the building of the wharfs. The Port Weld one fell a victim to an unsportsmanlike European, who had it called up to be fed and then shot it.

The next order of reptiles, the Chelonia, or turtles and tortoises, is very well represented in the Malay Peninsula and adjacent seas, no less than twenty-three species being recorded from the region. The largest of all existing species of turtles, the luth or leathery turtle (*Dermochelys coriacea*), is occasionally though rarely found in the Straits of Malacca, and a fine specimen captured many years ago in the vicinity of Singapore is in the Raffles Museum of that city. The species attains a total length of 8 or 9 feet and a weight which may approximate to three-quarters of a ton. It produces nothing of commercial value.

Far commoner than the leathery turtle are the green or edible turtle (*Chelone mydas*) and the hawksbill turtle (*Chelone imbricata*). The former is met with in abundance on both coasts of the peninsula, and lays its eggs on the sandy shores of small islands, or occasionally on lonely beaches on the mainland. All these places are well known to the natives, and during the laying season are jealously guarded. In the native States the privilege of collecting the eggs is a prerogative of the ruler of the State and is usually farmed out, considerable sums being paid for the right. The eggs are a favourite delicacy among all classes of natives and command a high price, anything from three-quarters to two cents apiece being paid for them. Though famed as an aldermanic luxury in Great Britain, the turtle is not much eaten in the Straits Settlements.

The flesh of the hawksbill turtle is inedible, nor are its eggs much sought after. It is, however, the principal source of the tortoiseshell of commerce, of which a very large amount passes through Singapore, though not much is collected locally.

Another species, the loggerhead, is also found in the Straits of Malacca. It may be recognised by the very large head and strongly hooked beak, in which respect it resembles the hawksbill. This strongly developed beak is correlative with the habits of the species, which are carnivorous, whereas the edible turtle feeds entirely on seaweed and vegetables. All three varieties attain approximately the same size, which is about 4 feet in length of carapace.

The four species just dealt with are exclusively marine in their habits, but we now come to a group known as the Trionychidae, or soft tortoises, which, though often found in estuarine waters and not infrequently far out to sea, are mainly inhabitants of rivers. The head and limbs are large and powerful, and can be completely retracted within the carapace, which is quite devoid of horny shields and is leathery in texture. They are savage in disposition, and can inflict dangerous bites with their powerful jaws, the peculiar structure of the bones of the neck enabling them to dart out their head with great rapidity. The flesh is much eaten by Chinese and Klings, and specimens are frequently to be seen exposed for sale in the markets of the peninsula. About five species occur locally, which present only technical differences between themselves. The largest specimens attain a size of about 3 feet across the back.

The remaining tortoises of the peninsula, fourteen in number, are comprised in a group known as the Testudinidae, or land tortoises, though as a matter of fact some of them are almost as fluviatile in their habits as the soft tortoises. All have a hard and bony carapace, into which the head and limbs can be completely retracted, while in some species the lower portion of the carapace is hinged, so that when alarmed the animal is completely en-

closed and quite impervious to attack. These species are known as box-tortoises (*Cyclenmys*), and are by no means uncommon in marshy situations.

Three species of large tortoises, which attain a length of 20 inches and more, are confounded

take part. The eggs are elongated and have a hard shell, and are not round and leathery like those of the edible turtle.

Over seventy-five species of lizards are known to the systematist as denizens of the Straits Settlements, but most of these are rare



A STUDY.



THE FAVOURITE PERCH.



WAITING FOR THE MID-DAY MEAL.



THE FAVOURITE POSITION (ON ONE LEG).

THE ADJUTANT OR MARABOUT STORK—"BURONG BABI" (PIG BIRD)
OF THE MALAYS.

(*Leptoptilus javanicus*.)

by the Malays under the name *tuntong*. In most of the native States, Perak especially, these tortoises are regarded as royal game, and their capture is prohibited under penalty of a heavy fine. The *tuntong* lays its eggs in sandbanks by the side of the larger rivers, and hunting for these eggs is the occasion for water picnics, in which the ladies of the Court

and local or present only minute differences among themselves. Several varieties of geckoes are common in houses, but some of these have been introduced from other parts of the world, and are not really indigenous to the peninsula. In the northern parts of the peninsula and in Singapore, where it has been brought from Bangkok, a very large species,

grey with small red spots and nearly a foot in length, is sometimes to be found. It is known as the *tokay*, from its note, and according to natives its presence in a house indicates great good fortune to the occupants. A somewhat similar species, but of duller colouration, is fairly common in deep jungle, living in hollow bamboos, but owing to its habits is rarely met with, though its note is often heard. Mention should also be made of the flying gecko, which is characterised by having a large but variable number of flaps of skin along each side of the tail, and by having the skin of the sides of the body flattened and extensible so that the animal can parachute through the air and even rise slightly at the end of its course, though flight in the strict sense of the word is

and shutting the mouth when irritated or alarmed. The common species in the Straits is in large specimens about eighteen inches long, of which the long and slender tail accounts for considerably more than half, and in colour is a light emerald green, which changes to almost black when the animal is irritated or alarmed.

The largest lizards in the Malay Peninsula belong to the genus *Varanus*, and are called monitor lizards by the Europeans and *biawak* by the Malays. Two species are common, of which the largest may attain a length of over seven feet, such specimens being often mistaken for small crocodiles by inexperienced persons. One species is largely fluviatile in its habits, but the other is common round towns

length of head and body, and has a total length of about fifteen inches. It is called by the Malays *ular bengkarong*, or the lizard-like snake, in allusion to its appearance, and inhabits fields of long and coarse grass (*lalang*), over the tops of which its attenuated body enables it to travel.

The fourth and most important division of the Reptilia is the Ophidia, or Snakes. Though the ordinary observer is not likely to come across even a tithe of the number, over a hundred and thirty varieties are known to naturalists as occurring within the limits of the Malay Peninsula. Only a very small proportion of these, however, are poisonous or in any way harmful.

The first group that merits attention is that known as Typhlopidae, or burrowing snakes. These snakes, which are almost entirely subterranean in their habits, are all of small size, rarely exceeding a foot in length. They are practically devoid of eyes, and their scales, which are small, smooth, and shining, are of the same character all round the body, the ventral ones not differing from the others as is the case with most snakes. The tail is very short and blunt, so much so that one of the Malay names for the species of the group is "the snake with two heads." Unless carefully sought for by digging or turning over loose rubbish these snakes are practically never seen, but very occasionally, when very heavy rain in the afternoon is followed by hot sun, they may emerge. They are absolutely harmless, though some Malays and most Javanese consider them as poisonous in the extreme.

The next family is the Boidae, or Pythons, very frequently, but incorrectly, called boa-constrictors by Europeans. Three species are entered in the peninsular lists, but one, an Indian form, is of somewhat doubtful occurrence as a truly indigenous animal, while a second is of extreme rarity. The best known one, *Python reticulatus*, or *ular sawa* (rice swamp snake), is very common, and commits depredations among the poultry and goats of the natives. It is one of the very largest of existing snakes, and there is good evidence that individuals may attain a length of over thirty feet, while specimens of over twenty-four feet are quite common. The python is the centre of many Malay folk-tales, and its gall-bladder is of very high value for medical and magical purposes, while its flesh is also eaten by Chinese from certain provinces. The python is not a poisonous snake. It kills its prey by constriction, but it possesses such formidable and recurved teeth that it can inflict most dangerous and even fatal bites.

Two families, the Ilysiidae and Xenopeltidae, need only be mentioned. The former, represented by two species, are burrowing snakes, similar in habits to the Typhlopidae, while the latter is a carnivorous species feeding on other snakes and small mammals. Both families are very rare in the peninsula. They are not poisonous.

We now come to the family Colubridae, which comprises the vast majority of the snakes found in the Malay Peninsula. This group has been divided by certain peculiarities in the dentitions into the following sections:—

Aglypha.—All the teeth solid. Harmless.
Opisthoglypha.—One or more of the teeth in the back of the upper jaw grooved. Suspected or slightly poisonous.

Proteroglypha.—Front teeth in upper jaw grooved or perforated. Poisonous.

The first section, the *Aglypha*, contains a considerable majority of the total number of snakes inhabiting the Malay Peninsula, but only two or three demand special notice.

Acrochordus javanicus is a very curious form which inhabits fresh water and lives chiefly on fish. In colour it is reddish brown mottled with black; its total length in full-grown specimens is about five feet, and its skin, which



THE KAMBING GRUN OR MALAYAN GOAT ANTELOPE.

impossible. Several species of flying Draco are also found in the jungles of the peninsula, while one is also very common in orchards, frequenting chiefly the trunks of the coco and betel-nut palms. In this reptile the ribs are extended to support a lateral membrane which serves as a support when gliding through the air, though, like the flying gecko, no flight in an upward direction can take place. The colour of these flying lizards is generally of a mottled grey and brown, but the throat is in most species ornamented by a scaled appendage, which is brightly coloured, yellow, blue, scarlet, or maroon, varying with the species and sex. Other common lizards belonging to the same group as the flying lizards, but without their power of flight, are several species of Calotes, incorrectly called chameleons by Europeans, from their powers of colour change, but known to the Malays as *sumpa sumpa*, or cursers, from their habit of frequently opening

and villages, and is a very foul feeder, living on carrion, garbage, and offal of all descriptions.

A very large proportion of the peninsular lizards are included in the family of Scincidae or Skinks, or *bengkarong* in Malay. These are small and inconspicuous in their habits, being usually found among dry leaves, &c., in jungle, though some are fond of basking in the sun in hot and open situations, and one species, the largest of the genus, is frequently met with in houses. The species vary much in appearance, and particularly in the size of their limbs, which are frequently rudimentary, or in some cases absent, so that the animal has a superficial resemblance to a slow-worm or a snake.

The only representative of the family to which the common English lizard belongs is a species hitherto found only in the northern parts of the peninsula. This species (*Tachydromus sexlineatus*) is characterised by a very long and slender tail three or four times the

is uniform round the body, is granulated like shagreened leather. The Malays call it *ular belatei gajah* from a fancied resemblance to an elephant's trunk. The snake is very thick for its length, and its stumpy tail and flattened triangular-shaped head give it the superficial appearance of a viper, so that most persons consider it very poisonous, though as a matter of fact it is perfectly harmless.

Another very interesting species belonging to this section is *Coluber taniurus* var. *Ridleyi*. Though very widely distributed throughout Asia, the form inhabiting the Malay Peninsula, which is slightly paler and less mottled than specimens from other countries, is practically never found outside the large limestone caves which are very numerous throughout the Federated Malay States, and also in Kedah and Patani. Inside these caves, however, one may be certain to find two or three specimens a house. They live exclusively on bats, and attain in large specimens a length of over seven feet. Malays call them *ular bulan*, or moon-snakes, and the Chinese venerate them as

being pieces of sugar-cane peeled and stuck on skewers. This snake, though not poisonous, is very vicious. It feeds on other snakes, small birds and their eggs, and slugs.

The third section, *Proteroglyphia*, all very poisonous snakes, is represented by over thirty species in the Malay Peninsula and adjacent seas. Of these, however, about twenty-five are sea-snakes, which may be distinguished from the innocuous water-snakes by possessing a tail flattened like an oar. As a rule these snakes never leave salt water and are quite helpless on land. One species, however, inhabits a fresh-water lake in the Philippines, and another has been found in jungle in Sumatra some miles from the sea. The bite of all without exception is most dangerous and very generally fatal. Their virulence seems to vary with the season of the year, and a bite at the commencement of the north-east monsoon (November) is considered much more serious than one at any other season. Though quite common in the Straits of Malacca these sea-snakes are much more abundant on the east coast of the peninsula, where they annually cause a certain loss of life amongst the fishermen, whose familiarity with them causes them to treat them with carelessness. The poison appears to act somewhat slowly, and cases that ultimately terminate fatally often survive for three days or more.

We now come to a small group of snakes that comprises the most poisonous Asiatic species, whose bite is almost invariably fatal within a few hours of its infliction. Chief amongst these, and the largest of all poisonous snakes, attaining in well authenticated instances a length of over fourteen feet, is the king cobra, or Hamadryad, which is by no means uncommon in the Malay Peninsula. This species is reputed to be of the most ferocious disposition, so much so that it is stated to attack human beings unprovoked, though except in the breeding season or in the vicinity of its eggs it is somewhat doubtful if this is really the case. Old specimens are dull yellowish brown on the anterior two-thirds of the body, with the posterior third chequered with black. The under surface is much lighter, sometimes with a yellow throat, and the skin of the neck is dilated and can be erected into a hood when the snake is irritated. The principal food of the Hamadryad is snakes, including cobras and other poisonous species, to whose venom it is probably immune.

Even commoner than the Hamadryad is the cobra, which is almost as poisonous, though very much smaller, rarely exceeding a length of 6 feet. Malay specimens, as a rule, lack the spectacle mark on the hood which is generally seen on Indian ones, and are generally much darker, almost black, in colour. Occasionally a brilliant turmeric yellow variety is met with and in certain districts in the northern parts of the peninsula this is the dominant form. The cobra affects all types of country except the higher mountains and the mangrove swamps, but is perhaps commoner in the neighbourhood of towns and villages than in true jungle. Curiously enough, on certain small rocky islands in the north of the Straits of Malacca it is so abundant that the greatest care has to be exercised in traversing them, but, speaking generally, the death of a human being from snake-bite (other than from that of marine snakes) is of very rare occurrence in the Straits Settlements and Federated Malay States, though in the States under Siamese influence such fatalities are more frequent. Even after allowing for the far less dense population, the mortality from this cause is quite insignificant when compared with that attributed to snake-bites in British India.

Three species of "krait" are on record from the Malay Peninsula, but only one, the *banded krait*, is at all common. The bite of these snakes is almost as dangerous as that of the

cobra, though slower in its effect. The common species, *Bungarus fasciatus*, has a strong superficial resemblance to a harmless species of *Dipsadomorphus*.

Of the two remaining genera of Proteroglyphous snakes, represented in the peninsula by four species, the only form worthy of note is *Doliophis bivirgatus*, known to the Malays as the *ular sendok mati hari*, or sunbeam snake, one of the most beautiful of its order. Its head and tail above and below are bright coral red, the under surface is the same colour, and the upper surface Oxford blue, separated from the red of the lower parts by a narrow lateral line of pale blue. Nothing is on record with regard to the effect of its poison on human beings, but Malays regard it as one of the most poisonous of all snakes. Its bite proves very quickly fatal to small birds and mammals, and it is a significant fact that the poison glands are relatively larger in this snake than in any other species, actually displacing the heart from its normal position.



MALAY TAPIRS.

tutelary deities of the caves they inhabit, and will on no account interfere with them.

The section of possibly poisonous snakes comprises about twenty-five species in the Malay Peninsula, which, so far as local experience goes, are quite innocuous to human beings, though possibly their bite has a slight paralysing effect on small mammals. About half of them are water-snakes, living in fresh and brackish water and only occasionally found on dry land, while the remainder are arboreal forms, often of very brilliant colouration.

Of these may be mentioned *Dryophis prasimus*, the green whip snake, of very slender form, about five feet long and of a brilliant emerald green with a vivid yellow down each side. In some individuals the edges of the scales in the region of the neck are silvery turquoise blue. This snake is common everywhere, except in old and lofty jungle. It is usually found in small bushes, with which its colouring harmonises so well as to make it very difficult of detection.

Another common but much larger snake of the same group is *Dipsadomorphus dendrophilus*, which is also of very handsome colouration. The body colour is a deep glossy black with a slight bluish cast and with regular vertical bars of brilliant chrome yellow. The Malay name for the snake is *ular katam tebu*, *kalam tebu*



CAPTURING THE TAPIR.

The Amblycephalidae are a small family of medium-sized snakes, represented in the peninsula by five species, all of considerable rarity and of no general interest. They are nocturnal in their habits, and feed on small mammals, frogs, lizards, &c.

The last family of snakes to be dealt with here are the Vipers, of which only one section, the pit-viper, is met with in the Malay Peninsula. All are exceedingly poisonous snakes, but the physiological action of their poison is quite different from that of the cobras and their allies. Their bite is not invariably fatal, but even if the sufferer escapes death, serious constitutional disturbances are set up that may last for some months. The pit-vipers may be recognised by their flat triangular head and sharply constricted neck and by possessing a deep pit between the nostril and the eye. Six species belonging to two genera occur in the peninsula and are widely spread throughout the region. The genus *Ancistrodon*, which has hitherto only been found in the north of the peninsula, though its representative species, *Ancistrodon rhodostoma*, is common in Siam and Java, can be distinguished from the other genus, *Lachesis*, by having the head covered with large symmetrical shields instead of small scales. It is a heavily built and sluggish snake of mottled greyish brown colouration, and is

found usually among dead leaves in undergrowth. Together with several allied species, it is called by Malays the *ular kapak daun*, or leaf axe snake, the word "axe" referring to the shape of the head.

The species of the genus *Lachesis* are also thick-set snakes, usually with a considerable amount of green in the colouration, often varied with red, purple, yellow, and black.

Lachesis sumatranus and *L. gramoneus* are almost uniform green, usually with red tips to the tail, which is prehensile. They are arboreal in their habits, and are not common except at considerable altitudes. *Lachesis wagteri* frequents the mangrove swamps, where it is much dreaded by Chinese woodcutters. It is green in colour, mottled, and starred with yellow and black, but no two specimens are alike in arrangement of pattern. The other two species are rare and only occasionally met with.

Mr. H. C. Robinson is the Inspector of Fisheries for the Federated Malay States. He was born in 1874, and was educated at Marlborough. In 1902 he was appointed Curator of the Museum at Kuala Lumpur, and in 1906 he took up also the Federal appointment mentioned above.

Mr. F. J. V. Guy.—One of the most

enthusiastic collectors of wild animals, reptiles, birds, &c., in the Federated Malay States is Mr. Frederick J. V. Guy, manager of the



THE WILD PIG OF MALAYA.

Federal Dispensary, Ltd., Kuala Lumpur. He has been a resident of Selangor for several years, and has made many excursions

into the jungle, both in that State and in Pinang, for collecting purposes, with the result that at his residence in Kuala Lumpur there is to be seen probably the best collection of Malayan animals in the Federated Malay States. At the time of our representative's visit Mr. Guy had in captivity two splendid specimens of the Malay tapir, a large animal of a type somewhat between a pig and a rhinoceros. This animal is rarely taken alive; indeed, it is seldom seen alive, even by hunters, owing to the extreme shyness of its nature and to the fact that its habitat is in the most impenetrable parts of the jungle. It is mostly found in swampy districts, and can swim long distances under water. Besides panthers, bears, and other animals, Mr. Guy has also a fine collection of monkeys, and it is his ambition to secure specimens of every kind of this animal to be found in Malaya. He is a warm supporter of the measures being taken by the Government to protect big game, with the exception of tigers and such other animals as are dangerous to human life. There are, he says, still a few elephants to be found in Selangor, many in Perak, and large herds in Pahang, especially in the south-eastern part of the State, to which very few hunters penetrate.





INFORMATION FOR TOURISTS

SINGAPORE.



THE visitor to Singapore will find no lack of objects of interest and beauty. One of the first sights that tourists generally make a point of viewing is the Botanical Gardens—among the loveliest institutions of the kind in the East. Having landed from his steamer, all that the tourist has to do is to call one of the many gharries (little pony carriages) or rickshas which ply for hire in the streets, and, giving the word, he will find himself being carried through some of the finest thoroughfares in the city until he reaches the Tanglin suburb, with its broad roads and noble trees. In the Gardens themselves the scene presented is one of surpassing beauty. The grounds are well and tastefully laid out—in one aspect suggesting the lines of an ancestral English park, and in another conveying an idea of the savagery of the jungle.

Another very beautiful spot which should certainly be visited is the Thompson Road reservoir, where a fine stretch of water is seen amid thickly wooded slopes. This is about four miles out of town. Again, there is the Gap—a delightful drive along a ridge of hills overlooking the sea that occupies about two hours.

As for other drives of interest, one can hardly go wrong in taking a hackney carriage for a couple of hours—it only costs the equivalent of 3s.—and leaving it to the sweet will of the driver to carry you whither he lists; for the roads of Singapore, whether along the seafreeze or running into the interior of the island, are so good, level, and beautiful as regards their arboreal dressing, that it does not matter very much in what direction one turns.

As the hotels of a strange place are generally among the first things to be considered by a visitor, it may not be out of place here to refer to some of them. Premier among these institutions is the Raffles Hotel—a striking edifice facing the sea—noted all over the East for the excellence of its accommodation and cuisine. Two other leading hotels are the recently erected and imposing-looking Grand Hotel de l'Europe on the Esplanade and the Adelphi Hotel close by. Of others, there may be mentioned the Caledonian Hotel, Hotel de la Paix, and the Hotel van Wyk, as well as the Sea View Hotel and the Grove Hotel, situated

in a beautiful palm-tree plantation on the beach at Katong.

In the city proper the visitor will find innumerable sights and scenes to attract his attention and retain his interest—the street life alone possessing a wonderful variety of colour and picturesqueness. The hub of the town in a commercial sense is Raffles Place, sometimes called Commercial Square. This has been the business centre of the colony ever since it was founded. Here at one time were situated all the big shipping and trading houses, banks, and stores. Nowadays it cannot suffice to accommodate more than a mere fraction of these establishments, and they have consequently spread to the neighbouring streets and to Collyer Quay, which is now almost wholly occupied by the shipping firms. The Square itself still remains the great shopping rendezvous for the European section of the community, and is a very busy place from nine o'clock in the morning till five o'clock in the afternoon, after which hour, however, it is almost as deserted as the Sahara. In the daytime, the never-ceasing stream of traffic—carriages, gharries, rickshas, and foot passengers, with their wealth of colour, quaintness, and movement—makes a wonderfully interesting kaleidoscopic procession. High Street, which is only a few minutes distant, is the home of native jewellers and silk-sellers, and should not be missed by the tourist in search of curios. Crossing High Street at right angles is North Bridge Road, which with its continuation, South Bridge Road, forms the longest thoroughfare in town and the main artery for traffic. Along its entire length, this street is lined with Chinese shops of all conceivable kinds—silversmiths', ivory workers', rice shops, pork shops, eating houses, hotels, and what not—whilst the side streets leading from it are simply thronged with stalls on which a medley of foodstuffs and pedlars' wares are exhibited. In North Bridge Road is situated a Malay theatre where plays, ranging from "Ali Baba" to "Romeo and Juliet," with musical interludes, are nightly presented before crowded houses. This is a favourite place for Europeans to visit who want to see and hear something out of the common. The plays are presented in Singapore Malay, and, even though the visitor may not understand the dialect, he will have no difficulty in following the action of the pieces. There is also a Chinese theatre near at hand, where a seemingly interminable play goes on all night, and where it is amusing to observe the cool way in which the spectators will sometimes stroll across the stage right among the actors, to find

some more convenient point of view or to exchange greetings with a friend.

In South Bridge Road and in Orchard Road, also, there are two Indian temples which are always open to inspection by the visitor. Small Chinese temples and joss-houses abound all over the neighbourhood, and the tourist will find a half-hour visit to any of these places interesting and instructive by reason of the many strange rites and sacrificial customs to be observed among the habitués. In the Chinese joss-houses one of the things that strike the European visitor as most curious is the way in which edible offerings are made to the "joss." A Chinese lady, resplendent in silks and jewellery, will come along, perhaps accompanied by her young sons and attended by a coolie bearing a huge basket replete with all sorts of delicacies, prominent among which are roasted ducks and coloured Chinese cakes. After the necessary formalities have been gone through, the edibles are duly placed out in festal array in front of the particular "joss" whom it is sought to propitiate. Then the worshipper burns some joss-sticks and coloured papers, after which the coolie sweeps all the good things back into the basket and the party go off rejoicing to feast upon them at home.

While entering the harbour, the visitor will doubtless have been struck by the numbers of small islands which lie around Singapore. Some of these are British, others are Dutch. For the most part they are uninhabited except for an occasional fisherman, but they are favourite places of resort for local hunters, who find there abundance of wild pig, pigeon, and quail; while the creeks are generally capable of affording sport to the "shikari" in quest of a crocodile. Should it happen that the steamer enter the harbour from the western end, the visitor will pass through a narrow channel between the island of Singapore and that of Pulo Brani, on which are situated the largest tin-smelting works in the world. On the Singapore side of this channel is the commencement of the Tanjong Pagar Docks, the recent expropriation of which by the Government created quite a stir in shipping and commercial circles.

The tourist should make it part of his programme to pay a visit to Johore, the capital of an independent native State of the same name on the mainland opposite the island of Singapore. Here are situated the headquarters of the State Government and the Sultan's Palace, or Istana, as it is called—a luxuriously fitted residence, full of rich and valuable furniture, paintings, and furnishings, not the least valuable of which is the famous Ellen-

borough plate, acquired in England by the late Sultan. The main objects of attraction in Johore, otherwise, are the gambling-shops, which are daily and nightly crowded with Chinese—both men and women—engaged in play at the favourite games of "fan tan" or "po." These shops are licensed by the Government, to whom they are sources of enormous revenues. In Singapore no gambling is allowed—indeed, the anti-gambling laws are very strict—so that Johore is the rendezvous for all the "inveterates" from the neighbouring British settlement, with which it is connected by a railway and steamboat service, the whole journey between the two towns occupying a little over one hour.

There is another famous trip which can be made by those whose leisure will allow them to take advantage of it, namely, the trip to Java. There is an excellent service of steamers running from Singapore down to these Dutch territories, whose mountains and highlands are celebrated health-giving resorts. This trip occupies three or four days each way, and a round journey which takes about a fortnight to accomplish is arranged specially for tourists who desire on their itinerary to view the beauties and enjoy the salubrious breezes of this wonderful island, which has been aptly termed "the garden of the world."

From Singapore there is also a frequent service of luxuriously appointed coasting steamers running to Pinang and calling on the way at Malacca, Port Swettenham, and other ports on the west coast of the Malay Peninsula.

PINANG.

To visitors who are merely calling at Pinang for a few hours, the Waterfall Gardens form the principal attraction. They are situated 4½ miles from the centre of the town, and the drive to them along fine broad roads, shaded for their entire distance by high trees on either side, is one of the most beautiful in Malaya. Nestling under the hills, the gardens cover gently undulating ground, and contain a wealth of tropical trees, plants, and flowers. In one corner the water from the hill-top comes splashing down from a height of 1,000 feet over rocks and boulders, and is caught at the foot in a reservoir for the use of the public of Pinang. The gardens are easily reached either by ricksha or gharry, the fares being about 40 cents and 60 cents respectively.

From the Waterfall the ascent of the Pinang Hills is made in chairs carried by six Indian coolies, and the charge for this mode of conveyance is 46 cents for each coolie. The hills vary in height from 1,500 to 2,700 feet, and form the sanatorium of the Straits Settlements. On the highest elevations are a good hotel and several Government bungalows, and the climate there is much cooler than on the plains, the shade temperature varying from 80 to 60 degrees. There are numerous pretty walks on the plateau, and roses, orchids, and other flowers grow in pleasing profusion. A splendid view of the town and harbour, Province Wellesley, and Kedah can be obtained from the hill-top, and in very clear weather the Taiping Hills can be distinguished in the distance.

Ayer Etam Chinese temple and Tanjong Bungah (Flowery Point) are also well worth visiting. The former is reached by an electric tramway, which starts from the jetty, and for part of the distance travels through the middle of coconut plantations. The building itself is in the peculiar Chinese style of architecture. It stands on the hill-side, and rises tier above tier, so that a fine kaleidoscopic view of the surrounding landscape can be obtained from the top. The monks are exceedingly courteous, and are always willing to show visitors the many interesting features which the temple contains.

Tanjong Bungah, a lovely bay six miles from the town, is approached by a winding road which runs through Malay villages and coconut plantations, and skirts the sea for the greater part of the way; indeed, when the tide is abnormally high, the sea covers the road for some distance.

In the town itself there are not many notable works of architecture. Perhaps the most interesting is the old fort, now used as the police and volunteer headquarters. It faces the harbour, and in the old days completely commanded the port. Surrounding it is a moat fed from the sea and well stocked with large fish.

Pinang is the best centre from which to tour the Federated Malay States. The Federal railway terminates at Prye, on the mainland immediately opposite Pinang, with which it is connected by a frequent ferry service across the channel.

MALACCA.

There are many to whom the old-world town of Malacca—steeped in historic associations, quaint in its straggling thoroughfares, soothing in its quiet, and beautiful in its blending of broken sky-line, sweeping foreshore, and intervening wealth of verdure—will appeal more strongly than any other town in the peninsula. It is a far cry to the days, referred to in Malay annals, when Malacca was founded by a forlorn few who escaped from Singapura after the betrayal of the Lion City; and, from that time on, little is known until their descendants were driven out by Albuquerque in 1511, except that Malacca had grown in the meantime to be famous as a harbour "possessing the most valuable merchandise, and most numerous and extensive traffic that is known in all the world." For 130 years the Portuguese remained in occupation; the Dutch succeeded them in 1641; the British held sway in 1795; the Dutch regained possession in 1818 under the Treaty of Vienna, and exchanged it for Bencoolen, with the British in 1824. These are the leading dates in the warp; for others, and for the woof of strange incidents which went to make up the tangled web of the history of the settlement, there are records teeming with interest and replete with stirring tales of the days when the life of the voyageur was one long adventure. Gradually the glory of Malacca departed, and though of late years, under British occupation, there has been a great revival of prosperity, Malacca still wears the aspect of a city of the past.

Malacca is reached by sea from Singapore or from one or other of the coastal ports in the peninsula, and by rail from Kuala Lumpur. The visitor has choice of two rest-houses—one near the station, the other overlooking the bay. He will in all probability amuse himself in the first instance by a stroll to the top of St. Paul's Hill, whereon stand the walls of the old Portuguese church. "Here," a brass tablet informs the curious, "lay the body of St. Francis Xavier, S.J., Apostle of the Far East, before its translation to Goa, A.D. 1553." Small windows give peeps of exquisite scenery; but the tower of the lighthouse, which is built on to the church, commands a far more extensive prospect. Mount Ophir, standing boldly from a blue line of lesser heights, bounds the view eastwards, while along the coast Cape Rachado, in one direction, and the Tohor headland in the other, may be seen. Another link with the Portuguese occupation is a venerable gateway, "the only remaining part," so runs a mural tablet, "of the ancient fortress of Malacca, built by Alfonso d'Albuquerque, and by him named 'Famosa,' 1511; near this fortress stood the bastion of Santiago."

The old Dutch Stad House, near the landing-place, is an example of the solidity of the

Hollanders' masonry; it still serves its purpose as Government offices. Many other houses in the town, if not actually Dutch, at least show abundant evidences of Dutch influence in their construction.

In the bay and on the river picturesque craft ply, or idly sport with the sluggish tide; and the scene from the bridge, with the graceful towers of St. Francis Xavier's Church smiling in the background, red-roofed houses, straggling foliage, and playful sun-lit ripples, constitute a picture which rejoices the soul of an artist.

There are altogether nine rest-houses in the settlements, and at Ayer Panas a bath-house is provided for the use of persons visiting the hot springs, so that the traveller need have no fear that he will lack material comfort.

The baskets made by the natives of Malacca are much prized on account of their artistic design and delicate workmanship. The lace, made under the auspices of the Government, is also much sought after.

FEDERATED MALAY STATES.

Although they do not offer such attractions to the visitor as are to be found in older countries, where buildings of great antiquity and historic interest claim attention, the Federated Malay States have much to commend them to the tourist to whom each new scene is full of matter for profound study. If he loves Nature he may come face to face with her in all her moods; she will appeal to him by her grandeur in the hills, her quiescence in the jungle solitudes, her mystery as she shows him of her secrets in tortuous caves. If his fellow men be his study, he may find races of people about whom much yet remains to be known—the Sakais and Samangs, the aborigines of the country; or the Malays, Nature's gentlemen, whose contentment the Western mind is apt to construe as indolence. The fauna of the peninsula and the bird-life which teems in the woodland depths will delight him if he is a naturalist; whilst if he is a botanist he will find, incredible as it may sound, that the flora of Malaya is more extensive even than that of India. The sportsman may still find seladang, elephant, tiger, rhinoceros, tapir, pig, and deer, and snipe and crocodile shooting in abundance.

There are speedy and comfortable means of reaching the chief centres of interest by rail, by motor-bus, and along the coast, by steamer. Roads link up the more important out-stations with the trunk systems, keeping pace with the development of the country. A reference to the maps issued by the authorities will show at a glance the main routes. Leaving Pinang, a steam ferry brings the traveller to Prye, the northern terminus of the Federated Malay States railway system, and he may book through to Malacca. Before long it will be possible to book even to Singapore, as the line through Johore is nearing completion, and will be connected by ferry with the island railway. Branch lines run from Taiping to Port Weld, from Tapah Road to Teluk Anson, from Kuala Lumpur to Port Swettenham, and from Seremban to Port Dickson, thereby establishing connection with the steamers calling at these ports. By a service of motor-buses and cars the tourist can travel from Temoh to Chandleriang, from Tapah Road to Tapah Town, from Kuala Lumpur to Ampang, from Klang Riverside to Kuala Selangor, and from Kuala Kubu to Raub, Kuala Lipis, and Bentong, in Pahang. With his own motor-car he will find that a large extent of country is accessible, the roads through which are good and well graded.

At the moment of writing it cannot be said that the available accommodation is all that could be wished, but it must not be forgotten

that the country is new, and that in all probability two or three years will see a great improvement. Several new hotels are projected, and when these are built they will place the Federated Malay States on an equality with other Eastern countries in this direction. Meanwhile the tourist must content himself with the existing more or less indifferent hotels, and with the Government rest-houses, which, unpretentious though they may be, make him welcome and moderately comfortable.

He is far better provided for in the matter of sanitarium. On the Larut hills, at altitudes varying from 2,000 to close upon 5,000 feet, are situated Government and other bungalows, open, subject to certain formal conditions, to the public. The temperature is from ten to twenty degrees lower than that of the plains, and the air in consequence is healthful and invigorating. The elevation has its influence on the flora, too, for roses, violets, and other flowers, besides many varieties of vegetables, grow in profusion.

Whether in the plains or on the heights the traveller may obtain glimpses of landscape which will well repay him for his sojourn by the way; hill, valley, and mountain stream, sunshine, mist, and rain—these he may see in endless combination, boldly coloured with pigments from Nature's magic palette. Even as he journeys in the railway he might feast his eyes on beautiful scenery; and of many lovely spots which might be mentioned, Taiping, the capital of Perak, with its splendid museum, and Kuala Kangsa, with its magnificent gardens and its Sultan's Istana, are pre-eminent. Proceeding southwards, the traveller

will find his attention arrested by the comparative bustle and modernity of Ipoh, the centre of the tin-mining industry. Practically every system of mining is in operation here, from the primitive methods employed by a handful of Chinamen to the labour-saving hydraulic system. From Temoh he may journey by motor-bus to Chanderiang, near which is the famous Kinjang waterfall, the venue of innumerable picnic parties. The water falls a distance of 800 feet, and the cascade is the finest in the States. At Tanjong Malim he enters Selangor, and may then consider whether he will alight at Kuala Kubu and proceed by motor-bus to Pahang or continue his journey to the capital of the Federation. If he is wise he will leave Pahang until he has seen something of Selangor. Kuala Lumpur will astonish him by the magnificence of the Government buildings, a pile indicative of the wealth of the Federated Malay States and of the aspirations of those who administer the country. The town is built upon and around a cluster of small hills, the only portions which can be called level being the Chinese quarter and the padang in front of the Government buildings. The beauty of the town is enhanced by the public gardens, which surround an artificial lake and contain an ever-increasing collection of botanic specimens. Not far from the capital are the Batu Caves, reached by a short line; and within easy access are the hot sulphur springs at Dusun Tua. The line to Klang runs through vast acreages of rubber country, with the industry in all its stages. On returning to the capital the traveller has again two courses open to him. He may

retrace his journey to Kuala Kubu and from there visit Raub, Tras, Bentong, and Kuala Lipis, returning by the same route to Kuala Lumpur, or he may first visit other places of interest in Selangor, Negri Sembilan, and Malacca, and then, returning to Kuala Kubu, go through the Pahang towns already mentioned, down the river by boat to Pekan, from there to Kuantan, and thence by boat to Singapore. Full inquiries should, however, be made in case this latter route is decided on, for the journey occupies some time, and it is necessary to take into consideration the fact that at certain seasons of the year the coast service is, to put it mildly, erratic. It is in the State of Pahang that the sportsman's happy hunting grounds are located; he may here win the blue ribbon of big-game hunting, and secure for trophy the greatly prized head of a seladang.

It is difficult to say much that can really be of use to the tourist in regard to a young country in which mutation is visible, as it were, to the naked eye. Many things he can only find out for himself by inquiry on the spot. But, speaking generally, the country is worthy his attention quite apart from its commercial aspect; it is for the most part easy of access, and it possesses a climate which can compare favourably with any to be found in the torrid zone. And by the time he has made up his mind to settle permanently in the Federated Malay States the visitor will have come to know that there is inherent in the European community a spirit of hospitality and good fellowship—the camaraderie of exile—which ameliorates not a little the severance of home ties.

THE VALUE OF ENGLISH AND FOREIGN MONEY.

The following table shows the approximate value of English and foreign coins in Straits money:—

Country.	Coin.	\$ c.	Country.	Coin.	\$ c.
Great Britain	Sovereign	8 50	France	5-Franc Piece	1 65
"	Half-sovereign	4 25	"	Franc	33
"	Crown	2 13	Germany	20-Mark Piece	8 10
"	Half-crown	1 6	"	Mark	41
"	Florin	85	Greece	20-Drachmas Piece	5 91
"	Shilling	42	Holland and Dutch East Indies	Florin or Guilder	68
"	Sixpence	21	Italy	20-Lyre Piece	6 60
Austria and Hungary	Florin or Gulden	68	Portugal	Coroa or Crown of 10,000 Reis	18 50
Belgium	20-franc Piece	6 60	"	Milreis (1,000 Reis)	1 85
"	Franc	33	Russia	Imperial	13 66
Brazil	10-Milreis Piece	9 33	"	Rouble	1 20
"	Milreis	93	Spain	Pistol	7 70
Denmark	20-Crown Piece	9 30	"	Doubloon of \$5 nominal	8 60
"	Crown	46	"	\$16	26 30
East Indies	Mohur of Rs. 15	10 80	Turkey	Medjidie of 100 Piastres	7 6
"	Rupiee	68	"	Piastre	6
Egypt	50-Piastre Piece	4 26	United States	Eagle of \$10	17 22
"	Piastre	8	"	Dollar	1 72
France	Napoleon of 20 Francs	6 60			

HACKNEY CARRIAGE FARES.

The following are the fares for hackney carriages, both by time and by distance, in Singapore. The fares in other populous centres of British Malaya are much the same. Fares are payable according to distance, unless at the commencement of hiring the hirer expresses his intention of paying by time.

FARES BY DISTANCE:	1 or 2 Persons.		3 or 4 Persons.		BY TIME:	1st Class.		2nd Class.	
	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.	\$ c.
For every half-mile or part thereof	0	10	0	15	For one hour	0	40	0	20
					For every additional quarter of an hour	0	10	0	5
FARES BY TIME:					DETENTION:				
For every hour or part thereof	0	60	0	75	The hirer is entitled to detain the jinriksha for ten minutes for stopping at any place, but for every hour or part of an hour during which any jinriksha may be so detained beyond the first ten minutes an additional sum is chargeable, viz.				
For half a day, or five hours	1	50	2	20					
For a whole day, consisting of nine hours	2	50	3	0	No puller is entitled to claim as payment for any distance drawn or any time during which he may be detained in one day more than	0	10	0	5
For every hour or part of an hour after the fifth or ninth hour	0	30	0	40		1	50	0	80
JINRIKSHA FARES.									
(Within Municipal Limits.)									
BY DISTANCE:									
For any half-mile or fraction of half-mile	0	5	0	3					

GLOSSARY.

Appended is a list of native words and phrases which are in common use in the Straits Settlements, where nearly all linguistic intercourse with the coloured population is carried on in Malay :—

	Malay.	Pronounced.		Malay.	Pronounced.
Yes ...	Ya ...	Yar	Guilder ...	Rupiah Java ...	Rupiah Jahwah
No ...	Tida' ...	Teeda	Half cent ...	Dua duit ...	Dooah dweet
Not ...	Ta' ...	Ta	Interest ...	Bunga Wang	Boong-ah wahang
This, these...	Ini ...	i as in pin	Money ...	Wang ...	Wahng
That, those	Itu ...	ltoo	Petty cash or disburse-	Duit blanja ...	Dweet blan-jah
Here ...	Sini ...	i as in pin	ment money ...	Satu duit ...	Sahtoo dweet
There ...	Situ ...	Situ	Quarter cent ...	Rupiah Benggala ...	Roopeah Bengahlah
How much ...	Brapa ...	Brahpa	Rupee ...	Shilling sa' puloh sen	Shilling sa-pooloh sen
How many ...	Brapa banya ...	Brahpa banya	Ten cent (silver piece) ...	Tiga duit ...	Teegah dweet
Are there	Ada ...	Adder	Twenty-cent (silver piece)	Shilling dua puloh sen	Shilling dooah pooloh sen
Is there			Sunday ...	Hari Minggu...	Hahry Ming-go
Have you			Monday ...	Hari Satu ...	Hahry Sahtoo
Give me ...	Kasi ...	Kassy	Tuesday ...	Hari Dua ...	Hahry Dooah
Never mind ...	Tidapa ...	Tid-ahper	Wednesday ...	Hari Tiga ...	Hahry Teegah
What ...	Apa ...	Ahpa	Thursday ...	Hari Ampat ...	Hahry Ampat
What do you want	Apa mau ...	Ahpa mow	Friday ...	Hari Lima ...	Hahry Leemah
Go away ...	Pergi ...	Piggy	Saturday ...	Hari Anam ...	Hahry Ahnam
Stop...	Brenti ...	Brenty	A day ...	Satu hari ...	Sahtoo hahry
Come here...	Mari sini ...	Marry sinny	A week ...	Satu minggu...	Sahtoo ming-go
To-day ...	Hari-ini ...	Harry inny	A month ...	Satu bulan ...	Sahtoo boolean
To-morrow ...	Biso ...	Bee-so	A year ...	Satu taun ...	Sahtoo town
Wait a bit ...	Nanti sikit ...	Nanty sickit	A quarter of an hour ...	Suku jam ...	Sookoo jam
What is this	Apa ini ...	Ahpa inny	A little while ...	Sa' bunter ...	Sah buntar
What is your name	Apa nama ...	Ahpa nahma	A long time ...	Banyak lama...	Bahn-yack lama
Who is this	Siapa ini ...	Sapper inny	Afternoon or evening (up to 6 p.m.)	Petang ...	P'tang
Hospital ..	Rumah Sakit...	Roomah Sahkit	Always ...	Selalu ...	Slahloo
Master Attendant's Office	Ofis Kelasi ...	Office Kel-ahsy	An hour ...	Satu jam ...	Sahtoo jam
Municipal Office ...	Ofis Chupei Pintu ...	Office Chooki Pintoo	Half an hour ...	Stengah jam ...	Steng-ah jam
Police Station ...	Rumah Pasong ...	Roomah Pa-song	One quarter ...	Satu suku ...	Sahtoo sookoo
Botanic Gardens ...	Kebun Bunga ...	Kib-oon Boong-ah	One half ...	Satu stengah...	Sahtoo steng-ah
Cemetery (Christian)	Kuboran Orang Puteh	Koobor-an Ohrang Puteh	Three-quarters ...	Tiga suku ...	Teegah sookoo
Esplanade ...	Padang Besar ...	Pahdong B'saar	One-third ...	Sa' per tiga ...	Sah per teegah
Fort Canning ...	Bookit Banderah ...	Bookit Ban-dayrah	Two-thirds ...	Dua per tiga ...	Duah per teegah
Government House	Rumah Gobenor ...	Roomah Governor	Water ...	ayer ...	Ayah
Government Hill ...	Gobenor Bunya Bukit	Gövernör Poonyah Bukit	Ice ...	ayer batu ...	Ayah battoo
Racecourse ...	Tempat Lumbah Kudah	T'mpat Loombah Koodah	Drink ...	minum ...	Minnum
Singapore ...	Singapura ...	Sing-ah-poorah	Hot ...	panas ...	Pan-ass
Museum ...	Skola Gambar ...	Schola Gam-bar	Cold ...	séju ...	Sedge-oo
One cent ...	Satu Sen ...	Sahtoo Sen	Carriage driver ...	syce ...	Syce
Two cents ...	Dua Sen ...	Dooah Sen	Chinese god ...	Joss ...	Joss
Three cents ...	Tiga Sen ...	Teegah Sen	Chinese temple ...	Joss-house ...	Joss-house
Four cents...	Ampat Sen ...	Ampat Sen	Pony carriage ...	Gharry ...	Gari
Five cents ...	Lima Sen ...	Lee-mah Sen	Hand carriage ...	Jinricksha ...	Jinricksha
Six cents ...	Anam Sen ...	Ahnam Sen	Go quickly... ..	Pergi lekas ...	Piggi lekās
Seven cents ...	Tujuh Sen ...	Toojoh Sen	Go slowly ...	Jalan plan-plahan	Jalan plan-plan
Eight cents ...	Dilapan Sen ...	Lapan Sen	Go carefully ...	Jalan baik-baik	Jalan bai-bai
Nine cents...	Sembilan Sen	S'imbeelan Sen	Sun-hat ...	Topi ...	Topee
Ten cents ...	Sa' puloh Sen	Sah pooloh Sen	Coat ...	Baju ...	Bajoo
Twenty cents	Dua puloh Sen	Dooah pooloh Sen	Skirt ...	Sarong ...	Sarong
Thirty cents	Tiga puloh Sen	Teegah pooloh Sen	Watchman ...	Jager ...	Jagah
Forty cents	Ampat puloh Sen	Ampat pooloh Sen	Gardener ...	Kebun... ..	Keboon
Fifty cents...	Lima puloh Sen	Leema pooloh Sen	House ...	Rumah ...	Rooma
One hundred	Sa' ratus ...	Sah rahtus	Chair ...	Krusi ...	Kroosēh
One thousand	Sa' ribu ...	Sah reebu	Horse ...	Kudah ...	Kooda
Dollar ...	Ringgit ...	Ring-git	Match ...	Kori api ...	Koree apee
A bad dollar	Ringgit korangbaik...	Ring-git Kohrang by	Toothpick ...	Kori giggi ...	Koree geegee
Cash (as to pay cash for anything)	Wang tunai ...	Wahung tooni	To halt ...	Brenti ...	Brentee
Five cent (silver piece)	Shilling lima sen	Shilling leemah sen	Right ...	Cannan ...	Kannan
			Left ...	Keri ...	Keree

HOTELS.

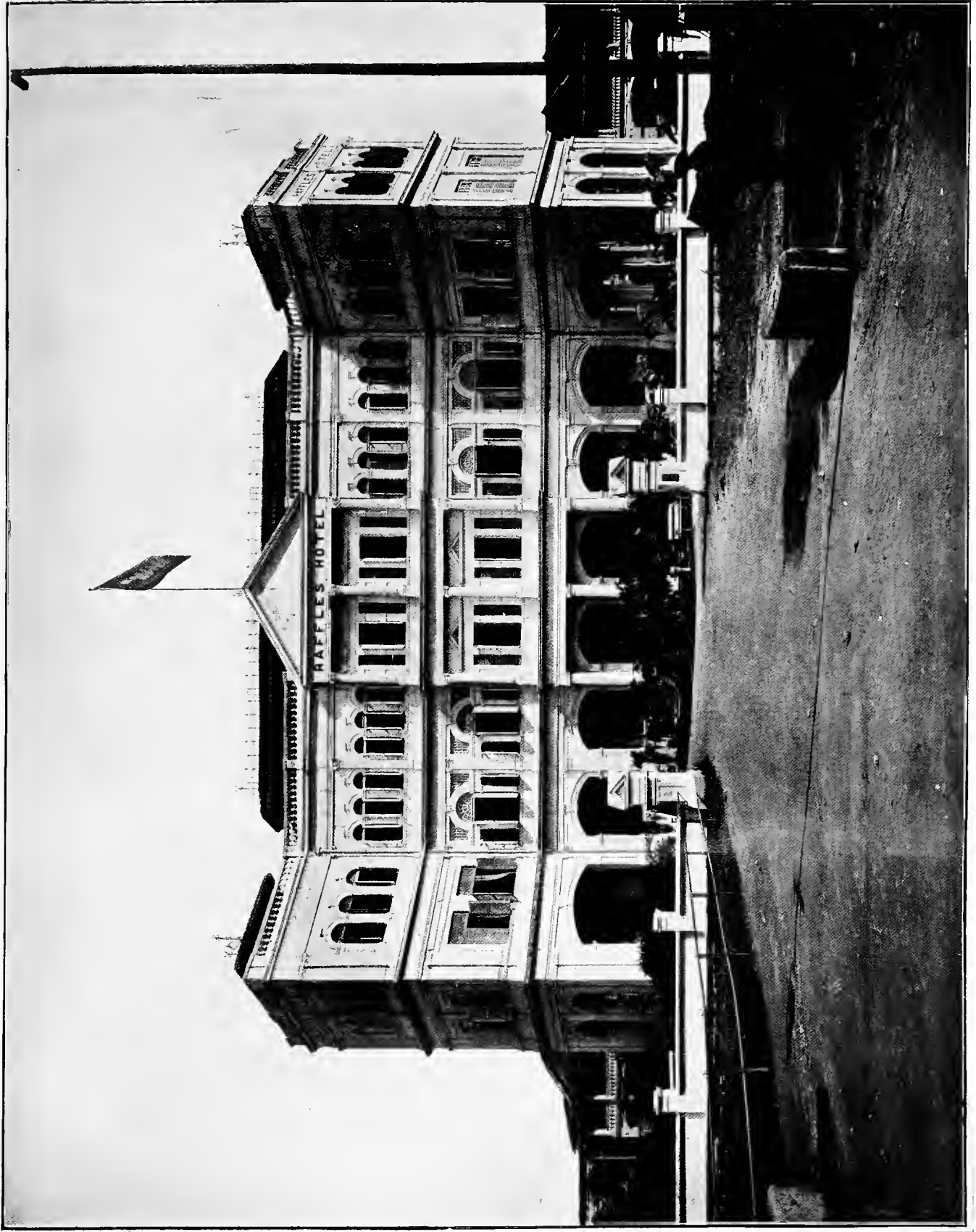
RAFFLES HOTEL, SINGAPORE.

"The Savoy of Singapore" is the well-merited description given by the London *Sphere* to Raffles Hotel. Further testimony to the excellence of this palatial place of entertainment is borne in Rudyard Kipling's advice, "Feed at Raffles when visiting Singapore," and in Senator Staniforth Smith's statement that "Raffles Hotel is more than a hostelry; it is an institution—the hotel that has

made Singapore famous to the tourist and an abode of pleasure to the resident."

The proprietors, Messrs. Sarkies Bros., commenced business in the Straits Settlements nearly a quarter of a century ago. The eldest member of the firm, Mr. Martin Sarkies, who retired some fifteen years back, arrived in Pinang at the end of 1869, and was for several years engaged in engineering there. His brother, Mr. Tigran Sarkies, followed him in the early eighties after having been with a

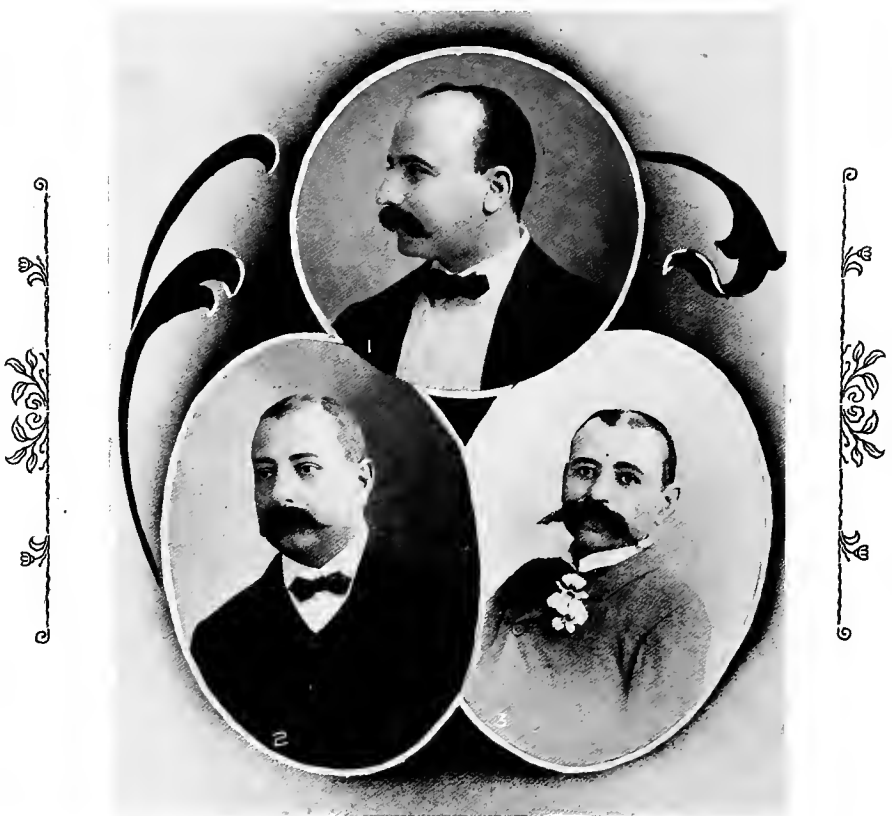
mercantile firm in Java, and early in 1884 the two brothers opened the Eastern Hotel, facing the Esplanade. This was a small beginning, but in the following year the enterprising proprietors opened the Oriental Hotel, and ran both houses for some time. The original Eastern Hotel, being incapable of structural extension, had eventually to be abandoned, and attention was then concentrated upon the Oriental Hotel. New buildings were added, and in the course of time the Eastern and



RAFFLES HOTEL.

Oriental Hotel, as it is now called, has become one of the most delightful hotels of the East. Messrs. Sarkies Bros. subsequently opened the Crag Hotel on the invigorating summit of Pinang hill, which is one of the most popular health resorts in Malaya.

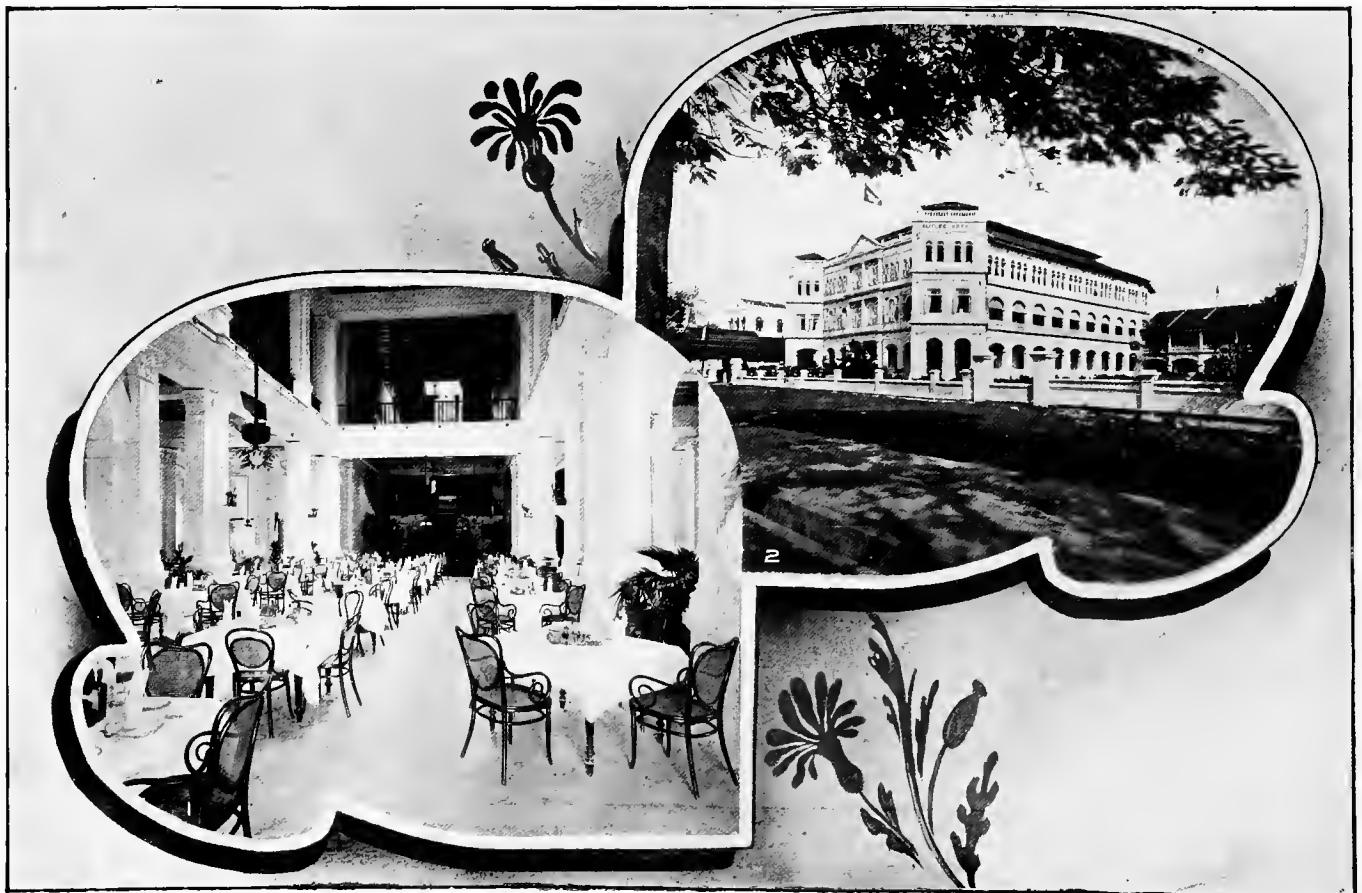
Messrs. Sarkies Bros. connection with Singapore dates from 1888, when Raffles Hotel, then housed in quite an unpretentious building, first offered its hospitality to the wayfarer. This building soon proved to be absolutely inadequate to the wants of "the seventh largest port of the world," and the proprietors promptly made arrangements for the present commodious premises to be erected upon the same site. The building—chiefly associated with the name of Mr. Tigran Sarkies, one of the principal partners of the firm—is one of the architectural ornaments of Singapore, and, with its unrivalled situation on the sea front, its luxurious internal arrangements, and its thoroughly up-to-date management, it stands in the front rank of similar establishments East or West of Suez. It is a building of noble proportions and imposing appearance, and covers an area of no less than 200,000 square feet. It commands an unrivalled panoramic view of the harbour and the adjacent islands, and is conveniently situated within easy reach of the chief business centres. On the ground-floor is the marble-paved dining-room, than which there is probably none more handsome in the East; whilst the spacious open verandah is one of the breeziest spots in Singapore. The private dining-rooms form an important feature, and are in constant demand for wedding-breakfasts, private dinners, &c. The whole of the space on the first floor above the verandah is used as a reading-room—airy, lofty, and light, well supplied with home, colonial, and Continental newspapers and periodicals, and fitted up with writing tables and comfortable lounge chairs. A large bar



1. ARSHAK SARKIES.

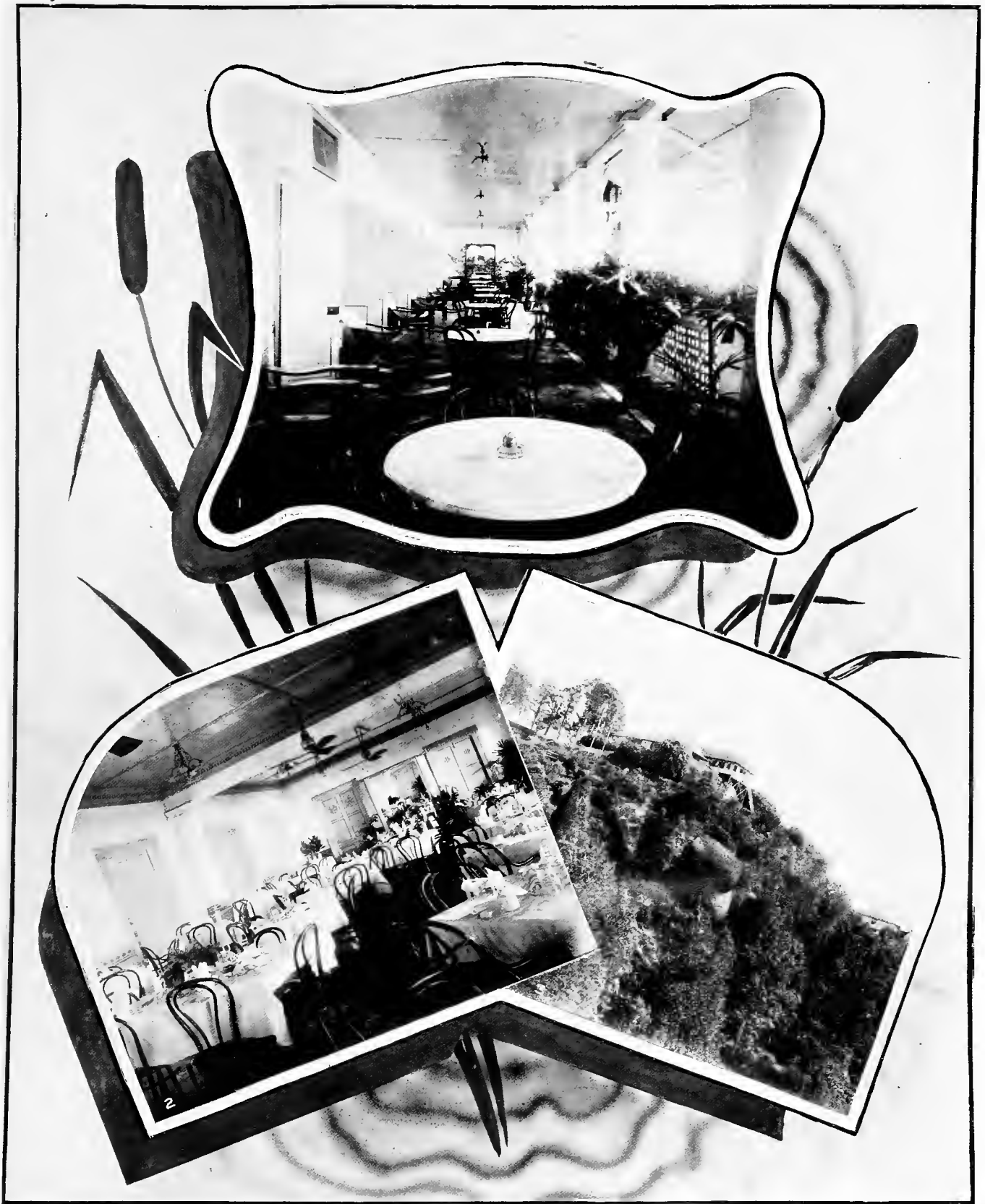
2. AVIET SARKIES.

3. TIGRAN SARKIES.



1. DINING ROOM, RAFFLES HOTEL.

2. GENERAL VIEW.



1. THE EASTERN AND ORIENTAL HOTEL, PINANG, THE VERANDAH.

2. DINING HALL.

3. THE CRAG HOTEL, PINANG.



GRAND HOTEL DE L'EUROPE.

1. N. N. ADIS (Proprietor).

2. GENERAL VIEW.
(See p. 946.)

3. H. SCHÜTZ (Manager).



2

GRAND HOTEL DE L'EUROPE.

THE DINING ROOM AND DRAWING ROOM.

(See p. 946)

and smoke-room is provided on the ground floor. The billiard-room, containing four first-class London tables, is in a separate block. There are over 150 suites of rooms, consisting of sitting-room, bed and dressing room, and bath-room attached; and the popularity of the hotel is evidenced by the fact that all the rooms are almost always occupied.

The building is lighted throughout with electricity, generated by plant on the premises, and electric fans are provided in all the public rooms. The cuisine is under the direct supervision of two accomplished European chefs. The manager of the hotel is Mr. J. Constantine, who has had wide experience.

The success which Messrs. Sarkies Bros. met with in the Straits Settlements induced them to extend their operations to Burma, and some ten years ago they opened the Strand Hotel at Rangoon, a first-class hotel built to their own special design under the direction of Mr. Aviet Sarkies. The Strand is splendidly situated facing the river Irrawadi, and has from the commencement been a great favourite with tourists.

The present partners in the firm of Sarkies Bros. are: Mr. Tigran Sarkies, Raffles Hotel, Singapore; Mr. Aviet Sarkies (who became a

of the harbour of Singapore, and is one of the newest and most palatial hotels in the colony. It occupies the major portion of Adis Buildings, one of the most magnificent piles in Singapore, which face the High Street and the Esplanade. Formerly the hotel occupied the buildings now used as municipal offices. The present new building was commenced by the Hotel de l'Europe Syndicate, but has been completed and taken over by Mr. N. N. Adis, who is now the sole proprietor. It covers nearly an acre of ground, and is of the Renaissance style of architecture. The ground floor façade consists of a series of segmental arches between massive rusticated piers, and forms a colonnade in front of the entrance hall, lounge, reading-room, and bar along the Esplanade front; while the High Street side is divided into shops of good size. Above the piers of the ground-floor lofty Corinthian columns are carried through two storeys. Internally the decorations are simple, as befits a tropical climate. The halls, lounge, reading-room, bar, and verandah have Doric columns. It has been the object of the proprietor to make the hotel as open as possible, and with this in view, arches have generally been adopted in preference to doors, but where

open. In the drawing-room, which is accommodated on the first floor, considerable decorative work has been introduced, but it is of a light and delicate nature. On the top of the building a unique feature is a large roof garden, which is a popular resort.

The upper stories are reached by lifts supplied by the Otis Elevator Company, and in all the public rooms electric fans serve to keep the air fresh and cool. The lighting is by electricity, and the fittings throughout are of the latest design. Every attention has been paid to ventilation and sanitation. The bedrooms, which number 120, are fitted with private bath and dressing rooms, and each has a private balcony, which lengthens the apartment and gives the seclusion so often vainly sought in hotel life. Every precaution has been taken for the safety of those staying at the hotel. There are three fireproof emergency staircases, affording exits in every direction. The building has been erected and furnished by Mr. N. N. Adis, of whom a biographical sketch is given on another page, at a cost of a million dollars. The manager is Mr. H. Schutz, formerly manager of the Taj Mahal Palace Hotel, Bombay, and of the Galle Face Hotel, Colombo.



GRAND HOTEL DE L'EUROPE.
THE LOUNGE.

partner in 1884), Strand Hotel, Rangoon; and Mr. Arshak Sarkies (who entered the firm in 1891), Eastern and Oriental and Crag Hotels, Pinang.

GRAND HOTEL DE L'EUROPE, SINGAPORE.

The Grand Hotel de l'Europe, situated on the Esplanade, commands a splendid view

of the harbour of Singapore, and is one of the newest and most palatial hotels in the colony. The entrance to the hotel is by two carriage doors under the building, and the entrance hall and the whole of the first floor are paved with encaustic tiles, which give a bright but cool appearance. The dining hall, which is on the ground floor, embraces 1,000 square feet, and is almost free from columns. The few that there are are very light. Dining here is practically dining in the

INTERNATIONAL HOTEL, PINANG.

Situated in the very heart of Pinang, within five minutes' ricksha ride of Swettenham Pier (passenger jetty), the General Post Office, the leading clubs, and other important centres, there is the International Hotel, which provides everything that most people can desire and affords unique facilities for getting to every part of the town in the shortest possible time.



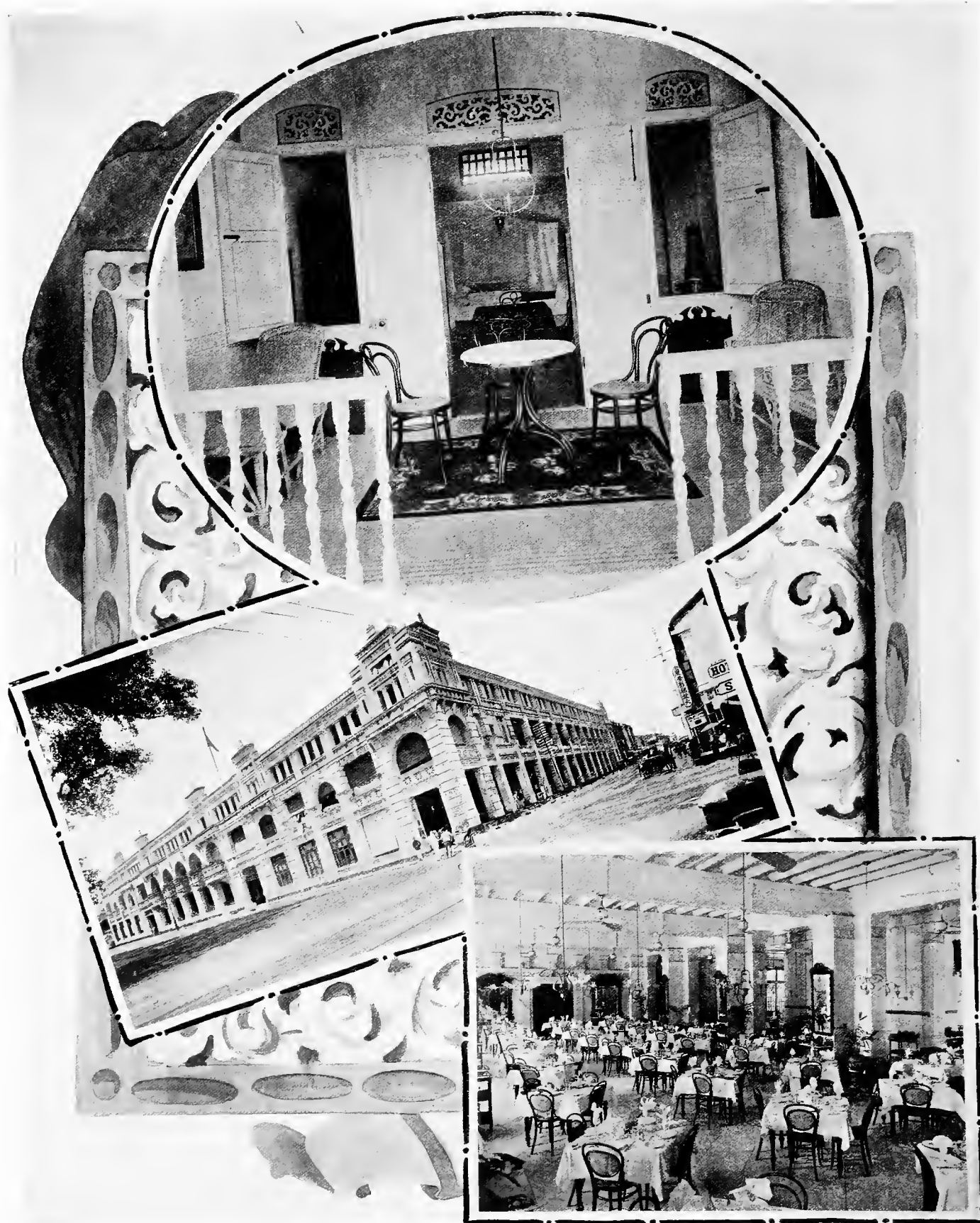
INTERNATIONAL HOTEL, PINANG.

1. THE DINING ROOM.

2. A BEDROOM.

3 THE HOTEL.

4. THE BAR.



THE ADELPHI HOTEL.

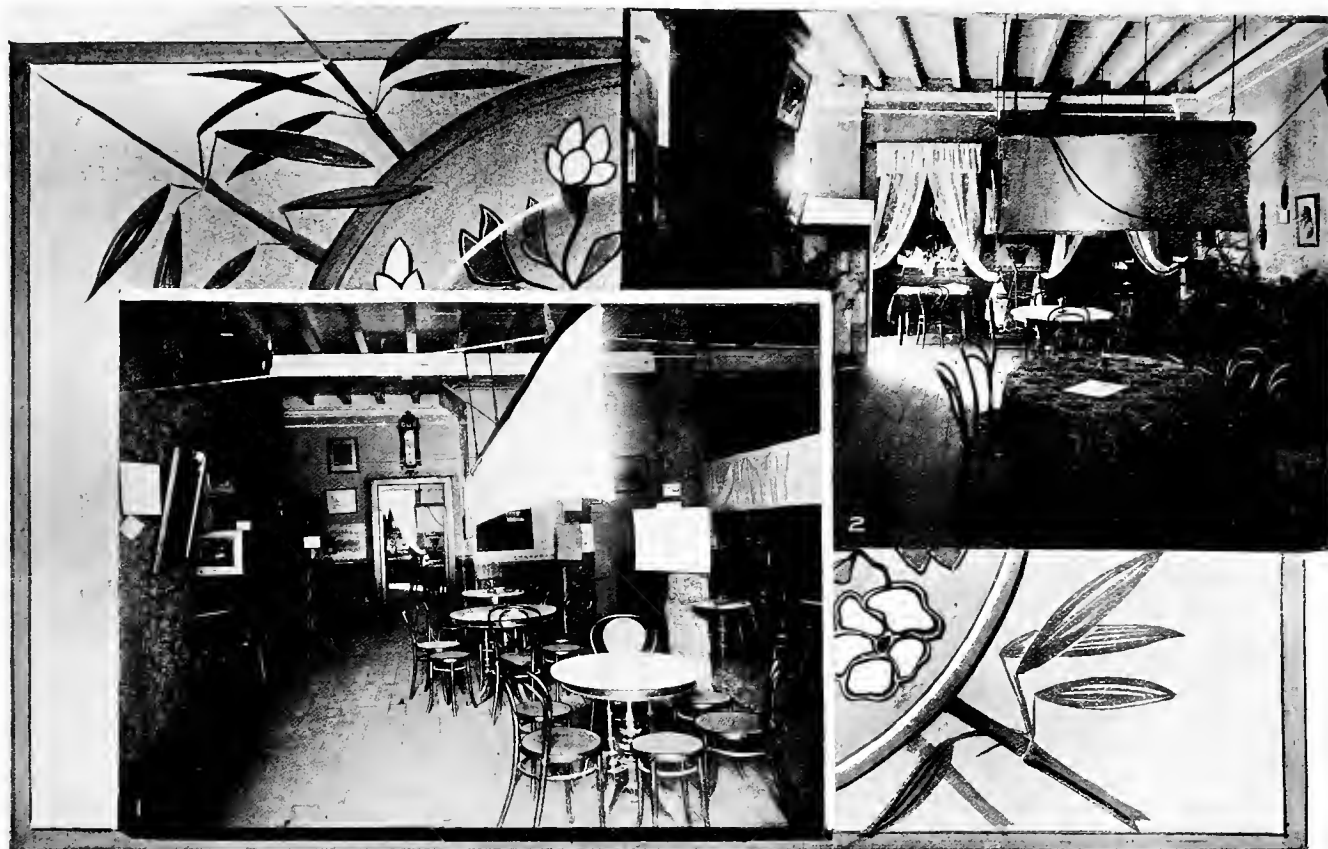
THE HOTEL, A BEDROOM, AND THE DINING HALL.

Originally the residence of a wealthy townsman, the building combines solidity with comfort. The deep, broad front verandah is arranged after the European fashion as a semi-outdoor restaurant, where it is always cool

the greatest care, and with due regard to climatic conditions.

The management is in the hands of a courteous and energetic gentleman who speaks several European languages and personally

is provided with electric light and electric fans. The cuisine is renowned for its excellence. The billiard-room and reading-room, on the ground floor, are paved with white marble, which lends a splendid effect and makes for



THE GENERAL ROOM AND SITTING ROOM OF THE BODEGA.

and shady, and from this the wide entrance hall (as shown in the illustrations) leads into the interior of the building. Skirting the bar, the dining-room is reached, which will accommodate 150 people in comfort. From the centre of the dining-room a large staircase takes the visitor to the upper floor, where the spacious drawing and music rooms are situated. These two apartments, which are amongst the largest halls in the whole of the town, are some 26 feet high from floor to ceiling. They command a magnificent view of the town, and are the favourite rendezvous for the guests of the hotel. Many of the bedrooms open out on the right and left of these apartments, whilst others are grouped around the landing of the staircase.

The spacious bathrooms, which are reached directly from the bedrooms, are a great improvement upon the ordinary style of bathrooms found in the East.

The establishment is lighted throughout with electricity and is fitted with electric fans. The attendance is of the best and smartest, the cuisine all that can be wished for, and the wines, spirits, and cigars are selected with

supervises the arrangements for the comfort of his guests.

ADELPHI HOTEL, SINGAPORE.

One of the best known and most popular hotels in Singapore is the Adelphi. It was established in 1863 in Raffles Place, but the business soon outgrew the premises, and a move was made first to High Street, then to Coleman Street, and finally to the present site facing St. Andrew's Cathedral and the Esplanade. No better position than this could have been selected, for the hotel is now within a short distance of all the principal places of business and the Government offices. About four years ago the hotel was taken over by the present proprietors, Messrs. Sarkies, Johannes, & Co., who have greatly improved it. The whole of the old building has been pulled down and replaced by the present imposing structure. The magnificent dining-room, aptly described in the local press as "one of the coolest and most desirable spots in Singapore," is capable of seating four hundred people, and

coolness and cleanliness. On the first floor is the ladies' drawing-room, where the Singapore Chess Club holds its meetings. There are over a hundred airy and comfortable bedrooms, with sitting and bath rooms attached. A tennis court has been laid out for the benefit of those residing in the hotel. Altogether the Adelphi is a most desirable place to stay at.

INTERNATIONAL BODEGA AND RESTAURANT, PINANG.

Presided over by the genial proprietor, Captain W. Joyce, who is well known throughout the Straits, the International Bodega and Restaurant, in Union Street, Pinang, affords a general rendezvous for business men to congregate in and exchange ideas, and for travellers from the ships in harbour to meet each other and enjoy a little cooling refreshment. The Bodega provides plain and wholesome meals at all hours of the day, and stocks the best brands of liquors and cigars. Its internal appointments are homely and cheerful, and the attendance is all that can be desired.



STRAITS SETTLEMENTS AND FEDERATED MALAY STATES TIME.

Since June, 1905, the time of the whole of the Straits Settlements and Federated Malay States has been standardised. It is the time

of the 105th degree of East longitude, and therefore seven hours in advance of Greenwich time. Formerly time was reckoned according

to the actual longitude of the different parts of the colony and the Federated Malay States, but this gave rise to much confusion.

COST OF LIVING IN THE STRAITS SETTLEMENTS.

The cost of living in the colony at the present time is very high, owing to the fact that the dollar, which is now of the fixed value of 2s. 4d., has much the same purchasing power that it

had when worth only 1s. 7d. The following figures, compiled on behalf of the civil servants for the consideration of the Government, will

give an idea of the high prices ruling in Singapore, which is a free port except for spirituous liquors and opium :—

IMPORTED FOODSTUFFS.

	Straits Currency	Sterling Equivalent.
Bacon, Lush's per lb.	\$ 50	s. d. 1 2
" Fitch's "	65	1 6
Butter, Bretel F. "	65	1 6
" Australian "	62	1 5
" Danish "	75	1 9
Biscuits, arrowroot "	55	1 3
" cabin "	35	9
" dessert "	1 00	2 4
" ginger nuts "	55	1 3
" milk "	40	11
" mixed "	70	1 7
Candles, Price's "	26	7
Cheese, Cheddar "	55	1 3
" Gruyère "	60	1 5
Cocoa, Van Houten's ½ lb.	80	1 10
" Cadbury's "	67	1 6
Coffee per lb.	55	1 3
Fruits, French qt. bot.	1 35	3 1
" American canned 2½ lbs.	43	1 0
" C. B., for tarts qt. bot.	33	9
" raisins, musc. "	1 15	2 8
Hams, Fitch's per lb.	60	1 5
Infants' food, Nestlé's "	75	1 9
Jams, C. B. "	30	8
" Australian "	19	5
" marmalade, Keiller's "	25	7
Milk, tinned Anglo-Swiss per tin	21	5
Mustard ½ lb.	28	7½
Pâté de foie gras, P. & Canaud ¼ lb.	25	5 3
Pickles, mixed per pint	45	1 0
Preserved kippered herrings, C. & B. per lb.	30	8
" haddocks, Findon "	38	10
" salmon, Canadian "	46	1 0
" sardines, P. & Canaud ½ lb.	80	1 10
" meats, C. & B. per lb.	50	1 2
" Australian "	34	9
Sausages, Oxford, C. & B. large	1 00	2 4
" Cambridge, C. & B. per lb.	55	1 3
" ham, chicken, & tongue, C. & B. "	55	1 3
Tongues, ox, Fray Bentos 2 lbs.	1 45	3 4
" lunch, Exchange 1 lb.	58	1 4
Soups, C. & B. "	45	1 0
Essence, Brand's ¼ lb.	1 10	2 7
" Lemco "	1 25	2 11
" Bovril "	90	2 1
Vegetables: peas, P. & C. 1 lb.	43	1 0
" fin "	22	6
" asparagus tin	43	1 0
" tomatoes 2 lbs.	32	9
Salt, table "	21	6
Sauce, Lea & Perrin's Worcester ½ pint	50	1 2
" Harvey's, Lazenby's "	44	1 0
Sugar, chopped cubes 4 lbs.	65	1 6
Tea, Indian finest orange Pekoe 2 lbs.	2 35	5 5
" Assam Souchong "	1 25	2 11
" Ceylon Uplands "	1 65	3 10
Vinegar, C. & B. qt. bot.	40	11

LOCAL FOODSTUFFS.*

	Straits Currency.	Sterling Equivalent.
Beans, French per lb.	\$ 12	s. d. 3½
Beef "	20	5½
Beefsteak "	22	6
Cabbage, China "	09	2½
Capons "	30	8
Celery "	24	6½
Chillies, fresh "	34	9½
Cucumbers "	06	1½
Coconuts each	04	1
Coffee per lb.	26	7½
Crabs, large each	30	8
" small "	15	5
Curry stuffs per lb.	19	5½
Ducks, large each	60	1 4½
" small "	50	1 2
Eggs, ducks' per doz.	25	7
" hens' "	36	10
" salted "	25	7
Fish, large per lb.	26	7½
" medium "	13	3½
" small "	09	2½
" salted, Siam "	15	5
Fowls, large each	60	1 4½
" medium "	45	1 0
" small "	30	8
Ginger per lb.	07	1½
Garlic "	07	1½
Geese, large each	2 00	4 8
" medium "	1 50	3 6
Lettuce per lb.	12	3½
Lard "	18	5½
Mutton "	30	8
Mint bunch	01	0½
Onions, Bengal per lb.	04	1
" small "	07	1½
" spring "	09	2½
Potatoes, Java "	04	1
Prawns, fresh "	34	9½
" dry "	24	6½
Pineapples each	06	1½
Pigeons per pair	50	1 2
Plantains bunch of 10	05	1½
Pork per lb.	26	7½
" chops "	24	6½
Rice, 1st quality per pint	50	1 2
Sugar, 1st quality per lb.	06	1½
Tamarind "	04	1
Tomatoes "	34	9½
Padi 164 lbs.	50	1 2
Ice per lb.	02	0½
Milk chupak	24	6½
Bread lb. loaf	06	1½
Wheat flour per lb.	07	1½

The prices are those charged in the bazaar to native servants.

BEVERAGES.

	Straits Currency.	Sterling Equivalent.
	\$ c.	s. d.
Champagne, Pommery & Greno's doz. qts.	48 50	113 2
" Ayala	43 00	100 4
" Heidsieck	54 00	126 0
Hock, sparkling, Deinhard's doz. botts.	16 50	38 6
" still, 1897	12 00	28 0
Burgundy, still, Pommard	11 00	25 8
" sparkling	23 75	55 5
Graves	11 00	25 8
Chablis	11 00	25 8
Claret, St. Julien	6 75	15 9
" St. Estephe	13 00	30 4
" Vin Ordinaire	5 40	12 7
Sherry, Cockburn & Campbell's	25 50	59 6
Port	19 50	45 6
Brandy, Hennessy's Three Star	25 50	59 6
" Exshaw's No. 1	29 25	68 3
Whisky, Usher's special reserve	13 25	30 11
" Dewar's special	12 75	29 9
" Walker's special	22 00	51 4
" Jameson's Three Star	18 00	42 0
Gin, A. V. H. of 15 bots.	15 25	35 7
" Boord's Old Tom doz. qts.	10 00	23 4
" Bols p. doz. large	16 54	38 7
Liqueurs, D. O. M. per qt. bot.	2 75	6 5
Cherry brandy	1 75	4 1
Kummel	2 10	4 11
Milk punch per pint	1 02	2 4
Beer, Bass doz. qts.	5 36	12 5
" bitter ale	5 21	12 1
" Pilsener Bull-dog	4 26	9 11
Stout, Guinness's (E. & J. Burke)	4 81	11 2
Aerated water—		
Soda doz. large	70	1 7
Others	80	1 10

CLOTHING.

	Straits Currency.	Sterling Equivalent.
	\$ c.	s. d.
White drill suits each	5 00	11 8
Cashmere socks per doz.	7 50	17 6
Pyjama suits each	4 50	10 6
Waterproofs	13 50	31 6
Dress suits	60 00	140 0
Flannel suits	22 00	51 4
Collars, linen, five-fold per doz.	3 90	9 1
Pure woollen undervests, size 38	36 00	84 0
India gauze, size 38	12 50	29 2
Ceylon flannels per yard	50	1 2
Elwood's helmets each	7 50	17 6
Helmets, other makes	5 50	12 10
Gents' brown shoes per pair	9 45	22 0
Ladies' shoes	6 00	14 0
Gents' dress shoes	5 00	11 8
Drapery	80 00	186 8

TOBACCO, &c.

	Straits Currency.	Sterling Equivalent.
	\$ c.	s. d.
Dutch cigars per 100	1 75	4 1
" to	3 00	7 0
Manila cigars	1 20	2 9
" to	19 00	44 0
Rangoon cigars	1 05	2 5
" to	1 45	3 4
Tobacco, Wills's bird's-eye ½ lb.	1 10	2 7
" " Three Castles ¼ lb.	65	1 6
" " Craven	1 00	2 4
" Lambert & Butler's	70	1 7
" American curve cut	52	1 2
Cigarettes, Wills's Three Castles per 50 c.	42	1 1
" Lambert & Butler's	55	1 3
" Egyptian Georgacapul per 100	1 55	2 8
" to	2 20	5 1
" Melachrimo	1 80	4 2
" to	2 90	6 9

MISCELLANEOUS EXPENSES.

	Straits Currency.	Sterling Equivalent.
	\$ c.	s. d.
Boarding houses, per person per calendar month	70 00	163 4
" to	100 00	233 4
Club, monthly subscription	1 00	2 4
" to	6 00	14 0
Newspaper (daily), subscription per annum	30 00	70 0
Library, subscription per annum, 1st class	12 00	28 0
" " 2nd class	8 00	18 0
Entertainments	3 00	7 0
Patent medicines, per 1s. 1½d.	65	1 6
" market price 2s. 9d.	1 25	2 11
Stationery, per 1s. market price	60	1 5
Books, per 1s.	60	1 5
" market price 2s. 6d.	1 25	2 11
Doctors' fees, per visit	4 00	9 4
" to	6 00	14 0
Photos, cabinet size, per dozen	20 00	46 8
" platino type	25 00	58 4
Assessment on house within limit \$100 of rent	15 00	35 0
Tax on horse	5 00	11 8
" four-wheeled carriage	18 00	42 0
" two-wheeled carriage	12 00	28 0
" jinriksha	6 00	14 0
Duty on spirits per gallon	1 50	3 6
" to	50	1 2
" wines per gallon	1 00	2 4
" malt liquors per gallon	18	5

As a rule, the local European firms engage employees on agreements varying from three to five years. The usual term is five years, with the option of returning home or of remaining another two years, towards the close of which six months' leave on full pay is granted.

CONSULS.

SINGAPORE.

United States of America—
Mr. Thornwell Haynes, Raffles Hotel Buildings.
Austro-Hungary—
Mr. R. Kiliani (acting), 2, De Souza Street.
Belgium—
Mr. S. Behr, 3A, Malacca Street.
China—
Mr. Suen Tie Ting, Bras Bazah Road.

Denmark—
Mr. S. Gad, 6, Telegraph Street (East Asiatic Company).
France—
Comte R. de Bondy-Riario, 71E, River Valley Road.
Germany—
Mr. R. Kiliani, 2, De Souza Street.
Norway—
Mr. W. P. Waddell, 18, Collyer Quay (Boustead & Co.).

Italy—
Mr. H. Spakler (acting), 14, Raffles Quay.
Japan—
Mr. Kuramatsu Kishi, 97, Robinson Road.
Netherlands—
Mr. H. Spakler, 6, Raffles Quay.
Portugal—
Mr. H. Spakler (acting), 14, Raffles Quay.
Russia—
Comte R. de Bondy-Riario (acting), 71E, River Valley Road.

Siam—
 The Hon. John Anderson, II, Collyer Quay (Guthrie & Co.).
 Spain—
 Comte R. de Bondy-Riario, 71E, River Valley Road.
 Turkey—
 Mr. R. Kiliani (acting), 2, De Souza Street.

Austro-Hungary—
 Mr. Alfred Pausmer (acting), at Schmidt, Kuestermann & Co.
 Belgium—
 Mr. John Mitchell, 23, Church Street Ghaut (Adamson, Gilfillan & Co.).
 Denmark—
 Mr. A. Tobler, 4, Weld Quay (Schiffmann, Heer & Co.).
 France—
 Mr. John Mitchell (agent), 23, Church Street Ghaut (Adamson, Gilfillan & Co.).
 Germany—
 Mr. F. Katenkamp (vice), 5, Weld Quay (Behn, Meyer & Co.).

Italy—
 Mr. Arthur Oechsle (agent), 56, Beach Street (Goldenberg & Zeitlin).
 Netherlands—
 Mr. G. S. D. Hamel (vice), 11, Union Street.
 Norway—
 Mr. H. Hilton (vice), 27, Beach Street (Huttenbach Brothers).
 Portugal—
 Mr. Joseph M. Anthony (acting), Downing Street.
 Siam—
 Mr. A. D. Neubronner, 33D, Beach Street.
 Sweden—
 Mr. F. Duxbury (acting), 27, Beach Street (Huttenbach Brothers).

PINANG.

United States of America—
 Mr. Otto Schule (agent), 33, Beach Street.

WEIGHTS AND MEASURES.

AVOIRDUPOIS WEIGHT.

16 drams ... = 1 ounce.
 16 ounces ... = 1 pound.
 14 pounds ... = 1 stone.
 8 stones ... = 1 hundredweight.
 20 hundredweights = 1 ton.

Avoirdupois.
 1 tahlil ... = 1½ ounces.
 16 tahlil = 1 kati = 1½ lb.
 100 kati = 1 picul = 133½ pounds.
 3 picul = 1 bahar = 400 pounds.
 40 picul = 1 koyan = 5,333½ pounds.

GOLDSMITHS' WEIGHT.

12 saga = 1 mayam = 52 grains.
 16 mayam = 1 bongkal = 832 grains.
 12 bongkal = 1 kati = 9,984 grains (1 lb. 8 ozs. 16 dwts.).

OPIUM WEIGHT.

10 tee = 1 hoon.
 10 hoon = 1 chee.
 10 chee = 1 tahlil.

LINEAL MEASURE.

12 inches ... = 1 foot.
 3 feet ... = 1 yard.
 5½ yards ... = 1 pole or perch.
 40 poles or perches = 1 furlong.
 8 furlongs ... = 1 mile.

SUPERFICIAL MEASURE.

144 sq. in. ... = 1 sq. ft.
 9 sq. ft. ... = 1 sq. yd.
 30¼ sq. yds. ... = 1 sq. pole or perch.
 40 sq. poles ... = 1 rood.
 4 roods ... = 1 acre.
 43,560 sq. ft. (4,840 sq. yds.) = 1 acre.

LONG MEASURE (MALAY).

4 pelem pap = 1 jengkal.
 2 jengkal = 1 hasta.
 4 hasta = 1 depa.
 2 depa = 1 jemba.
 20 jembas = 1 orlong.

LAND MEASURE (MALAY).

1 sq. jemba = 144 sq. feet.
 400 sq. jembas = 1 sq. orlong = 1½ ac. (nearly).
 1 lelong = 2,400 sq. ft.
 24 lelong = 1 sq. orlong = 1½ ac. (nearly).

MEASURES OF CAPACITY.

(Dry Measure.)

2 gills ... = 1 pau or quarter chupak.
 2 pau ... = 1 pint or half chupak.
 2 pints or 4 pau ... = 1 quart or chupak.
 4 quarts or chupak = 1 gallon or gantang.
 10 gantang ... = 1 para.
 800 gantang ... = 1 koyan.
 2 gallons ... = 1 peck.
 4 pecks ... = 1 bushel.
 8 bushels ... = 1 quarter.

(Liquid Measure.)

2 gills ... = 1 pau or quarter chupak.
 2 pau ... = 1 pint or half chupak.
 2 pints or 4 pau ... = 1 quart or chupak.
 4 quarts or chupak = 1 gallon or gantang.
 10 gantang ... = 1 para.
 800 gantang ... = 1 koyan.
 63 gallons ... = 1 hogshead.
 2 hogsheads ... = 1 pipe.
 2 pipes ... = 1 tun.





CONCLUDING NOTE



OW that our labours in connection with the compilation of this volume are completed, we must return our very cordial thanks to those who, by the valued assistance which they have so generously rendered, have helped materially to lighten our arduous task. To his Excellency the Governor, Sir John Anderson, K.C.M.G., we are indebted for the patronage which he so readily accorded to our work and for the close personal interest which he displayed in its progress. From the British Residents in the Federated Malay States—Mr. E. W. Birch, C.M.G., of Perak; Mr. Conway Belfield, of Selangor; Mr. C. Wray, of Pahang; and Mr. R. C. Gray, of Negri Sembilan—we have received every courtesy and consideration. Our obligations are due to the Colonial Secretary, Captain Young, C.M.G., for authorising the heads of the various Government Departments to furnish us with information. We owe our acknowledgments also to Mr. C. E. Spooner, C.M.G., of the Federated Malay States Railway, and to Mr. W. Tearle and Mr. J. H. Williams, of the Singapore and Kranji Railway, for placing travelling facilities at the disposal of our staff. Nor can we forget our indebtedness to those who have either contributed articles, or material for articles, which appear in the foregoing pages. Prominent amongst these are Mr. L. Wray, I.S.O. (Native Arts and Handicrafts), Mr. R. J. Wilkinson (Malay Literature and History), Mr. B. O. Stoney (Malays), Mrs. R. Sanderson (Population), Mr. H. C. Robinson (Fauna), Mr. J. B. Scrivenor (Geology), Mr. H. M. Ridley, M.A. (Botany), Mr. A. M. Burn-Murdoch (Forests), Mr. R. Derry (Agriculture), Mr. J. B. Carruthers (Rubber), Mr. L. C. Brown (Coconuts), Mr. F. Douglas Osborne (Mining), Mr. A. Hale (Hill Stations), Captain Cuscaden and Captain Talbot (Police), Lieut.-Colonel Walker, C.M.G., and Major Ford, D.S.O. (Military), Captain Colbeck and Major Hubback (Volunteers), Mr. A. Stuart and Mr. J. R. O. Aldworth (Imports and Exports), Mr. W. J. P. Hume (Finance), the Hon. Mr. J. Pigott and Mr. R. O. N. Anderson (Public Works), the Hon. Mr. J. Pigott and Mr. Redfearn Shaw (Land Survey), Mr. R. Bell and Mr. C. H. Allin (Posts and Telegraphs), Messrs. J. Polglase, L. A. C. Biggs, L. E. Koek, and C. H. C. Buchanan (Municipal), the Rev. F. G. Swindell, Father Couvreur, Bishop Oldham, the Rev. J. A. B. Cook, and Dr. Lim Boon Keng (Religion), Mr. Justice Fisher and Mr. L. C. Ebdon (Law), Dr. A. J. McClosky (Health and Hospitals), Commander Radcliffe and Commander D. C. McIntyre (Harbours), Mr. E. Burnside (Spirit and Gambling Farms), Dr. S. C. Yin, Dr. Gnoh Lean Tuck, Mr. A. M. Pountney, and Mr. H. G. B. Vane (Opium), and Messrs. T. R. Hubback, A. B. Hubback, W. D. Scott, G. Cumming, G. D. Lucas, and Captain A. McD. Graham (Sport). The Press of British Malaya has exhibited a spirit of *camaraderie* and good-will which we highly appreciate. Especially are we grateful to Mr. W. Makepeace, of the *Singapore Free Press*, who contributed the article on "The Press"; to Mr. T. H. Reid, F.J.I., editor of the *Straits Times*, who has been ever ready to help in any way that lay in his power; to Mr. J. T. Dobbie, of the *Pinang Gazette*, who wrote for us a description of Pinang; to Mr. Chesney Duncan, editor of the *Times of Malaya*, who has maintained an attitude of the utmost cordiality towards our project; and to Mr. J. M. Robson, managing director of the *Malay Mail*, whose long experience of the Federated Malay States has been always at our command. We are very much obliged, also, to the Superintendents of the Government Printing Departments—Mr. J. E. Tyler, of Singapore, and Mr. J. Russell, of Kuala Lumpur—for supplying us with various Government publications of which we stood in need. In conclusion, a word of praise must be given to Messrs. Unwin Bros., Ltd., our printers, for the artistic skill which they have brought to bear upon the production of this book, and to the members of our staff for the loyal and devoted way in which they have worked to achieve success.

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