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KUALA LUMPUR
—100 YEARS

Published

by

The Kuala Lumpur Municipal Council
on the
Occasion of the Centenary Celebrations
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FOREWORD

IN connection with the Centenary Celebrations of Kuala Lumpur arranged for the period June 13 to June 15, 1959, the Municipal Councillors decided that an historical handbook of Kuala Lumpur be prepared.

As far as is known, a complete history of Kuala Lumpur does not exist though historical articles on certain aspects of its history have been published from time to time.

The Councillors are conscious that this is the first attempt to compile a history of Kuala Lumpur. In so doing the aim has been to cover all aspects of the history and the development of Kuala Lumpur from 1859 to date from information which has been obtained as a result of further research. However it is not claimed that this is a final record or even the best record of the history of Kuala Lumpur that can be produced. An attempt has been made to produce an interesting and readable account of the history of Kuala Lumpur which can be regarded as a first edition, and it is hoped that it will stimulate greater interest in research work in connection with the history of the Town.

To compile a history of the period from the various sources was no easy task but the great difficulty lay in producing and printing the publication in time for the Centenary Celebrations in June. The Straits Times Press (Malaya) Ltd., Kuala Lumpur, was commissioned to produce and print the history and it is a tribute to their interest and enthusiasm that the publication has been produced in time for the Celebrations.

We would like to acknowledge our deep appreciation of the unstinted help and co-operation given by Government departments, members of the public and the Straits Times Press (Malaya) Ltd. in providing information from their records and, in certain cases, supplying photographs.

Thanks are due to Mr. K. D. Voltz and Mr. W. G. Jackson of the Straits Times Press (Malaya) Ltd; to Mr. Richard Sidney, M.A., for permission to use articles published in the "Young Malaysians"; to Mr. Donald Davies for the use of historical photographs from his collection; to the Keeper of Public Records and to Mrs. Dorothy Nixon, of the Kuala Lumpur Book Club, for assistance with research.

Our thanks are also due for material supplied by the General Manager, Malayan Railway; the Director-General, Telecommunications; the Head of the University of Malaya in Kuala Lumpur; the Commercial Engineer, C.E.B.; the President Religious Affairs, Selangor; the Controller of Posts, Selangor and West Pahang; the State Engineer, Selangor; the Chief Education Officer, Selangor; Councillor G. V. Thaver; the Municipal Health Officer; the Principal, Technical College, Kuala Lumpur; Mr. N. S. Buck; and the Malayan Police Magazine.



*Message from His Highness the Sultan of
Selangor, Hisamuddin Alam Shah ibni Alma-
rhum Sultan Ala'ddin Suleiman Shah, Darjah
Utama Seri Mahkota Negara, Darjah Kerabat,
Brunei.*

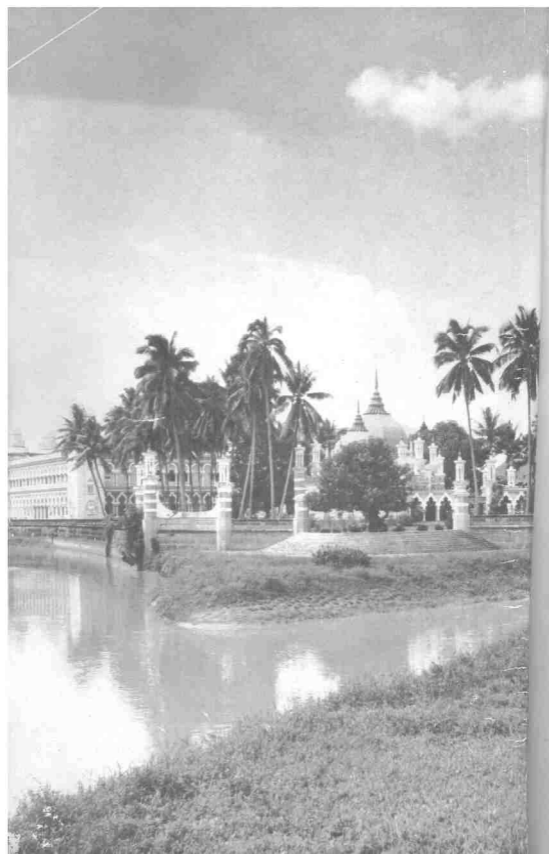
IT would have been beyond the imagination of the pioneers who established a small trading post in Selangor near the confluence of the Gombak and Klang Rivers that it should have developed into a capital city in the comparatively short period of 100 years.

The original pioneers could not have known that they had established a trading centre which turned out to be ideally situated in relation to the country as a whole and with reasonable access to a port. This is, however, what they did and fortune smiled upon the growth of Kuala Lumpur from its first days.

The importance of Kuala Lumpur to the Federation of Malaya is shown by the fact that during the reign of my Great Grand-father, Sultan Abdul Samad, the capital of Selangor was transferred to Kuala Lumpur in 1880, and it became the Capital of the Federated Malay States in 1896.

Our people and we have seen vast changes and great improvements in Kuala Lumpur especially during the last decade. Many of them have taken some part in the tremendous progress that Kuala Lumpur has made in recent years. They can rightly be proud of their heritage and of their own achievements until now. They can be confident in their hopes that Kuala Lumpur will continue to grow and to be prosperous by their efforts in the years to come.

It gives us great pleasure indeed to congratulate our people the citizens of Kuala Lumpur—on the occasion of their Centenary Celebrations. They have lived in peace and prosperity with a spirit of understanding between those of different races, culture and religion. In this respect they have established a tradition for themselves and we wish them every success in continuing in their tradition of harmonious living and we trust that their efforts to promote prosperity and happiness in the future will be rewarded.



Where it all began...

The Klang River was Kuala Lumpur's early life line. Men and provisions were laboriously poled up it in boats which returned to the coast with loads of tin ingots. No boats ply there now, and there are no jetties bustling with activity, but the commercial heart of modern Kuala Lumpur is still only a stone's throw from those once busy river banks at the confluence of the Klang and Gombak Rivers. How different it all was a hundred years ago....

TIN-MINING in inland Selangor had gone spasmodically for centuries before the mid-19th Century, but it was only then that, spurred by the success of the Lukut mines, organised prospecting parties were sent up the Klang valley to try to win its treasures.

The first venture, in the 1830s, cost Sultan Mohamed a lot of borrowed money when it failed and he was hard pressed by his creditors in Malacca. His nephew, Raja Juma'at, who had accumulated great riches from the Lukut mines, was however, a more determined character. With his brother, Raja Abdullah, the Chief of Klang, he persuaded two Malacca merchants to put up \$30,000 for another tin research in the river's upper reaches.

Eighty-seven Chinese miners were engaged in the search. They poled their way up the Klang River by boat, probably as far as the confluence of the Klang and Gombak Rivers, and then struck overland. They found their tin in what is now known as Ampang a few miles away. The year was 1857.

These first miners won enough tin to make Raja Abdullah realise that a fortune was within his grasp, but at terrible cost to themselves. Within a month all but 18 of the first party were dead of malaria. Nevertheless, 150 more men were found who were willing to risk their lives for tin and they too made the laborious trip to Ampang.

The mines prospered as they became more firmly established, and regular traffic moved up and down the river carrying provisions, miners and smelted tin. The success of the Ampang miners did not escape the attention of traders at Lukut and about 1859 two of them moved up to the landing point at the confluence of the Klang and Gombak Rivers which was now recognised as the terminal of the river traffic.

These first two traders, who built their store in a clearing set back from the river somewhere about where Cross Street now runs, were named Hiu Siew and Ah Sze Keledok. As founder of the trading village which soon sprang up about that first store, Hiu Siew became its first headman. He was recognised as such by the Chief of Klang and given the title Capitan China.

Hiu Siew's assistant as headman was Liu Ngim Kong, who had also come from Lukut. Despite opposition from Hiu's relatives he succeeded to the headman's post when Hiu Siew died in 1862, and brought to Kuala Lumpur as his assistant a young friend from Lukut who was to achieve fame as the greatest of the town's early pioneers—Yap Ah Loy.

Yap Ah Loy came to Malacca in 1854 at the age of 17. Penniless when he arrived, he worked for various relatives in the town and then moved to Lukut where friendships made in the course of his trading as a pig-dealer were to set him on the way to fame. Liu Ngim Kong was the friend who brought him to Kuala Lumpur, but not before he had already proved himself in the service of the influential Yap Ah Shak who had him made Capitan China of Rasah. It was Rasah's decline in the face of the fast-growing mines of Kuala Lumpur that persuaded Yap Ah Loy to accept Liu Ngim Kong's invitation to join him.

In Kuala Lumpur Yap Ah Loy became manager of Liu's mines as well as his assistant in governing the settlement. He opened new mines of his own and also traded under the name of Chop Tet Sang. He soon became wealthy and in 1865 married.

However, prospering though the settlement was, trouble was looming in Kuala Lumpur, some of it emanating from that very prosperity. The first troubles were to come from the rival secret societies, the Hai San society which controlled Kuala Lumpur and the Ghi Hin society which held sway in Kanching.

Before he died Liu Ngim Kong tried to forestall trouble by getting Ah Sze Keledek, now headman in Kanching, to take over the office of Capitan China in Kuala Lumpur too. Although it might have kept peace between the rival factions, Ah Sze declined the responsibility. However, both agreed to Yap Ah Loy as the best man for the job, and Liu even got the Sultan's approval as well.

Liu Ngim Kong died in 1868 and Yap Ah Loy took charge. There was considerable Chinese opposition to the appointment but Yap had the support of Sutan Puasa, a Sumatran trader who was very influential among the Malays, so he managed to establish a rather shaky regime. A former employer of his at Lukut, Chong Chong, tried to unseat him early in 1869, but Yap engaged more bodyguards and refused to be drawn into open conflict.

In February, that year, however, things came to a head with the murder of Ah Sze Keledek at Kanching. As Chong Chong had only recently moved there, Yap Ah Loy saw this as a prelude to an attack on Kuala Lumpur so he moved quickly. He took all his forces to Kanching and although Chong Chong fled to Rawang, captured his wife and son and brought them back to Kuala Lumpur as hostages.

In 1870 there was a quarrel between the Kanching miners and Yap's ally Sutan Puasa and other Malays over tribute the Malays claimed on tin mined at Kanching. Perhaps, worried by the civil war then mounting among Selangor's Malay rulers, Yap again moved on Kanching. This time his joint Chinese-Malay forces devastated the settlement and killed about 100 of the miners there, making the survivors bitter men who were to fight against him for the rest of the civil war.

At the root of the quarrels among the Selangor aristocracy was the right to collect export duty on tin at Klang and Kuala Selangor. Taxes on the tin sent down the Klang River from Kuala Lumpur yielded more money than any other source of revenue in the State, hence the struggle for power at Klang.

For three years the fighting was chiefly for control of the forts in the Klang and Kuala Selangor estuaries, but in 1870 Chong Chong persuaded the ousted Chief of Klang, Raja Mahdi, that an attack on Kuala Lumpur would secure control of the mines. Yap Ah Loy got wind of this and when Chong and the Raja's lieutenant, Sayid Mashhor closed in on the mines at Ampang with some 2,500 men in September, 1870, he was ready. Not only was the attack beaten off but the attackers were encircled and had a desperate fight to escape.

In 1871, however, Chong Chong and Sayid Mashhor tried again with new forces. This time one of Yap Ah Loy's lieutenants, Yap Voon Lung, ambushed and routed Chong's forces at Rawang and Yap Ah Loy's Chinese rival was never heard of again. Sayid Mashhor was still in the field, however, and when Yap and Tunku Kudin, the Viceroy of Selangor, tried to destroy him at Kuala Kubu later in the year, the tide turned against them.



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6, MOUNTBATTEN ROAD — KUALA LUMPUR

It was Mashhor's turn to advance. Raja Mahdi already had most of the Selangor Malay chiefs as allies and when his forces began to close in on Kuala Lumpur from the north, some of Yap's allies, including the influential Sutan Puasa, went over to his side. Their desertion brought a new threat to Kuala Lumpur—from the south.

Tunku Kudin had sent 80 Indian soldiers under a Dutch officer, van Hagen, with an Italian second-in-command, Cavalieri, to help Yap in Kuala Lumpur. While Yap faced Sayid Mashhor in Ulu Selangor, van Hagen led 2,000 miners against the threat to the south. He fought a desperate three-day battle in an area just south of the present Kuala Lumpur airport, but suffered such heavy losses he had to withdraw toward the town.

Kuala Lumpur was now surrounded on three sides, near Batu to the north, near Ampang to the east, and between Pudu and Petaling to the south. Yap Ah Loy withdrew his forces to Kuala Lumpur and took the field himself for the first time in years, to make a last stand.

Sayid Mashhor's first attack was blunted on the stubborn defence and a two-month stalemate followed until June, 1872. Then Mashhor sent an encircling force to the west to cut the last remaining supply link with Klang.

The end was in sight and van Hagen decided to extricate his men from certain death. He marched down the river valley toward Damansara, which was still held by Tunku Kudin's forces, but his troops were led astray, surrounded and wiped out a day's march from Kuala Lumpur.

While Sayid Mashhor was busily pursuing van Hagen, Yap Ah Loy and his immediate followers slipped out of Kuala Lumpur at night and reached Damansara safely after two days' desperate flight. The town fell shortly afterwards and its flimsy houses were burnt to the ground.

Even while Kuala Lumpur was in its last throes, however, a relieving force from Pahang had advanced as far as Kepong and Ulu Klang, without being able to get messages through to the defenders. And sore though his defeat had been, Yap Ah Loy refused to drop out of struggle at this stage.

He hurriedly rallied and re-equipped the 700-odd survivors of the fall of Kuala Lumpur and recruited about 300 to 400 newly-arrived Chinese fighting men. Both he and Tunku Kudin had run up huge debts in Singapore and Malacca during the war and Kuala Lumpur had to be retaken quickly before their credit was completely exhausted.

In November, 1872, Yap Ah Loy launched his offensive with the aid of a Pahang Malay contingent. Petaling fell to them and then there was a pause caused by heavy rains. Yap and his forces waited at Bungsar on the outskirts of Kuala Lumpur for further Pahang troops to come over from Raub and Bentong to attack Raja Mahdi's garrison in the rear.



One of the earliest known photographs of Kuala Lumpur shows what the Padang looked like in 1884. A line of attap huts stood on the site of the present Secretariat and General Post Office buildings. On the far side of the Padang was the recently-built first Selangor Club, and across the foreground ran the road to Damansara.

Sayid Mashhor, Raja Mahdi's redoubtable lieutenant who captured Kuala Lumpur from Yap Ah Loy in 1872, later returned from exile in Perak to become a penghulu in the Ulu Selangor district. This picture of the famous warrior was taken at Jugra in the late 1870s.



In March 1873 they fell on the garrison. The battle raged for two days and two nights, then Sayid Mashhor broke out of the ring and fled with his battered forces to his old stronghold in Ulu Selangor.

Yap Ah Loy dropped out of the campaign after Kuala Lumpur was retaken, but Tunku Kudin's Pahang allies fought a series of bitter engagements in the north until Raja Mahdi's forces had been so soundly defeated they never again seriously threatened the Viceroy or the mines. One small revolt did occur in 1875 but it was soon crushed.

Yap Ah Loy's immediate post-war problem was the rehabilitation of Kuala Lumpur and its mines. The open-cast mines had degenerated into muddy pools during the fighting. The water-wheels, chain-pumps, smelting furnaces and other apparatus had been destroyed. The miners' large kongsi houses had been burned down. Most serious of all, the miners had been killed or scattered during the war.

Without Yap, Kuala Lumpur by 1880 would have shared the fate of Kanching and degenerated into a derelict mining site, half-forgotten. Instead, by almost superhuman efforts, he cast his net far and wide in search of miners and by late 1875 had managed to get over 6,000 men back in the fields. But that was not enough. The price of tin was low and creditors pressing hard for repayment.

By 1878 even Yap Ah Loy could not stave off his creditors much longer, despite all his trickery and cajolery. The mines and Kuala Lumpur, with its 2,000 population, were in the balance...and then fortune smiled. The price of tin rose sharply at the end of the year, loans were suddenly easy to get, and Kuala Lumpur was saved again.

In the next 12 months it was to go through such a boom that its population swelled by over a third, and by the year's end moves were afoot to have the State capital transferred there from Klang.

Until then British officials, appointed under the terms of the treaty with the Sultan, had only visited Kuala Lumpur from time to time, leaving Yap Ah Loy virtual ruler of the interior. Beginning in March, 1880, however, the Resident, Mr. Bloomfield Douglas, gradually moved the headquarters of the State Government to the town, erecting his offices in the present Bluff Road area and his Residency on Residency Hill.

The Selangor Police built themselves a headquarters on Bluff Hill, known as "The Fort," and the Chinese vegetable gardens were cleared off a flat space below to create a parade ground, which was later to become the Padang.

Douglas was not popular in his dealings with either the Malays or the Chinese, but Yap Ah Loy would seem to have been little troubled as the Klang River separated his domain from the new official township. When the Governor, Sir Frederick Weld, visited Kuala Lumpur in August 1880, Yap won his admiration and an enthusiastic report to the Colonial Office, with lavish entertainment.

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As it happened, Douglas did not last long as Resident. Governor Weld forced his resignation in 1882 and sent Frank Swettenham, then Assistant Colonial Secretary in Singapore, to Kuala Lumpur to act as Resident. Swettenham had visited the town several times and knew something of its problems. He set to work with a will.

The first task he undertook was to clean up the filthy streets and alleys, but before long he realised that the only answer was to rebuild the whole of Kuala Lumpur. At that time it was still a collection of flimsy, overcrowded attap huts although their dangers had been made obvious by a fire in January, 1881, which burnt the whole town down. Rebuilding that time had been done with mud walls as a partial safety measure but a flood in December the same year swept away all the new walls and the experiment was not repeated.

Swettenham first wanted all houses roofed with corrugated iron to prevent fire. This proved impracticable so in 1884 he introduced a law that Kuala Lumpur must be rebuilt street by street, using brick or wattle with tiled roofs, all materials which by this time were available locally. Yap Ah Loy had had a brick kiln for some years and now other merchants were encouraged to start them. By 1886 there were 15 brick kilns and six lime kilns around the town.

Street by street the old town came down. First Market Street, then Ampang Street, then High Street, then Pudu Street became lined with neat brightly painted shops and houses, ornamented with gilding and carving. The streets were widened as they were rebuilt, but with only one street at a time under reconstruction, it was impossible to alter the general lay-out of Kuala Lumpur.

As part of the town was now on the west bank, the first bridges were erected. First was a wooden bridge built in 1883 at the end of Market Street. A number of others soon followed.

The result of the campaign was that by 1887 there were 518 brick houses in Kuala Lumpur, and only one of them more than five years old. About 4,050 people lived now in healthier, safer and more attractive surroundings.

Yap Ah Loy did not live to see the new town built, however. The strain of his years of toil and adventure, success and anxiety had told on him. At the end of 1884 his health gave way and he suffered from bronchitis and other lung troubles. In March, 1885, he seemed to be recovering, but on the morning of April 15, he was found dead in his bed. The whole town turned out for his funeral, Government offices throughout the State were closed, and the acting Resident, J. P. Rodger, headed the mourners.

With rebuilding came other changes in Kuala Lumpur. Foundries, workshops and smelting furnaces were built to meet the needs of the mines. New sawmills driven by steam-engines provided building timber. Kerosene lamps were introduced about

this time too, and Kuala Lumpur's houses, and even its streets, rapidly became better lit than was possible with dim coconut-oil lamps.

Bulk storage of kerosene in the town's shops created a new fire risk, however, so in 1884 a volunteer fire brigade was formed. Its first commander was H. F. Bellamy, of the Public Works Department, who was also the prime mover in its formation. Its original 15 members were equipped with a wheeled hand-pump which they pulled themselves. However, after the brigade had proved its worth the Government bought a steam fire engine in 1888 and in 1893 imported two huge Shire horses to pull it. Thereafter the brigade answered alarms in style.

Kuala Lumpur was gay and festive on September 15, 1886, for the arrival of the first train from Klang. It was a great event for the town, the climax of three years' planning and hard work, and it removed one of the major obstacles to the expansion of the town and its mines—the slowness and expense of communications with Klang and the outside world.

Sir Frederick Weld, the Governor, and Sultan Abdul Samad were passengers on the first train. It was the first time in 16 years the Sultan had ventured out of Kuala Langat, and the first visit any Sultan of Selangor had made to Kuala Lumpur, so there was a full programme of pomp and ceremony. At a banquet later on the same day Governor Weld invested the Sultan with the insignia of a Knight Commander of the Order of Saint Michael and Saint George. Then together they enjoyed three weeks of festivities before returning to Klang, again by rail.

The first line was such a financial success, others were soon built to the main mining areas. Rawang was linked in 1892, Pudu in 1893, Kuala Kubu in 1894, and eventually the Malay State Railways merged into a network the length of the peninsula in 1909.

The first European businessmen came to Kuala Lumpur during the short-lived European mining boom of 1882-4. Over-confident in their use of expensive machinery, they failed mainly because of insufficient prospecting before beginning operations, and because the price of tin fell in 1884.

About the same period the first European planters appeared in Selangor. Weld Hill Estate (named after the Governor) was opened by the Hon. R. B. Downall on a small hill on the outskirts of Kuala Lumpur and planted with Liberian coffee, tea and pepper. Later he obtained other concessions near Batu Caves, and began to plant them with Liberian coffee. Coffee, selling at \$35 a picul, gradually displaced other crops, and planting increased so rapidly that 10 years later 11 estates in the Kuala Lumpur district alone accounted for 7,000 acres.

As Kuala Lumpur prospered the business community grew. The establishment of a branch of the Chartered Bank in Kuala Lumpur in 1888 was a great step forward. Capital for development

in Selangor had been hard to get because lenders in the Straits Settlements would not accept land and buildings in Selangor as security.

Tin output was increased fivefold between 1878 and 1891, but a few years after this the coffee industry, begun with such energy and optimism, was feeling apprehensive. Not only was the market price falling, but a fungus and other pests were making deep inroads into the production.

The rot continued and in the early 1900s, coffee was already a back number. It was fortunate for Malaya—and Kuala Lumpur—however, that interest had already been taken in the rapidly increasing world demand for rubber. At first the India-rubber Fig was the main subject of experiments in the country, but Para-rubber trees were tried on a small scale in 1876 and more successfully in 1877, and by the end of 1897 small stands had been planted on eight different estates in Selangor.

Widespread interest in rubber did not begin until two or three years later and extensive planting in Selangor dates from 1904-5, but already the foundations had been laid for a great new industry to stave off the disaster which might have resulted from the coffee slump.

Meanwhile, in Kuala Lumpur itself, a Sanitary Board had been set up in 1890 to deal with the cleaning and lighting of the streets of the fast-growing town, administer its markets, and see to the compulsory cleansing and whitewashing of houses, the upkeep of roads and streets, construction of brick drains, and erection of sign posts.

Its first chairman was A. R. Venning, who was also State Treasurer. Venning is best remembered as the man who laid out the Lake Gardens and devoted 10 years to their development.

Creation of the gardens was begun in 1888. The formal opening, by the Governor, Sir Cecil Clementi Smith, took place on May 13, the following year, when the artificial lake was named Sydney Lake, after Mrs. Swettenham's Christian name. This lake vanished in 1891, however, with the collapsing of the bund, and a new one had to be built.

In May 1890, Kuala Lumpur was the scene of gay receptions in the honour of King Chulalongkorn of Siam, who paid a three weeks' visit, accompanied by the Sultan of Kedah. The Chinese community played a major part in arranging suitable receptions for the visitors, who were accommodated at the houses of the Capitan China, Yap Kwan Seng, and Towkay Ah Yeok.

About 1890, Kuala Lumpur also got its first English school. There had been a Chinese one since 1884 and about a dozen sons of the Malay aristocracy were educated in English at the "Raja School", which was approximately where Jalan Raja and Gombak Lane now meet. The school's hostel later became the first offices of the Sanitary Board.



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In 1893 an appeal was launched by the Capitan China, Yap Kwan Seng, Loke Yew and Thamboosamy Pillay, for funds for a larger and better equipped school. The Resident, William Treacher, helped and also made available some money remaining from the fund raised to celebrate Queen Victoria's Jubilee in 1887. This was why the school, when it was opened in High Street in 1894, was called the Victoria Institution. It had 201 pupils in its first year.

1894 was also the year the foundation stone was laid for the present government offices facing the padang. A. C. Norman, the architect, first designed a classical building in renaissance style, but C. E. Spooner, the State Engineer, made him change to the "Moorish style" he considered more appropriate to the surroundings. The finished building cost \$152,000. It was opened in 1897, and none too soon either, for in 1896 Kuala Lumpur became the capital of the new Federated Malay States, with a resultant influx of Government departments.

Because of the amount of building and the high cost of building materials, the Public Works Department opened its own factory in 1894. Designed by C. E. Spooner, it incorporated a timber depot, brick and tile kilns, metal and woodworking departments, and was even capable of undertaking the prefabrication of bridges. It is presumed to have been in Brickfields Road in the vicinity of the present Y.M.C.A. and Railway recreation ground.

The Government offices building contains P.W.D. bricks in its fabric, and they are believed to have been used in most major Government buildings constructed before 1910, when outside competition became too strong. The Director of Public Works' report for 1900 commented: "The bricks still continue to be the best made in the State, and the Government could not erect the class of buildings, erected and under erection, without the Government Brickfields Establishment."

Kuala Lumpur got its first piped water supply in April, 1896, fed from an impounding reservoir above Ampang. This provided half a million gallons of water a day for a population of about 25,000.

Also completed was the Pudu Gaol, which had been begun in 1891. Costing \$327,000, it was designed to hold about 520 prisoners and remains substantially the same to this day.

December, 1896, saw the beginning of the town's first daily newspaper, the Malay Mail, with an edition of 200 copies turned out on a hand press in a shophouse in Market Street, on the site now occupied by the General Post Office. The Selangor Journal, a fortnightly magazine, had been founded at the suggestion of E. W. Birch, when he was acting Resident in 1892, but it ceased publication about a year after the Malay Mail appeared on the scene.

This was a period of expansion. Sir Frank Swettenham pushed ahead his Port Swettenham project so that in 1904 it was already beginning to emerge as the Federated States' leading port, and assure



The second durbar of Rulers of the Federated Malay States was held in Kuala Lumpur in July, 1903, when this picture was taken. Seated, from left are: J. P. Rodger, British Resident, Perak; W. H. Treacher, Resident General; Sultan Sulaiman of Selangor; Sultan Idrus of Perak; Sir Frank Swettenham, High Commissioner; Sultan Ahmad of Pahang; Yang di-Pertuan Besar, Tunku Muhammad of Negri Sembilan; and W. Egerton, British Resident, Negri Sembilan.



The durbar was held in this octagonally-shaped building, which was specially erected in the Lake Gardens.

Kuala Lumpur of its lead in trade and commerce. Its population mounted from 30,000 in 1900 to 45,000 in 1910. The present railway station was built in 1910, and the Railway headquarters offices in 1917. Until then the Railway Administration had been housed in the present Central Bank office.

Kuala Lumpur saw its first durbar in July 1903, when the Rulers of the four Federated States, Selangor, Perak, Pahang and Negri Sembilan, conferred in a domed conference hall specially built in the Lake Gardens for the occasion. Between conference sittings the Rulers were taken sight-seeing in motor cars, the first of which had only recently made their appearance in the town. A memorable water fete was held on Sydney Lake, as well as formal receptions and a lantern procession during the four day Royal visit.

The conference hall was lit with electricity, but it was January, 1906, before Kuala Lumpur opened its first public supply, the power originating at a small hydro-electric station in Ulu Gombak. At first the supply was connected only to Government offices and quarters grouped between the Padang and the Lake Gardens. Streets in those areas were lit too, supplanting the kerosene lamps which, however, lingered in other areas for another few years.

Meanwhile road and building development was continuing in the central area of Kuala Lumpur. By 1916 the central area was already showing signs of congestion and new buildings were springing up along Ampang, Batu and Pudu roads. The former Weld Hill coffee estate between Ampang, Circular and Bukit Bintang roads had been subdivided and roads and houses built there.

The Prince of Wales (now the Duke of Windsor) visited Kuala Lumpur in the course of an official tour in 1922. Landing at Port Swettenham from H. M. S. Renown, on March 28, he was met by the four Rulers and drove in procession to Kuala Lumpur where crowds thronged the gaily decorated streets. The three day visit was filled with pomp and ceremony, a State banquet, ball and receptions, but the Prince's own informality endeared him to the people and he made several public appearances before taking a train back to Port Swettenham. He also played in a polo match against a team captained by the Sultan of Perak. In the Prince's team was a young Lieutenant, the Lord Louis Mountbatten, who was destined to return 23 years later as the Supreme Allied Commander, South-East Asia, at the time of the liberation.

In the 1920s, Kuala Lumpur suffered from severe flooding. A commission drew up a flood prevention scheme in 1921, but it had to be shelved—along with many other projects—due to the slump. In those days the river crossed High Street just below the Central Police Station and meandered in curves for nearly a mile before rejoining its present course. It was so silted up that after heavy rain the water simply could not get away fast enough.

There had been major floods before, in 1911 and 1917, but



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*... in Malaya's life —
and part of it*

December 1925 and December 1926 produced the worst. Although few lives were lost in Kuala Lumpur, damage ran to thousands of dollars. The 1926 floods were widespread and Kuala Lumpur—with all its own troubles—was virtually isolated for several days while alarming stories trickled in of disaster in other areas. There was enough water over the padang in Kuala Lumpur for a leading lawyer to swim from the Selangor Club to the Government Offices, and when the floods subsided, banknotes to the value of several million dollars were taken from the flooded strong room of the Chartered Bank to be dried in the open air under the eyes of an armed guard.

Finally in 1928 the Government decided to use a budget surplus to finance the flood prevention scheme rather than build a new hospital. The scheme included the construction of Lornie and Klang Roads alongside the straightened river, thus improving the road route to Klang.

The Town Planning Board had been established in 1921. In 1933 it completed a plan for dividing the town into different zones. Besides providing for first, second and third class residential districts, the scheme aimed at concentrating factories in the extreme south-eastern corner of the town, between lower Sungei Besi Road and Cheras Road.

Kuala Lumpur's first radio station began broadcasting in 1929, with the call sign ZGE. Operated by the Malayan Amateur Radio Society, it broadcast programmes of music, talks, sports and local commentaries three times a week from studios built into a garage and syce's quarters on Petaling Hill. It ceased operating in 1938 and Kuala Lumpur had to wait until the Japanese occupation to "go on the air" again.

The Japanese radio station's studios were in Guthrie & Co.'s building in Java Street (now Mountbatten Road), and the transmitters in Bluff Road. This station was taken over as Radio Kuala Lumpur by the British Military Administration in 1945 and continued broadcasts in English, Malay, Chinese and Indian until new studios were set up in the Oriental Building early in 1946.

With the end of the British Military Administration in April, 1946, the Department of Broadcasting was formed on a pan-Malayan basis. The Kuala Lumpur studios moved to a section of the old Tanglin Hospital in Young Road in 1948, and to their present quarters in Federal House in 1957. In January this year the pan-Malayan broadcasting set-up was divided between the Federation and Singapore, and Mr. A. T. Read became the first Director of the independent Radio Malaya.

The Rubber Research Institute, which was set up in 1925, got a permanent home in Kuala Lumpur in 1937, when its present quarters in Ampang Road were opened in May of that year by the High Commissioner, Sir Shenton Thomas.

1937 was the year of the Coronation of King George VI and the town set about commemorating it suitably. On May 12 a clocktower was unveiled in Market Square, and plans were laid

about the same time for Coronation Park, forerunner of the present Tunku Abdul Rahman Park. On July 19 five trees were ceremonially planted on the river bank at the beginning of Lornie Road in the presence of the British Resident, S. W. Jones, the Raja Muda, and W. N. Gourlay, chairman of the Sanitary Board. The trees were planted by D. Sear (European community), Inche Ahmad bin Ibrahim (Malay), Dr. H. M. Soo (Chinese), J. R. Vethavanam, I.S.M., (Indian and Ceylonese), A. Eberwein, J.P. (Eurasian) and Dr. T. Takeuchi (Japanese).

A brief visitor to Kuala Lumpur in 1938 was the young King Ananda of Siam, then on his way home from studies in Switzerland to take the throne after the abdication of his uncle. The King travelled to Kuala Lumpur from Port Swettenham on November 11 and witnessed the Armistice Day Commemoration service at the Cenotaph in Victory Avenue before touring the town.

Another war was not very far away. It broke out in Europe in September, 1939, and with Japan's entry on the side of the Axis Powers, Malaya itself became a battlefield. Landings were made at Kota Bharu on December 8, 1941, and about Christmas Kuala Lumpur had its first air raids. They were short-lived, for by January 11 the town had fallen to the Japanese invaders, little damaged by the raids but minus most of its bridges and some of its services as the result of "scorched earth" demolitions.

More damage was done when Allied aircraft began bombing the town's railway workshops and marshalling yards in 1945 as a preliminary part of their invasion plans. It was at this time that Kuala Lumpur lost its museum with its valuable collection which dated back to 1887. The damage might have been greater had not the Japanese capitulated before the invasion fleet arrived. The surrender of their forces in Malaya was taken in the Victoria Institution on September 13, 1945, by Lieutenant General O. C. Roberts, G.O.C. 34th Indian Corps, and the British Military Administration took over.

The BMA period lasted until April, 1946, when the Malayan Union was formed of the nine Malay States together with Penang and Malacca. In deference to the wishes of the Malay rulers, the Union's constitution was scrapped in favour of the Federation of Malaya which was constituted in February, 1948.

In March the same year, Kuala Lumpur became a Municipality. At that time the Municipal Commissioners were all appointed by the State Government, but in 1951 the constitution was amended to make way for elections to 12 of the 18 seats in March, 1952. Under the Constitution of the independent Federation of Malaya the council may become fully elected by the end of this year.

The war left Kuala Lumpur with the unwelcome legacy of thousands of unplanned dwellings and other problems created by the inflated cost of privately owned land. The Emergency, with its resultant movement of population from vulnerable jungle fringes to new villages, some of them on the boundaries of Kuala Lumpur, did not help.

Petaling Jaya is Kuala Lumpur's attempt to answer to the problem. The master plan for the new town was drawn up by Government town planners in 1952. It provides for sites for industry with good road and rail access, and housing for workers within easy distance of workshops and factories. Local shopping has been sited conveniently close to houses and workplaces, with a town centre having larger shops, showrooms, offices and civic buildings. Schools have been planned within the residential areas so that children and parents will not have to cross dangerous roads, and sites have been provided for religious and social and public buildings and open spaces.

Proof of its success so far is the fact that since clearing of the site began in 1953, 42 factories have been built in Petaling Jaya and more than 4,000 houses have been constructed. Today the population numbers some 24,000 persons.

Several thousand of Kuala Lumpur's squatters were made homeless in January, 1956 by the town's biggest post-war fire, which razed a large area between Batu Road and the Gombak River. Fortunately there was no loss of life. Another big blaze in July the same year destroyed the Ban Lee rubber factory in Klang Road, and in January, 1957, the Odeon Cinema was gutted not long after being completely renovated.

In November, 1956, the Duke of Edinburgh paid a short visit to a wildly enthusiastic Kuala Lumpur. He spent two days in the Federal Capital before joining the Royal yacht *Britannia* at Port Swettenham, on his way south to Australia and New Zealand.

The next Royal visitors Kuala Lumpur saw were the Duke and Duchess of Gloucester, who came as the Queen's representatives at the most memorable ceremonies in Kuala Lumpur's history, the proclamation of Independence and the installation of the Paramount Ruler of the Federation of Malaya, the Yang di-Pertuan Agong.

Malaya's independence was proclaimed in the new Merdeka Stadium on August 31, 1957. Twenty-five thousand people braved uncertain weather to witness the historic ceremony at which the Duke of Gloucester handed to the Prime Minister, Tunku Abdul Rahman, the Constitutional Instrument embodying the independence of the nation from British rule. Representatives of 40 countries witnessed the event.

The next day the Yang di-Pertuan Agong reviewed Malaya's armed forces and took the salute at the marchpast from a dais erected in front on the historic Secretariat building in Jalan Raja.

On September 2, there was another historic event, the formal installation of the Yang di-Pertuan Agong, who until his election by his fellow rulers was the Yang di-Pertuan Besar of Negri Sembilan. Seven hundred invited guests witnessed the impressive ceremony at the Istana Negara. Later the Sultan of Selangor was sworn in as the Timbalan Yang di-Pertuan Agong, the deputy Paramount Ruler.



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1957 also saw the beginning of a Kuala Lumpur division of the University of Malaya with arts students studying temporarily at the Technical College. In 1958 they returned to Singapore, but by mid-year the imposing engineering faculty building in the Pantai Valley had been rushed to completion and was ready to receive its first 90 students.

Prolonged torrential rain in October 1957, caused a return of the town's old bugbear, flooding. Several low-lying areas bordering on the Gombak River were inundated, causing heavy losses and two deaths. The river rose even higher in December, causing even more widespread damage and four more deaths in one of the worst floods known.

Tunku Abdul Rahman Hall was opened in March, 1958, just in time for the fourteenth session of the Economic Commission for Asia and the Far East. On July 4 a Trooping the Colour ceremony was held in the Merdeka Stadium on the occasion of the first national observance of the birthday of the Yang di-Pertuan Agong.

As capital of the Federation, Kuala Lumpur has attracted many important overseas visitors and delegations since independence. Most renowned of the visitors was Dr. Rajendra Prasad, the President of India, who came in December, 1958. He was preceded by the Prime Ministers of Japan, Mr. Kishi, Canada, Mr. Diefenbaker, and New Zealand, Mr. Nash, and followed in April this year by the Indonesian Prime Minister, Dr. Djuanda, and then the Sultan of Brunei. All expressed admiration for the progress they found here.

Thus stands Kuala Lumpur at the end of its first hundred years, a modern progressive town of some 315,000 population, still girdled by mines winning the tin which brought its founders upriver from the coast, but now the capital of a free, united nation, the development of which has been no less astounding than that of Hiu Siew's trading village.

ONE of the earliest motorists in Kuala Lumpur was the late J. H. M. Robson, founder of the Malay Mail. Looking back on his early experiences in his book "Records and Recollections", he wrote that his first car, bought about 1902, was a 6 h.p. de Dion-Bouton, with which he taught Sir H. Conway Belfield, then Resident of Selangor, and W. E. Kenny, of the P.W.D. how to drive. He recalled, "A little later on when there were about a dozen privately owned cars in Kuala Lumpur, it was decided that drivers should be licensed. Kenny took up the matter on behalf of the Government and called us all to a meeting in his office. After some preliminary talk each of us was solemnly presented with a license to drive a car. This license took the form of a numbered silver disk bearing the name of the licensee." Mr. Robson's disk was numbered 3.



YESTERDAY. *Kuala Lumpur's landmark, the Federal Secretariat building was taking shape beside the newly-levelled Club Padang when this picture was taken in 1895. The bridge in the foreground passes over the railway line to Rawang, which was completed in 1892. Shophouses occupy the present General Post Office site.*

TODAY. *The saplings of 1895 are now fully grown trees, and new multi-storey office blocks have changed the skyline.*





YESTERDAY. Kuala Lumpur's first permanent railway station was opened in November, 1892, by the Governor, Sir Cecil Clementi Smith, at the same time as the line north to Rawang.

TODAY. The present station, on approximately the same site, was opened in August, 1910. The Malayan Railway Administration's headquarters, on the left, were built in 1917.



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YESTERDAY. *Old two-storeyed shophouses were gradually giving way to three and four-storeyed ones around the Triangle—formed by High and Petaling Streets—about 1910. The leisurely traffic was made even slower by two level-crossings where the railway line to the south passed down the middle of Foch Avenue, in the background.*

TODAY. *Some of the old buildings are still recognizable but many of them present new frontages or have made way for more modern blocks. The Triangle itself has shrunk to provide parking space.*

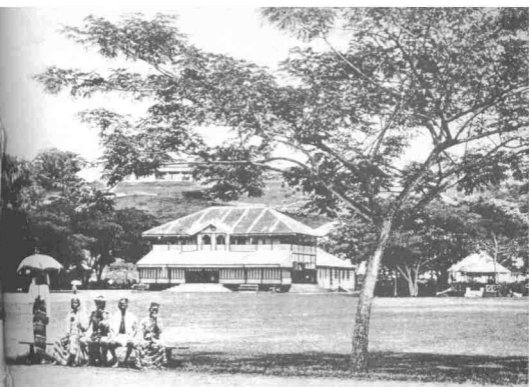




YESTERDAY. Traffic in Market Square about 1910 included a few of the motor cars recently imported into Malaya. On the site in the foreground was shortly to rise the Hongkong and Shanghai Bank, at the opposite end of the square from the Mercantile Bank where Yap Ah Loy once lived.

TODAY. Crowded now with motor traffic, Market Square has only one of its five trees left and in its centre a clocktower commemorating the Coronation of King George VI. The Mercantile Bank is shortly to be demolished to make way for more modern premises.





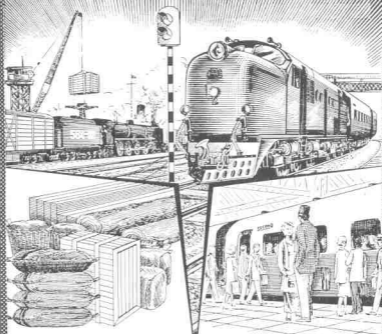
YESTERDAY. *The Selangor Club moved into this building, which was built on the present site, in 1889. The top storey was used for dances and concerts. The first clubhouse was near the present St. Mary's Church.*

TODAY. *Extensions carried out before World War II produced this long Tudor-style clubhouse. The 1889 building was remodelled and still stands in the middle minus its second storey.*





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Pioneers are remembered

KUALA LUMPUR street names read like a historical who's who of the town. Pioneers, Government officials and leading personalities of all communities are remembered, and rightly so for nearly all of them contributed in some degree to the development and progress of Kuala Lumpur or the State of Selangor, as this brief survey will show:—

ANG SENG ROAD: Mr. Ang Seng was a contractor who built most of Kuala Lumpur's Government buildings and the clock tower.

ANTHONY ROAD: Mr. P. A. Anthony, C.M.G., was General Manager, F.M.S. Railway from 1910 to 1924.

BELFIELD ROAD: Sir H. Conway Belfield, K.C.M.G., was British Resident in Selangor from 1902 to 1911. Arriving in 1885 he was, in turn, magistrate, Collector of Land Revenue and Inspector of Schools, High Court judge and Commissioner of Lands. He left Malaya to become Governor of the East African Protectorate (1912-1919).

BELLAMY ROAD: Mr. H. F. Bellamy was Superintendent, F.W.D., Selangor, some 50 years ago, and was responsible for the building of many of the earlier public buildings in Selangor. He founded a volunteer fire brigade in Kuala Lumpur in 1884, and was a member of the Sanitary Board from its establishment in 1890.

CECIL STREET: Sir Cecil Clementi Smith, K.C.M.G., was Governor of the Straits Settlements from 1887 to 1893. Under his administration Pahang joined the Federated Malay States.

CHAN SOW LIN ROAD: Mr. Chan Sow Lin settled in Kuala Lumpur to found a large engineering firm after making a name as a courageous warrior in the Perak wars. A prominent miner, he was noted for the extensive and profitable use he made of machinery. He was a State Councillor and a leading member of the Anti-Opium Society.

CHOW KIT ROAD: Mr. Loke Chow Kit was a well-known business man in Kuala Lumpur. He was associated with the Chinese lessees of the Selangor Railway when the Kuala Lumpur-Bukit Kuda line was first opened. He founded the firm of Chow Kit and Company which for many years was a well-known general store. He died in 1918.

CLARKE STREET: Major-General Sir Andrew Clarke, K.C.M.G., C.B., was Governor of the Straits Settlements from 1873 to May 1875. It was his resourcefulness that brought about the Treaty of Pangkor under which the Federated Malay States came under British protection in 1874.

CLIFFORD ROAD: Sir Hugh Clifford, K.C.M.G., who joined the Malay States Civil Service as a cadet in 1883, rose to Governor of the Straits Settlements and High Commissioner of the Malay States (1927-1929). In the intervening years he was Resident in Pahang (1896-1904), Governor of the Gold Coast (1912-1919), Governor of Nigeria (1919-1925), and Governor of Ceylon (1925-1927). Most of his early service was in Pahang. He was a prolific writer of books with a Malayan background. He died in 1941.

CONLAY ROAD: Mr. W. L. Conlay was Commissioner of Police, F.M.S., from 1914 to 1924. At one time a member of the 21st Hussars, he joined the Perak Sikhs in 1903. He passed examinations in Hindustani, Persian, Malay and Law. On his retirement he was appointed assistant to the Agent, Malayan Information Agency, in London, out of which the present High Commissioner's Office has developed. He died in 1927.

DAVIDSON ROAD: Mr. J. Guthrie Davidson, a Singapore lawyer, was appointed the first British Resident of Selangor in 1874, for a period of about 10 months. In 1876 he went to Perak as Resident for about a year before returning to his practice in Singapore.

DORAISAMY STREET: Mr. R. Doraisamy Pillai, a respected Indian leader, served on many boards and councils in Kuala Lumpur after 1900. He had large tin mining interests.

FREEMAN ROAD: A well-known Kuala Lumpur lawyer in his day, Mr. David Freeman was a member of the Sanitary Board. He is remembered even better for being a strong socialist.

GALLAGHER ROAD: Mr. William J. Gallagher, M.A., was appointed Government Mycologist, F.M.S., in 1906 and Director of Agricultural Government Mycologists in 1908. He became chairman of the Rubber Growers' Association in 1933 and during his chairmanship the International Agreement regulating production of rubber was signed.

GALLOWAY ROAD: Mr. J. Galloway was in charge of the Pudu Gaol for a number of years until his retirement in 1913.

GUILLEMARD ROAD: Sir Laurence Guillemard, K.C.M.G., was Governor of the Straits Settlements and High Commissioner of the Malay States from 1920 to 1927. He was the originator of the decentralisation policy which was carried into effect after his term of office.

GURNEY ROAD: Sir Henry Gurney, K.C.M.G., was High Commissioner for the Federation of Malaya from 1948 until October 6, 1951, when he was killed in a communist ambush on the Gap road. Born in 1898, Sir Henry joined the Colonial Service in 1921 and served in Kenya, the Gold Coast and Palestine before coming to Malaya.

HALE ROAD: Mr. A. Hale was Collector of Land Revenue, 1889-1904.

HICKS ROAD: Mr. F. B. Hicks was a Selangor planter and member of a small syndicate which purchased the old Weld's Hill Coffee Estate and divided it up into building lots. He died in 1900.

HOSE ROAD: Mr. E. S. Hose, C.M.G., was Colonial Secretary, Straits Settlements, when he retired in 1935. Son of the late Rev. G. F. Hose, D.D., sometime Bishop of Singapore and Sarawak, he was born in 1871 and educated at Bundell's School, Tiverton. Most of his service was in the Malay States.

IMBI ROAD: Che' Imbi was Chief Native Warder of Pudu Gaol under Mr. J. Galloway.

JALAN KHATIB KOYAN: Dato Khatib Koyan for a long period was the Penghulu of Setapak.

KENG HOOI ROAD: Mr. Kho Keng Hooi was at one time Post Master, Kuala Lumpur, and then, for many years manager of Chow Kit & Co. He took a keen interest in local public life and was a member of the Kuala Lumpur Sanitary Board. He died in a London nursing home after an operation, when he was on a world tour in 1928.

KENNY ROAD: Mr. William Eyre Kenny, a New Zealander who began his Malayan career in the P.W.D. (1895), became Senior Warden of Mines in 1910. Later he was made Director, Public Works Department, F.M.S. He died in 1924, shortly after his retirement.

KIA PENG ROAD: Mr. Choo Kia Peng, C.B.E., is a well-known miner and planter with a long record of public service.

LOKE YEW ROAD: Towkay Loke Yew, C.M.G., rose from a penniless shop assistant in Singapore to be one of the most famous figures in Malayan Chinese commerce. Schools, hospitals and cripples homes benefitted from his philanthropy. When the Government had no money for roads, he constructed them in return for concessions of land. He joined the State Council in 1892, and



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was to the fore in supporting any programme for the development of Selangor. He died in 1917.

MAXWELL ROAD: Sir William Maxwell, K.C.M.G., was British Resident, Selangor, from 1889 to 1892.

PARRY ROAD: Mr. M. S. Parry was a director of rubber companies. When in Selangor, Mr. Parry arranged for the purchase and sub-division into building lots of old Weld's Hill Coffee Estate. He died in 1937.

PEEL ROAD: Sir William Peel, K.C.M.G., was Chief Secretary to Government F.M.S. from 1928-1930, when he was appointed Governor of Hong Kong (1930-1935). The first 20 years of his long service in Malaya were spent in the Straits Settlements.

RODGER STREET: Mr. J. P. Rodger came to Selangor in 1882 as Chief Magistrate and Commissioner of Lands, acting as Resident on four occasions before he succeeded to that post in 1895. He was the first Resident in Pahang in 1888 and became Governor of the Gold Coast in 1905.

PERKINS ROAD: Mr. C. J. Perkins was Assistant Surveyor-General, F.M.S., when he retired 1927.

ROZARIO STREET: Mr. F. De Rozario was for several years clerk to the then Resident, Sir William Hood Treacher, and his successors.

SCOTT ROAD: About 40 years ago Mr. S. Scott had an aerated water factory and a chemist's shop on the land where the present Subramanian Temple building is erected.

SHELLEY ROAD: Mr. M. B. Shelley, C.M.G., was Chief Secretary to Government, F.M.S., when he retired in 1935.

SHAW ROAD: Mr. B. E. Shaw was the first headmaster of the Victoria Institution.

SPOONER ROAD: Mr. C. E. Spooner, C.M.G., was transferred from the Ceylon P.W.D. He became General Manager, F.M.S. Railways (1901-1909).

STRACHAN ROAD: Mr. J. Strachan, C.M.G., was Director of Public Works, F.M.S., in 1923. He was then transferred to a similar appointment in Ceylon, but returned to Malaya in 1927 to be General Manager of the F.M.S. Railway, an appointment he held until his retirement in 1933. He died in 1934.

SULAIMAN ROAD: Named after the late Sultan Alidin Sulaiman Shah ibni Al-Marhom Raja Musa, G.C.M.G., Sultan of Selangor (1898-1938).

SWETTENHAM ROAD: Sir Frank Swettenham, G.C.M.G., C.H., joined the Straits Settlements Civil Service in 1870 and became Governor from 1901 to 1904.

SYERS ROAD: Captain H. C. Syers came to Selangor in 1875 to organise a police force. In 1896 he became the first

Commissioner of Police for the four Malay States. He died in a hunting accident in Pahang in 1897.

THAMBY ABDULLAH ROAD: Inche Thamby Abdullah was a South Indian and an old resident of Malaya. He was for some years a member of the local Sanitary Board.

TAYLOR ROAD: Sir William Taylor, K.C.M.G., was Resident-General, F.M.S., from 1905 to 1910. On his retirement he was entrusted with the starting and organising of the F.M.S. Agency in London.

THAMBOOSAMY ROAD: Mr. K. Thamboosamy Pillay came from Singapore to work under Mr. J. G. Davidson, the first British Resident, Selangor. On retirement from the Government service, Mr. Thamboosamy became a contractor and tin-miner.

TRAVERS ROAD: Dr. E. A. O. Travers retired as State Surgeon, Selangor, in 1909 to take up private practice in Kuala Lumpur. A few years later he left to settle in England but returned after the 1914-1918 war and again took up private practice.

TREACHER ROAD: Sir William Hood Treacher, K.C.M.G., was British Resident, Selangor (1901-1904).

VENNING ROAD: Mr. A. R. Venning, an ex-Ceylon coffee planter, was Federal Secretary when he retired in 1907. He is chiefly remembered as State Treasurer, Selangor, and one of the prime movers in the creation of the Public Gardens in Kuala Lumpur. He died in 1929.

WATKINS STREET: Mr. A. J. W. Watkins was Resident Engineer, Selangor Government Railway, before the amalgamation of all the State Railways. On his retirement he joined the firm of Swan and Maclaren in Singapore.

WELD ROAD: Sir Frederick Weld, G.C.M.G., was Governor of the Straits Settlements from 1880 to 1887. Before coming to Malaya he had been Prime Minister of New Zealand, Governor of West Australia and Governor of Tasmania.

YAP AH LOY STREET: Yap Tek Loy, or Yap Ah Loy, as he is usually known, became Capitan China of Kuala Lumpur in 1868 and virtual ruler of the Selangor interior until the British administration was set up in 1880. In that time he twice put down civil war and rebuilt the township after disastrous fires. Even after 1880 he remained an influential figure—Capitan China, Member of the State Council, Magistrate, adviser and helper of British officials, until he died in 1885.

YAP AH SHAK STREET: Kinsman, partner and successor as Capitan China to Yap Ah Loy, Yap Ah Shak arrived in Kuala Lumpur in 1870, and 10 years later owned 43 mines around the town. He was a Magistrate and High Court assessor under the early British regime. He died in 1889.

YAP KWAN SENG ROAD: Yap Kwan Seng succeeded Yap Ah Shak as Capitan China in 1889, and was the last holder of the title. A State Councillor, member of the Sanitary Board, High Court assessor and Magistrate, he advised the Government on every Chinese question. He died in 1901.



KUALA LUMPUR'S TWO GREAT PIONEERS

But for Yap Ah Loy, Capitan China from 1868 to 1885, Kuala Lumpur might have sunk into the oblivion which was the fate of other early mining settlements in Selangor. It was destroyed by war in 1872, by fire and then by flood in 1881, but Yap Ah Loy, by his ruthless energy and unwavering determination, brought it back to life on each occasion.

Sir Frank Swettenham, British Resident, Selangor from 1882 to 1889, made Kuala Lumpur a healthier and safer place to live in during his administration. Under his building laws the town was rebuilt street by street so that by 1889 few attap huts remained and the Governor was able to record that Kuala Lumpur was "fast becoming the neatest and prettiest Chinese and Malay town in the Colony or the States." Swettenham was also instrumental in having Selangor's early railways built, with their resultant effect on Kuala Lumpur's prosperity.



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Selangor's Rulers

OLD chronicles relate that the present Klang district was the only Selangor district subjected to Majapahit during the 14th century, and to the Malacca Empire in the 15th century, under the rule of an Orang Besar from the family of Bendahara of Malacca. In the year 1458-1477 A.D., the son of Sultan Mansur Shah of Malacca was installed as Ruler at Jeram, Kuala Selangor.

About 1743, Raja Lumun, one of the sons of Daing Chelak, the Ruler of Bngis came to Selangor, and then became the first Sultan with the title of Sultan Sallehuddin Shah. His descendants remain the Rulers of Selangor to the present time.

About 1786, during the period of Sultan Ibrahim, the second Sultan of Selangor, the country was ruled by the Dutch. But in 1818 he made a treaty of friendship with the Governor of Penang who acted on behalf of the British Government. He died in 1826 leaving a number of children among whom were Tengku Muhammad and Raja Abdullah. Tengku Muhammad, who then became the Ruler, died in 1857.

It was then that Selangor came under the rule of Sultan Abdul Samad, the son of Sultan Muhammad's brother, Raja Abdullah. Sultan Abdul Samad appointed his son-in-law, Tengku Kudin (Dia-Uddin), as his "viceroy", but this was not recognised by Raja Mahdi, the son of Raja Sulaiman and grandson of Sultan Mohammad. Their dispute, which flared into civil war, continued for five years until Tengku Kudin was finally victorious.

Sultan Abdul Samad accepted British protection for Selangor in 1874 and soon afterwards invited the British Government to help in the administration of Selangor. Mr. J. G. Davidson became the first British Resident.

The Sultan's first visit to Kuala Lumpur was on the occasion of the opening of the Klang-Kuala Lumpur railway line in September, 1886.

Sultan Abdul Samad died on February 6, 1898, at Jugra. He was succeeded by his grandson, Sultan Alaidin Sulaiman Shah.

During Sultan Sulaiman's reign, the Federal Council was formed in 1909, with the Sultans of the four member States of the Federated Malay States as members. It was later reformed in 1927 when the Sultans withdrew so as to give a wider representation to the Council.

Sultan Sulaiman died on March 31, 1938, and was succeeded by Tengku Alam Shah, with the title of Sultan Hisamuddin Alam Shah.

His Highness Sultan Hisamuddin Alam Shah Al-Haj, D.M.N., D.K. (Brunei), ibni Almarhum Sultan Alaidin Suleiman Shah Atiqullah, Paramount Ruler of Selangor Darul-Ihsan and all subject territories, was born to Che Hasnah at Kampong Bandar in Kuala Langat district on May 13, 1898.

He was educated in Malay at Bandar Malay School. After passing the fourth standard, he went to the Malay College, Kuala Kangsar, from 1912 to 1916. He was also given private tuition by his father in subjects which would be of benefit to him in the future.

In 1920 he was awarded the title of Tengku Panglima Raja Selangor and became A.D.C. to the Sultan. This was his first title and appointment.

On September 11, 1931, his father, with the approval of the Government, gave him the title of Tengku Laksamana Selangor and in 1932 he was nominated by the Government to be a member of the revision committee of the new State Council.

In the same year he was elected vice-president of the Klang District Rotary Club, and in 1933 he was appointed chairman of Madrasatul Ulumuddiniah, a boys' religious school in Klang.

He visited England in 1934 and was received by King George V. On his way back, he also called at Egypt.

A week after his return, the Government nominated Tengku Alam Shah as a member of the State Council, where he showed great interest in the promotion of livestock breeding.

On July 20, 1936, His Highness was proclaimed Raja Muda, and when his father left for England on September 10 the same year, he was made Regent of Selangor. He succeeded to the throne on April 4, 1938.

King George VI made him a Knight Commander of the Order of Saint Michael and Saint George in the 1936 Birthday Honours List.

In August, 1952, His Highness went on a pilgrimage to Mecca and in 1953 he attended the Coronation of Queen Elizabeth in London, and then visited some of the countries in Europe.

On September 2, 1957, he was sworn in as Deputy Paramount Ruler of the Federation of Malaya.

Transport

- by road,

rail and air

TODAY'S vast complex of road, rail and air transport is a far cry from the wearisome journeys by river and jungle track that travellers to Kuala Lumpur had to make a hundred years ago.

Miners who first penetrated the interior of Selangor used the rivers as the only practicable means of travel. They came upriver as far as their boats could go and then struck overland to their mining sites. Produce and supplies travelled the same way.

Yap Ah Loy built tracks and paths outside the town to link it with the mining areas at Ampang, Pudu, Petaling, Batu and Ulu Klang, and also apparently planned the original Damansara Road, which connected Kuala Lumpur with Damansara, which was as far as steam launches could come up the Klang River.

If the whole trip was made up the river from the coast poling a boat, the journey took three days but from 1875 British officials went upriver by steam launch to Damansara, which took one and a half hours, and then rode the remaining 15½ miles which took another seven and a half hours.

The road from Damansara went north to the point on the modern Kuala Lumpur-Klang Road known as Batu Tiga (because it was three miles from Damansara). It then went east and somewhat north through Penchala and finally entered Kuala Lumpur along the present Bluff Road. The route was dictated by the necessity of avoiding the low, swampy ground around the middle reaches of the Klang River.

Yap Ah Loy cut a trace for this road through the jungle and had built three miles of it when Sir Frank Swettenham visited Kuala Lumpur in 1875. It was 1877, however, before the State

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Government called for tenders to go on with the project and even then it was never fully completed, although 13 of the 15 miles had been built by 1878.

Taking over in 1882, Swettenham found the road so badly made and the cost of rebuilding it so high that he decided to abandon it as a main communication link and ordered the uncompleted two miles to be built with a width of 20 feet instead of the original 32 feet.

His alternative plan was to build a railway between Klang and Kuala Lumpur, and the preliminary surveys for this were carried out early in 1883. They showed "an almost straight and level line with no engineering difficulties, as yet, appearing."

Even with the economies of doing without station buildings and making the terminal on the north bank of the Klang River almost opposite Klang to avoid the expense of building a bridge, it was estimated the construction of the railway would cost \$650,000—about twice the annual revenue of the State. Swettenham suggested that the Straits Settlements Government should lend \$330,000 and that the Selangor Government should find the balance from its annual revenues as the work proceeded. Governor Sir Frederick Weld backed the plan and it was approved in London. It was a bold gamble on the future of Kuala Lumpur in a country which at that time had only a few miles of railway near Taiping.

Mr. A. Spence Moss, a member of the Ceylon Public Works Department, was appointed engineer in charge of railway construction and although he was not highly qualified, he did first rate work.

Track-laying went on steadily from late 1883 to 1886 and by October that year the line was ready for use. A temporary station of wood with a roof of corrugated iron had been built at the Kuala Lumpur end, and there were halts at Petaling, Batu Tiga and Bukit Kuda (for Klang). Difficulty was experienced in finding labour at one stage of the construction, but the Capitan China Yap Ah Loy and Chow Ah Yeok, a prominent mine-owner, supplied 300 of their own mining labourers so that the work might not be delayed.

The first locomotive was bought from the Maharajah of Johore, who had named it the Lady Clarke after the wife of Sir Andrew Clarke, Governor of the Straits Settlements from 1873 to 1875. The Maharajah had hoped to lay a railway with wooden lines from Johore Bahru to Gunong Pulai, but the project proved so costly it was abandoned after only part of the track had been laid.

Sir Frederick Weld came up from Singapore for the opening of the Selangor State Railway on September 15, 1886. At Klang he met Sultan Abdul Samad of Selangor and the two travelled by the first passenger train from Bukit Kuda (Klang) to Kuala Lumpur in 95 minutes. It is recorded that "no small care" was taken on that

inaugural journey but that as the train neared the end of its run the engine driver speeded up and raced towards Kuala Lumpur at 80 miles per hour.

As it was the first time a Sultan of Selangor had visited Kuala Lumpur the festivities, with banquets, athletic sports, races, fireworks display and other varied entertainments were carried on for three weeks.

By 1889 the line was giving the State Government an annual profit of 28 per cent. on the capital invested in it so construction was begun on a bridge to span the Klang River to enable the line to run to Klang town, and on a line from Kuala Lumpur to Rawang.

The line to Rawang was completed in 1892 and was opened by the Governor, Sir Cecil Clementi Smith, in November of that year, at the same time as Kuala Lumpur's first permanent railway station, on approximately the same site as the present building.

This line ran across the site of the present Federal House and behind the Selangor Club to Club Road where there was a level crossing and a private railway station at the foot of Residency Hill for the Resident's use.

In the same year the line from Kuala Lumpur to Pudu was begun. It was completed in 1893. This was the start on the line which eventually linked Kuala Lumpur with Singapore. It started at Kuala Lumpur Station, ran through the present goods yard, crossed the Klang River and thence by way of Foch Avenue to Sultan Street and Pudu. The inconvenience of this line wandering through the town, with level crossings at Rodger Street, High Street, Petaling Street and Sultan Street led to the ultimate deviation of the main line in 1912 via Port Swettenham Junction and Salak South Junction to Sungei Besi.

The Rawang line had been extended as far as Kuala Kubu by 1894, giving easy access to another hitherto remote mining area. In 1888 it had been found that 200-300 bullock carts and 1,500-2,000 people travelled northwards from Kuala Lumpur every day. The 40-mile journey from Kuala Lumpur to Kuala Kubu took at least two days, over a road that was no more than a rough track. The daily train service covered the distance in under two hours.

Road communications gradually improved as the Public Works Department pushed a network of cart-roads outwards from Kuala Lumpur but it took the advent of motor transport to create any serious competition to the railway. Work was accelerated in the 1890s and by 1901 Selangor's main towns were linked by nearly 600 miles of roads, although only 312 miles were metalled cart-roads.

Although the railway vastly improved travel at the time, early passengers still found it something of an adventure. Sparks from

the engine twice set fire to the upholstery of the carriage seats and on August 11, 1893, two trains collided on the Klang line and thirteen people were injured, one of whom later died. The two locomotives involved, the pioneer Lady Clarke, which was then nearly 20 years old, and the Lady Clementi, were badly damaged.

This, however was the only serious accident of the railway's first ten years' operations and the traffic offering was so heavy that the construction of further extensions was pushed ahead.

In 1893 the extension southwards from Pudu to Sungei Besi was begun. The objective then was to push a line into Pahang via Ginting Peras, with the terminus at Temerloh. This project was eventually abandoned in favour of an extension southwards with Singapore as the objective.

It was 1909 before this link was achieved and even then there was no causeway until 1924. Penang was also linked in 1909, giving the Federated Malay States Railway, which had been formed out of the amalgamation of the Selangor and Perak State Railways in 1901, a service which it had hopes of extending all the way to Calcutta.

To keep pace with the expansion of the railway and the town itself, the present Kuala Lumpur Railway Station was built in 1910, and the Central Railway Offices opposite in 1917. Until the completion of this latter building, the Railway Administration had been housed in the P.W.D. building in Market Street.

Motoring rapidly became popular after the introduction of the first cars in the early 1900s, and in 1904 Malaya's first long distance road transport service was begun by Loke Yew, with three steam Locomobiles running over The Gap to Raub. The fare was \$10, but the cars broke down—and even caught fire—with such regularity that the service was shortlived.

It was soon followed, however, by venture sponsored by the French Consular Agent in Kuala Lumpur, M. Kestler. He put lighter de Dion cars, driven by Frenchmen, on the same route and made the service pay. Road transport had come to stay in Selangor.

Services developed in a haphazard fashion until a few years before World War II when the Government amalgamated the "mosquito" bus services and regulated the mushrooming lorry industry to produce the forerunner of today's highly competitive road transport industry.

Air communications were given a great filip with the advent of the Emergency, but even long before World War II, Kuala Lumpur was an airminded town. There was some private flying in the 1920s and by 1931 the Kuala Lumpur Flying Club had started operations with a D.H. floatplane modified to carry wheels. The present airport was at first intended to be a new race course site, but when major drainage work was put in hand by the P.W.D. in

The Story of J. A. Russell & Company

J. A. Russell & Company was founded in 1904, but the family's connection with Malaya dates back to John Russell's arrival in 1890, as Government Printer. His five sons spent much of their childhood in Malaya.

The second eldest, John Archibald, trained as an assistant with Straits Trading Company in Kuala Lumpur. He became proficient in Jawi and learned to speak Cantonese, Hokkien, Hakka and Mandarin fluently, as well as being able to read and write Chinese.

In 1904 he formed his own company, first to contract for road construction, then later with interests in tin and rubber. In 1909 it successfully tendered for building the Kuala Lumpur Railway Station. P. C. Russell, who was a qualified architect, attended to the actual building and J. A. Russell handled the finance.

Don Russell qualified at the Colorado School of Mines. His first assignment was to prospect for coal at Batu Arang. The property was first acquired by a London syndicate of retired Malaysians but they sold out in 1913 to a company floated by J. A. Russell. A slump in rubber and then World War I caused difficulties, but the colliery got going in 1918 and played an important part in the country's economy.

J. A. Russell also invested heavily in property. At one time he owned the whole of the New Town in Ipoh, and valuable property in Seremban and Kuala Lumpur. His company floated New Serendib; Kamasan, Utan Simpan and Amalgamated Malay rubber estates, and also owned Sungai Tua Estate and a large estate at Tenang in Johore.

The family's interests were extended by the purchase of an old established firm in Hongkong, with a branch in London and business in Shanghai and Tientsin. Don Russell moved to China to manage the concern, while Bob Russell was pursuing somewhat flamboyant fortunes in Malaya.

In 1927 J. A. Russell became interested in tea. After a thorough study he became convinced it could be grown as a secondary plantation crop in Malaya, and, with a Ceylon planter, applied for the grant of a large area of land in the Cameron Highlands. This was developed as Boh Estate, thus pioneering the tea industry in Malaya.

The idea of producing cement in Malaya was first considered in 1929 and in 1932 a consultant was engaged to investigate the suitability of raw materials. Associated Portland Cement Manufacturers Ltd. joined in the project and it was about to begin when the second World War intervened.

In 1933 J. A. Russell died and what had been a partnership was converted into a probate limited liability company of which H. H. Robbins became managing director. He pressed ahead with the development of Boh Estate and the expansion of Colliery where a power plant, a brick and tile works, a wood distillation plant and a plywood factory were established.

A formidable task of rehabilitation on both the Estate and the Colliery faced the company after the war. Unfortunately Mr. Robbins had died during internment but the work was undertaken by Mr. J. Drysdale and Mr. J. H. Clarkson, who was later killed by terrorists at Sungai Tua Estate in 1950. Mr. Drysdale also played a leading part in the revival of the Cement Works project, which culminated in the formation of Malayan Cement Ltd. in 1950.

Construction of the Rawang works commenced in 1951 and was completed in 1953. Expansion to double productive capacity was carried out during 1958 and the factory is now capable of producing sufficient cement to meet Malaya's entire requirements.

The history of J. A. Russell & Co. is a story of great enterprise and courage and the company has contributed in no small measure to the rapid development of Malaya. There is no doubt that it will continue to play its part because it has great confidence in Malaya and the opportunities the country offers.

1934 the race course project was abandoned in favour of flying, of which there was by then quite a bit.

Regular international air services through Kuala Lumpur did not begin until August 1956, but the airport was inaugurated into the then Empire link by the visit of an Imperial Airways airliner as far back as 1934. The plane, a four-engined Armstrong Whitley Atalanta, was piloted by Captain R. P. Mollard, who later became Managing Director of Malayan Airways.

Captain Mollard's arrival, on Sunday, April 15, 1934, was memorable in more ways than one. Although three Imperial Airways machines had previously used the airfield and done taxiing tests, the Atalanta's 10-ton weight proved too much for one soggy patch. The large crowd of applauding onlookers were horrified to see the landing run end abruptly with the aircraft lurching up on to its nose as its wheels imbedded themselves in the unsuspected mud.

It took nine and a half hours and the combined efforts of the Kuala Lumpur Fire Brigade, the Malayan Railway and a large number of willing helpers including M.C.S. officers, to free the aircraft. No damage had been done to it, so it continued on its way from Singapore to London via Penang, Bangkok, Rangoon, Calcutta, Allahabad, Delhi, Karachi, Bagdad, Gaza, Cairo, Athens, Brussels and Paris, the same day.

Malaya got its first internal air service in 1937. Run by Wearne Brothers Limited, its aircraft were at first twin-engined D.H. Rapides, named after early Governors, later supplemented by four-engined D.H. 86s. The service continued until the outbreak of the Japanese war when the machines were requisitioned by the Royal Air Force.

One legacy of the war that helped aviation in Kuala Lumpur was the extension of its existing aerodrome. The Occupation administration summarily disposed of vested interests and, by using compulsory labour, moved whole hillsides to create a much longer airstrip. Along with others in the main centres in the Federation, this was brought up to the standard required for civil operation by 1947, and Malayan Airways Ltd. began regular services here in May that year.

Small Consul aircraft were used first, and then the now-familiar Douglas DC3s, with their fine safety record. With the Royal Air Force sharing the aerodrome, it rapidly became one of the busiest in South-East Asia.

And since 1956 international airlines have been calling regularly too. Six now have direct services through Kuala Lumpur to Europe, Australia or the Far East, and this year has seen the first visits of the new Comet IV jet airliner, opening a new era in travel.



The Barracks, first home of the Police Depot, in 1904.

Law and order

THE first official police force created by British authorities in the Malay States was the Selangor Military Police Force, developed in 1875 from the small guard of Malacca Malays the Resident, J. G. Davidson, had formed.

H. C. Syers, a 21-year-old private in the 10th Regiment of Foot, then stationed at Malacca, was released to lead it, with the joint duties of Superintendent of Police and Prisons, Selangor. After re-organisation the force numbered about 250 men, all recruited in Malacca.

In November, 1875, they had their first taste of action when Sutan Puasa, one of the defeated leaders of the Selangor civil war, made a last attempt to unseat Tunku Kudin. Seventy-five police were in the combined force of Malays and Chinese which took the rebel strongholds at Cheras and Kajang, almost without fight.

To preserve the peace, Syers stationed detachments of police in 19 stations built throughout the State. One of these detachments was sent to Kuala Lumpur, marking the beginning of the transference of power from Yap Ah Loy, who until then had used his own bodyguards to give the town whatever degree of law and order it had.

In 1882, the Police headquarters was moved from Klang to Kuala Lumpur as part of the general move of the State Government. A central police station was built at the junction of Pudu and Cross Streets, but Syers and his staff, which now included two other Europeans, made their headquarters on Bluff Hill, which was also the site of the Government offices and the first St. Mary's Church.

Part of the present padang was cleared of its vegetable gardens and fruit trees about this time to make a parade ground for the police, causing it to be known as the "Parade Ground" for many years, even after it became more used as a sports ground.

Small though its numbers were, the Kuala Lumpur contingent must have made its presence felt for in 1887 Syers was able to report that only three gang robberies had occurred in the last seven years, a remarkably small figure considering the undeveloped state of Selangor at the time.

And undeveloped it was, for as late as the early 1890s travellers from Kuala Lumpur to Klang were given ponies and rifles at the Third Mile police post, to be handed in at the police post at Damansara. The rifle was mainly for use against tigers, which were common on the road.

In the 1880s, Syers went for a time to Pahang to found its police force. Selangor at that time was divided into six police districts, Kuala Lumpur, Klang, Kuala Langat, Kuala Selangor, Ulu Langat and Ulu Selangor. It was policed by three officers, 128 Sikh and Pathan n.c.o.s and constables and 356 Malay n.c.o.s and constables.

Early in 1891 the Governor, Sir Cecil Clementi Smith, directed that Syers be made Captain Superintendent of the police. Thereafter he was known as Captain Syers, going on to become first Commissioner of the Federated Malay States Police.

Before that happened, however, he was to have his hands full with a wave of crime, murders and robberies which occurred in the early 1890s. 1892 was a bad year. A gang of Singapore counterfeiters moved in and enjoyed considerable success before they were caught. There were eight murders and nine gang-robberies too, and Syers' report commented, "Kuala Lumpur is overstocked with rascals."

There did not appear to be any habitual criminal class in Kuala Lumpur, he wrote, "but we are constantly invaded by criminals from the Straits Settlements and other places." One such was Li Choi, whose well-organised gang made robbery of

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Government offices, houses and other places an almost nightly occurrence for a time in 1894. Syers hounded him out of town and in 1895 arrested him and other ringleaders in crime. Nine murders were brought home to Li Choi and he was sentenced to death.

October 1884 found Syers taking a detachment of police to Pekan to help settle trouble there, and then over the last days of the Selangor Military Police its numbers were built up to six European officers, 520 Sikhs and 227 Malays.

On July 1, 1896, simultaneous with federation, the four State police forces became the Federated Malay States Police. They now wore a common uniform of blue serge with different badges and buttons for each State. Captain Syers became the first Commissioner, and the Selangor police were taken over by Christian Wagner, of the Perak police, who was later to become a wellknown lawyer in Kuala Lumpur.

The Sikhs were withdrawn from the police in 1897 to form the Malay States Guides, 200 of whom were stationed in Kuala Lumpur.

In July the same year Captain Syers was killed by a wounded seladang while shooting in Pahang with a friend, Robert Meikle. He was buried in Venning Road cemetery in Kuala Lumpur, where his grave is still to be found. J. H. M. Robson, founder of the Malay Mail, wrote at the time: "Never have I known the death of any individual in Selangor to be so widely and genuinely regretted."

Meikle killed the seladang which charged Syers and its head was mounted and for a long time hung in the Selangor Club. It was later taken to Britain by Meikle's son, but later it was sent back and is now in the Police Officers' Mess in Venning Road.

The second Commissioner of Police was Captain H. L. Talbot, commander of the Kuala Lumpur detachment of the Malay States Guides.

The Police Depot was created in 1904 in barracks on Bluff Hill, which were evacuated by the Malay States Guides, who then went to Taiping. Its first commandant was Captain A. McD. Graham.

In 1903 the Secretary of State for Colonies pointed out to the Straits Settlement Government that Britain was adopting fingerprinting based on a system developed in India by Mr. E. R. Henry, a former member of the Indian Civil Service who was then Commissioner of the Metropolitan Police. Information sent out from Britain was passed on to the F.M.S. Police and in 1904 a Criminal Registry was set up in Kuala Lumpur under W. L. Conlay, then Assistant Commissioner of Police.

Working on the Henry system, Conlay soon developed a simpler system of classification. His paper on it was sent to Britain, but after reference to Henry, it was rejected and Conlay carried on with the approved system. However, in June 1905, his assistant took the matter up again and after trials and some

modification it was introduced in the Kuala Lumpur registry and is the system still in use here.

An adapted version, introduced by a former Straits Settlements police officer, Fleck, was also in use in several states in the United States of America for some years under the name of the Conlay-Fleck system.

In the early days of the Depot difficulty was experienced in getting a good standard of Malay recruit to the police force. This was overcome in 1905 by persuading the Sultan of Perak to allow his son and heir to the throne, Raja Alang Iskandar, to join up. Raja Alang became Assistant Commissioner at the Depot and served for 12 years. Even after his accession to the throne he remained an Honorary Commissioner and showed close interest in the force.

Until 1913 gambling "farms" were licensed in the Federated Malay States. Selected Chinese had a monopoly of gambling and houses operated under licences from them. The police were supposed to help them close down illegal gambling and part of the fines imposed went to the "farmers."

Raja Alang once took part in one of these raids. Disguised as a Chinese, he gained admission to the house and took part in the gambling. Other players became suspicious of him, however, and he had some anxious minutes before the raiding force finally broke in and rescued him.

A Chinese detective sergeant, Chong Seng, won the first King's Police Medal awarded in Malaya for his part in a pitched battle fought with secret society members at Pudu in July, 1909.

A party of 36 police led by Inspector G. Cullen were fired on as they marched up to a temple in which over 200 secret society men were meeting. Inspector Cullen was cut off in an exposed position and most of the police stampeded when they were charged by a large body of armed secret society men. Det. Sgt. Chong Seng was badly wounded in the face when he went to his aid. Only the rallying of a handful of Indian and Malay constables, who took up positions and fired on the attackers saved the day.

The police suffered several casualties in the affray. Three secret society men—including the temple priest and the military leader—were killed and many wounded. Investigations suggested there had been a plot to overthrow the Government and many arrests followed.

In 1912 a week's serious rioting occurred in Kuala Lumpur. Known as the "Tauchang Riots", the disturbances started when bands of hooligans began trying to snip off the queues of hair which many of the older rickisha pullers still favoured. Rioting developed rapidly, reaching its climax on February 21, when a mob rushed the Central Police Station, which was then in Sultan Street. The attack was repulsed when the ring-leader was killed, but order

was only restored when the F.M.S. Volunteers were called out and the Malay States Guides in Taiping sent for.

Kuala Lumpur already had a traffic problem by 1928 and in that year a traffic branch of the police was instituted in the town. Applicants for driving licences were tested by them.

In the same year it was decided that the Depot had outgrown its quarters on Bluff Hill and land was acquired for a new one to be built in Rifle Range Road. Because of the slump which soon followed, it was 1937 before work went ahead on the project and it was October, 1940, before the shift was actually made.

A Police Band was inaugurated at the Depot in 1892. It was expanded the following year when it inherited several instruments from the Selangor State Band, which was disbanded that year. Until 1949, the band marched through Kuala Lumpur's streets every Friday at the head of the police contingent bound for the mosque.

All its instruments were lost during the war, but the band was revived in 1946, using instruments borrowed from the Johore Military Forces whose own band had been dissolved. It has since developed into one of the best police bands in the world, and its 1956 tour of Britain, which included appearances at the Edinburgh Festival and the Royal Tournament, was an unqualified success.

The most serious challenge the police had to face in the 1930s was from the Malayan Communist Party, then gathering strength and fomenting trouble. Communist-inspired strikes and unrest spread throughout Selangor, Negri Sembilan, Malacca, Johore and Pahang in 1937.

Outside Kuala Lumpur labour on Wardieburn and Harpenden estates set up what was virtually an armed camp, and on March 24, 1937, 5,000 workers took over Batu Arang. They were dislodged by a dawn swoop by 250 armed police on March 27, in the course of which only one striker was killed.

Then came the Japanese war and in its wake more unrest, culminating in the declaration of a State of Emergency on June 19, 1948, after the communists had launched a campaign of violence. The Kuala Lumpur headquarters of the new Federation of Malaya Police—still on the site of Syers' first offices in the town—had a vital role as the force rapidly expanded to meet the threat.

In the early years of the Emergency the police bore the brunt of the attack and its casualties—more than 1,100 killed—are still the highest among the security forces. Their gallantry has not gone unrewarded. One-hundred-and-thirty awards, including 20 George Medals, have been won by officers and men.

And last year the title "Royal" was bestowed on the police by the Yang di-Pertuan Agong, making them the third force in the British Commonwealth to have this distinction.

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Postal Services and Telecoms

KUALA LUMPUR no doubt got its first regular postal services somewhere about the time the British Resident, Captain Douglas, shifted the headquarters of the State Government upriver from Klang in 1880. The first stamps for use in Selangor actually appeared in 1879. They were the current Straits Settlements 2 cents brown stamps overprinted with the star and crescent and the letter "S" in an oval.

The first Post Office is recorded as being two small huts near the first temporary railway station, which was not far from Market Street. Later, a two-storeyed building was erected on the south side of the Padang, with quarters provided for the postmaster on the top floor. When the new Government buildings were completed in 1896, the Post Office shifted there until the completion of the present adjacent building in June, 1907.

In the beginning, the department was called Posts and Telegraphs. The establishment of a separate Telecommunications Department did not take place until the end of the British Military Administration period in 1946.

A telegraph line was erected from Kuala Lumpur to Malacca in 1886, and from Malacca there were links with Singapore and abroad. Telephones followed in 1891, only 12 years after the establishment of the first telephone exchange in the United Kingdom. Kuala Lumpur's first telephones—probably the first installed in the peninsula—connected the town's suburban police stations and the Pauper Hospital.

1891 was also the year overprinted Straits Settlements stamps were replaced in Selangor by the first of the series specially printed for the State, showing a leaping tiger. The Malay States were not admitted into the Postal Union until 1897, so until then Selangor's stamps were valid only for letters to places within the States or the Straits Settlements. Mail going further afield had to bear Straits Settlements stamps.

Meanwhile the telephone service had also been expanding. In 1892 the Police Headquarters had a switchboard for six lines, and the Post Office another for four lines to Government offices. In 1895 there were 21 telephones in the town, but plans to build an

exchange were deferred until 1897, by which time there were over 400 miles of telephone and telegraph lines in the State. The first public telephone exchange was on the site of the present offices of the Headquarters of the Telecommunications Department in Jalan Raja.

As the railway lines extended, so did postal services improve. Until there was a rail link, the department had to rely on runners, bullock coaches and coastal steamers. In this way a letter sent to Raub in early 1894 would go by the daily train to Serendah in a little over two hours, make the next stage of its journey by bullock cart to Kuala Kubu in another five hours, and then wait until 6 a.m. Wednesday for the weekly departure of the runner, whose arrival in Raub the Department announced only as "uncertain".

The first Federated Malay States stamps were issued for use in Selangor, Perak, Pahang and Negri Sembilan in 1901, but it was January, 1905, before the Postal Departments of these four States were actually amalgamated. The first Director of Posts and Telegraphs of the Federated Malay States was C. H. Allin.

The move from cramped quarters in the Government Secretariat building to the present General Post Office was completed in June, 1907. By this time the telecommunications system had long since extended to Klang and Kajang and more recently achieved the linking of most of the tin mining towns of Selangor and Perak.

As the number of telephone subscribers increased the necessity of providing an automatic exchange was envisaged and in 1923 arrangements were made to replace the Kuala Lumpur exchange with an automatic one. The contract for the installation of equipment was placed in September that year with Messrs. Frisco's Telephone Manufacturing Co. Ltd., England, and in 1926 the exchange was put into service. The building for this automatic exchange is the present Telephone Exchange building at Weld Road.

The "carrier" system of telephony between K.L. and Ipoh was also introduced in 1930 thereby providing a much better service between these exchanges. This system was also extended to Singapore and other States.

In 1933 there were 20 telephone exchanges in existence in Selangor, all of which were connected to the Malayan Telephone System. In 1934, Sungei Besi and Ampang exchanges were converted to automatic working and subscribers at these exchanges, besides their ability to get other subscribers on their own exchange automatically, could also get Kuala Lumpur exchange independently of the local operator.

Overseas radio communication services also developed with circuits to Bandoeng and Manila, via Singapore whereby all the exchanges in the Malayan Trunk system could communicate with

all exchanges in Java and the majority of the Philippine Islands, and soon after, arrangements were made to extend the Radio Telephone Service between Malaya and Great Britain and other European countries via Java. In June, in the same year a public radio telephone service between Malaya and North America (U.S.A., Canada and Mexico) was inaugurated.

In 1935 Selangor issued its own stamps again, depicting the Ruler, Sultan Sulaiman on the \$1, \$2 and \$5 denominations, and the Klang Mosque on the smaller values, in place of the leaping tiger design. After the accession of the present Sultan in 1938, new \$1, \$2 and \$5 stamps were printed in 1941. The first two denominations went on sale before the Japanese occupation, but the \$5 stamp appeared only in 1942, overprinted by the Japanese administration.

After the war the British Military Administration used overprinted Straits Settlements stamps for a time, and no issue was produced until 1949, when the Sultan's portrait appeared on all denominations of an issue which was continued until the present stamps were introduced in 1957.

When the post-war British Military Administration gave way to the Malayan Union in April, 1946, the Posts and Telegraphs Department was divided into the Postal Services Department, operating mails, money orders and the savings bank, and the Telecommunications Department, controlling telegraph, telephone and wireless services. This division was continued when the Federation of Malaya was set up in 1948.

Since the war telecommunications in Malaya have expanded rapidly, and in 1953 the first radio system of V.H.F. trunk services was installed. This enabled long distance trunk circuits to be set up using a multi-channel radio path, instead of copper wires, thereby providing more reliable circuits which were not subject to breakdown by falling trees, and also providing larger groups of circuits.

Today another big step is being taken by the Department of Telecommunications as the first country in this part of the world to instal a microwave system. This system operates on very high radio frequencies enabling a single radio path to be used to accommodate up to 600 telephone channels. Kuala Lumpur is one terminal of this system.

The number of telephones in Selangor has steadily increased through the years and today there are about 11,000 in Kuala Lumpur, and about 2,500 more in the rural areas.

Public Overseas Telex Service has also been established to the U.K. this year. This facility affords private teleprinter subscribers in Selangor and in the Federation, to send printed words over their teleprinters to other private teleprinter subscribers in the U.K. This service will be extended to other parts of the world in the near future.



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THE high standard of good health that is enjoyed by the people of Kuala Lumpur today has been the result of incessant battles fought against disease and its propagation over the last five to seven decades.

Today's facilities had their origin in 1880 when Yap Ah Loy built a small hospital in High Street and maintained it by a levy of \$1 on every pig slaughtered in the mines around Kuala Lumpur. Swettenham was so shocked by its condition when he arrived in 1882 that the following year he erected a General Hospital and a Pauper Hospital, presumably on the site of the present Tanglin Hospital.

This was the beginning of health consciousness in the town, as was a law passed in 1885 making police registration of brothels and their medical inspection compulsory. This legalised prostitution under medical surveillance, because there were few wives in the mining camps of the pioneering days.

The increasing need for medical attention made more hospitals necessary and a new General Hospital (the present Tanglin Hospital) and a new Pauper Hospital at Pahang Road were established in 1889.

Immigrants from south China brought cholera with them during the boom of the late 1880s. About the same time a severe outbreak of smallpox was sweeping across Malaya. In the case of smallpox a means of prevention—vaccination—was known, but the difficulty was to persuade the population to submit to it.

A few years before, Raja Mahmud, a close friend of Swettenham and a leading member of the Selangor aristocracy, had resigned his Government post rather than organise a compulsory vaccination campaign among his people. Fortunately, there were more progressive leaders in Kuala Lumpur.



Until the Klang River was straightened in 1928, floods occurred almost annually in Kuala Lumpur. This was the Club Padang in 1902.

The 1926 floods were the worst. Java Street (now Mountbatten Road) looked like this for several days.



Raja Bot, for one, trained as a vaccinator to help in the 1890 campaign and the Capitan China, Yap Kwan Seng, rounded up his community for weekly vaccination sessions at his house. As late as 1892, however, the Tamil population of Kuala Lumpur was still so opposed to vaccination that their leader, Tambusamy Pillai, advised house to house visits by vaccinators, backed by strong police escorts. Nonetheless vaccination was sufficiently widespread to free the town of the threat of any serious outbreak of smallpox.

The growth of Kuala Lumpur in the early days brought new problems of sanitation, refuse disposal and other public health problems, and in 1890, the Sanitary Board, predecessor of the present Municipal Council, was formed with Government personnel. Among its duties were the clearing of streets, market administration, compulsory cleansing and white-washing of houses, and drain construction.

1892 saw the erection of the P'in Shin Tong Chinese Hospital in Pudu Road (the present Tong Shin Hospital), and in 1894 the Tai Wah Hospital was built for Chinese labourers awaiting repatriation to China. Another milestone in public health control was the introduction of domestic dustbins in 1895.

With additional problems of malaria, malnutrition and other infectious diseases it was necessary to establish a research centre in Kuala Lumpur. This was done in 1900 with the establishment of the Institute for Medical Research, where Braddon, Fraser and Stratan soon found the cause of beri-beri, which had been a problem on many surrounding estates.

The battle against malaria started in 1906 and carried on for the next 10 years before control measures were really effective in Kuala Lumpur.

Malaria had been a scourge in the country and had resulted in the abandonment of many estate projects in the early part of the century before it made its effects felt in the town in 1906. Trials and errors in its control thereafter have paid a handsome dividend today for, in a town like Kuala Lumpur, surrounded by hills, although there is the ever present danger of it starting in epidemic proportions should vigilance and control be removed, the disease is well under control. The malaria mortality rate has been reduced from 5.08 in 1926 to 0.3 in 1946.

The Government Health Department was founded in 1910, and as a result of active measures taken by the authorities there was a marked decline in infectious diseases until 1936. The health of the population steadily improved over the years thereafter until the Japanese Military Administration took over when there was a breakdown of the health services, resulting in an increase of malaria, typhoid and dysentery. All disease rates dropped appreciably, however, when control measures were re-established after the war.



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With the rapid expansion of Kuala Lumpur there was greater overcrowding in houses, and with the poor nutrition of the Japanese occupation period, the incidence of T.B. had increased. The Malayan Association for the Prevention of Tuberculosis was formed to look after the interests of these patients in 1945-46. Later came the Lady Templer Tuberculosis Hospital, opened on the outskirts of Kuala Lumpur in 1956.

Tuberculosis, once a killer disease, reached its peak in 1951 with about 595 notifications, but dropped to a low level with about 210 notifications in 1958. Contributory factors to this low incidence have been education, better housing, slum clearance and better chemotherapy with house visits and a domiciliary scheme. Slum clearance programmes have been in operation for some time and in certain areas markets have been built on land which has been so cleared.

Just after the war smallpox vaccination was made compulsory. The Social Welfare Services were started in 1946, and the Association for the Blind and Deaf formed in 1951.

The Municipal Maternal and Infant Welfare Services were started in 1949. Over the next 10 years they expanded so rapidly that today there are five clinics which are kept busy with ante-natal and post-natal examinations, B.C.G. and smallpox vaccinations, triple Antigen inoculations against diphtheria, whooping cough and tetanus, staff examinations, district visits and—most important of all—district deliveries.

Work has increased tremendously in these clinics and attendances which were 7,393 in 1949, were 107,477 in 1958. The infantile mortality rate has been reduced from 104.75 in 1924 to 44 in 1957.

The incidence of diphtheria increased over the years, reaching its peak in 1955. Since then measures have been taken to immunise the population, but unfortunately no extensive scheme has yet been put into practice, so cases will continue to occur.

The incidence of typhoid is low now, 51 cases being reported in 1957 in comparison with 100 in 1948.

The sewerage scheme, which was started in 1954 and began functioning this year, is yet another great step towards the advancement of sanitation. Fly nuisance at the former trenching grounds at Ulu Klang and elsewhere will be reduced as more houses are linked with this multi-million dollar scheme, and intestinal and fly-borne infections will be under better control.

Domestic and town refuse has been very profitably disposed of by the method of controlled tipping and valuable low land in the Brickfields and Batu Road areas has been filled in.

Being the dual capital of State and Federation, Kuala Lumpur has achieved even greater importance with the attainment of

independence. Today it is on the threshold of great industrial expansion and the opening up of new land in the surrounding hills. The natural increase in population, influx of people from elsewhere in the country and abroad, presents even greater problems. The population which in 1905 was 38,459 rose to 67,390 in 1920 and today stands at the staggering figure of 315,000.

The history of Kuala Lumpur is the history of malaria and the problems facing the health authorities are the same as those that faced pioneers like Watson, Wellington and others early in the century. A regular, continuous and ever-expanding anti-malarial programme—implemented in newly-developed areas before outbreaks occur—is still the key to the all-round state of good health the capital has enjoyed in recent years.

KUALA LUMPUR would not be Kuala Lumpur without its ornate row of Government buildings facing on to the Padang. There is no denying that the sprawling Moorish style brick pile with its 140-foot central clock-tower gives a picturesque distinctiveness to the Federal Capital.

The erection at that time, however, of such a large-scale building was looked upon with little official favour although the project was condoned. Even in his address, on the occasion of the laying of the foundation stone on October 6, 1894, the Governor of the Straits Settlements, Sir Charles Mitchell said he thought that it "could have waited." However he gave the enterprise his blessing and hoped that the high tone of Government would be in keeping with the grand new offices.

The total cost was to be somewhere in the vicinity of \$152,000. Even then, the Governor could not resist the dig that if they kept within the proposed estimates, then he had made the acquaintance of a very economical engineer.

In a cavity below the foundation stone the Governor placed a Yen, some Straits coins, a piece of Selangor tin from the Straits Trading Co., and a copy of the Selangor Journal. The stone was then lowered and levelled into place and declared "well and truly laid in the name of the Great Architect of the Universe."

The marble face on the stone, which weighed about half a ton, carried 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 of the 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. G. Norman, Architect. C. E. Spooner, State Engineer.

Schools



The Victoria Institution.

THE need for schools in Kuala Lumpur was felt as soon as its character progressed beyond the mining camp stage and families began to move in. The first school opened was for the Chinese, who were then in the great majority, but later a small Government English School was established, followed by a special boarding school for the education of the children of the Malay aristocracy.

It was the foresight and hard work of such memorable men as Yap Kwan Seng, Loke Yew, Thamboosamy Pillay, Sir William Hood Treacher and Bennett Shaw that was responsible for the founding of the doyen of the town's schools, the Victoria Institution. The V.I. was formally declared open by its first headmaster, Mr. Bennett Eyre Shaw, on July 30, 1894. The initial enrolment was 150, but by 1922 the number had risen to 1,000. The original building in High Street now accommodates the High Street School, one of the two Secondary Modern Schools in the town.

The present building on Petaling Hill was formally opened in May, 1929, by Sir Hugh Clifford, when boys of the Lower School were sent to either the Batu Road School, Pasar Road School or Maxwell Road School, three feeder schools of the Victoria Institution. 1929 was also the year that Science was introduced into the Victoria Institution as a subject, and that Mr. F. Daniel laid the foundation for the study of General Science.

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Close on the heels of the Victoria Institution came the Methodist Boys' School which was founded in 1898 by Dr. William Kensett. Its enrolment at this time being predominantly Indian, the school was known as the Anglo-Tamil School. In 1899, Rev. Samuel Abraham, a teacher-preacher was appointed headmaster.

As the school progressed and more Chinese children were admitted it was decided to call it the Anglo-Vernacular School. At this stage, Rev. W. E. Horley arrived in Kuala Lumpur. A year later, in 1905 a new school building was erected on Petaling Hill and named the Methodist Boys' School. Under the able principalship of Rev. Horley, Mr. R. T. McCoy, Rev. G. F. Pykett, Rev. P. L. Peach and others, the Methodist Boys' School has become one of the leading schools in Kuala Lumpur today.

The St. John's Institution was founded in 1904. Beginning with an enrolment of 90 pupils the school and its branch schools today provide accommodation for nearly 4,300 pupils. Among past Brother Directors who figured prominently in the development of the Institution are Brother James, Brother Gilbert, Brother Claude, Brother Barnitus, Brother Marcian and Brother Cornelius.

The first girls' school in Kuala Lumpur was founded by Miss Mary B. Langlands in 1893. This pioneer institution which was on Petaling Hill close to where the Chinwoo now stands was taken over by the Plymouth Brethren two years later. It was called the Chinese Girls' School and was the forerunner of the present Bukit Bintang Girls' School. Later on other schools for girls were established, mostly by Christian Churches, namely the Methodist Girls' School which began as the Government Girls' School in 1896, the Convents, the original school being opened in 1899, the St. Mary's Girls' School, founded in 1912 and the Pudu English Girls' School in 1914.

One hundred years ago there were no English schools in this town. Today there are well over 45 assisted schools excluding such institutions as the Technical College, and the newly established University of Malaya in Kuala Lumpur and a multitude of Private Schools which are doing a good job in relieving congestion in most of the Government and Government aided schools, both boys' and girls'.

The English schools in general developed very much along the lines of schools in England. The desire to have an automatic method of assessing school efficiency in order to regulate grants for aided schools led to the introduction of a scheme of payment by results based on a rigid examination system. This was imposed on Government as well as aided schools. But the official examination of every pupil was abolished in Malaya some years before it was abolished in England. For a period, examination for Standards IV and VII were continued; but in 1919, with a system of grants, inspection replaced examination in all schools.

This system of grants has remained, without any substantial change, since its introduction. The aided school management retains control, but Government takes the school fees and meets the whole cost of the pay roll, grants a per capita allowance for general upkeep, and contributes towards the cost of approved new buildings. Provided they hold the prescribed qualifications, aided school-teachers are placed on the same salary as Government teachers, and are members of a Provident Fund.

After the elimination of the fettering Government examinations, there were left three external examinations—the Preliminary, the Junior, and the Senior Local, conducted by the Local Examinations Syndicate of the University of Cambridge. The Preliminary went during the First World War and the Junior went just before the Second World War. There has remained only one external examination, and that at the end of the school course—the Senior Cambridge, now known as the School Certificate.

With the coming of Merdeka, a new educational policy is being forged. This aims at making every pupil Malayan conscious, with Malay as a compulsory subject. There was also instituted in 1956 an I.C.E. examination from which successful candidates are eligible for training as teachers and for other employment. Moreover, every school now has its own Board of Governors/Managers and all Primary Schools in Kuala Lumpur are now controlled by the Kuala Lumpur Municipal Council as Local Educational Authority. No doubt the future will witness many further changes in the content and administration of education.

THE INSPECTORATE. In 1890, the British Resident, Selangor, Sir William Maxwell recommended the setting up of an Education Department in the charge of a suitable officer. It was felt that for want of adequate supervision, the progress of vernacular education in particular was poor and in 1891, the Vicar of St. Mary's Church, Rev. F. W. Haines, was appointed Inspector of Schools, Selangor. After 1895 it was decided to appoint an Inspector of Schools for the Federated Malay States. The first Officer to hold this appointment was Mr. J. Driver. He was succeeded by Mr. R. J. Wilkinson, the well-known Malay scholar. Later, the post of Director of Public Instruction, S.S. and F.M.S. was created and Mr. J. B. Elcum was appointed to this post.

It might be noted that the function of these early inspectors of schools was primarily to inspect and report on the standard of teaching in the various schools.

THE QUEEN'S SCHOLARSHIPS. These scholarships, so called in honour of Queen Victoria, in whose reign they were instituted, were first awarded in Singapore in 1885. On educational grounds there was growing opposition from school-masters, because the scholarships led to undue concentration upon a few pupils, and the scholarships were abolished in 1911. In 1924, owing to the continued requests from the Chinese, the scholarships were

resuscitated in the Colony, and the Federated Malay States restored them in 1931. Since their restoration on five successive years the scholarships were won by boys from the Victoria Institution, Kuala Lumpur.

THE MALAY SCHOOLS. The early beginnings of Malay education were in the religious schools with Arab teachers. The Malays were opposed to any other form of teaching as they regarded education as a matter for the religious authorities.

The time has long since passed when there has been any difficulty in getting parents to send their boys to school. Compulsory Malay education (statutory for many years in some States) requires no enforcement all over Malaya for the Malay school today occupies an honoured place in the village life. The school-masters are recognised leaders, and are also, for the most part, the willing servants of the community.

The basic Malay school course is of six years, the period regarded as the educational minimum for the removal of illiteracy. There are now in addition Malay medium Secondary Classes in some schools, while there are special vocational classes extending over two years in a few districts.

If the Malay parents did not at first welcome education for their boys they were actively opposed to it for their girls. They thought that the girls should help in the home and observe the traditional Muslim seclusion. But as with the boys, so with the girls, the school record, and the personal influence on those who were persuaded to attend, soon won the parents over.

Separate arrangements had been made in Kuala Lumpur for the education of the children of the Malay aristocracy by the formation of a "Raja School" which had eleven pupils in 1892. The building in which the pupils lived and were taught was situated somewhere near the junction of Gombak Lane and what is now called Jalan Raja.

Today Malay schools are found in almost every kampung. In Kuala Lumpur itself there are no fewer than twelve primary schools for boys and girls, and there is a Federal residential College for Malay girls where English is the medium of instruction. This is situated in Damansara Road.

THE CHINESE SCHOOLS. No survey of education in Kuala Lumpur would be complete without reference to the extraordinary liberality of Chinese towards education. Their generosity has been such that it is doubtful whether any race in the world has a finer record for private educational benefaction. The older non-religious foundations, of which the Victoria Institution was a prototype, owed their continuance until they were taken over by Government mainly to Chinese generosity, and the Christian missionary bodies have more than once gladly testified that the bulk of the funds that they have raised for educational purposes have come from the same source.



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Kuala Lumpur**



Long before there was any sort of central organisation the Chinese had started vernacular schools wherever there were children, the upkeep of the school and the payment of the teacher being frequently met by the collection of a voluntary cess. In nearly every clan ancestral hall there was a school and Chinese 'sinsungs' would start dialect schools of their own in order to earn a living.

The first school opened in Kuala Lumpur was for the Chinese. It was built in High Street in 1884 at a cost of \$550 and began its first session in January, 1885, with eleven pupils. It was apparently another of the fruitful partnerships of this period between Government and private enterprise. The Government built the school but Yap Ah Loy provided a school-master at his own expense until the Government could recruit one. Other leading towkays supported the school and visited it to test the pupils in reading and writing and by 1886 the attendance had risen to thirty.

Nonetheless the school was the subject of much controversy within the Chinese community. Among the Hokkien and Cantonese traders there was said to be "determined opposition" which centred round the choice of the school-master. It seems that the real issue, which underlay the dispute about the teacher, was the choice of the language in which instruction was to be given. There were Chinese of several local dialect groups in Kuala Lumpur and the teaching had to be in only one dialect at a time (if indeed a teacher could be found who could teach in more than one dialect). Yap Ah Loy's offer to provide his own teacher was probably a manoeuvre in this dispute.

Perhaps because of these sectional differences the school did not prosper and expand as much as might have been expected. The problem of dialects was still causing difficulty in 1886. By 1890 the attendance had fallen to 18. In 1892 it was reported to have declined still more. There were, of course, other factors besides the language question in this comparative failure. The school-master was elderly and not very effectual. It is impossible to know whether the curriculum satisfied the parents. At one stage, the school-master combined fortune-telling with teaching.

Among the early pioneers of private dialect schools mention must be made of Toh Nam who had come from Honolulu where he had been teaching and where he had the honour of teaching Sun Yatsen. He kept a school for boys and girls in Pudu Road, and just as there are many who can remember Bennett Eyre Shaw who set up the tradition in the Victoria Institution, so there are many who can remember Toh Nam and his connection with Chinese education.

The education of girls has made a most notable advance. But in the Chinese schools, even more than in the English schools,

the tendency has been slavishly to follow the man-made curriculum prepared for the boys. The tendency is to be seen even in athletics.

There are two important recent developments worthy of note—first the increasing attention to English in the Chinese schools. English of a kind has always been taught, but now the teachers of English in the Chinese schools are being trained and their teaching inspected by professional officers of the Department of Education. The national language, Malay, is now being taught in accordance with the educational policy of the Federal Government.

Chinese schools are now found all over the town, and in spite of serious difficulties they have made progress. Today there are no fewer than 38 assisted and 12 private Chinese schools in Kuala Lumpur. Though most Chinese schools are now Government aided there are still a number of schools run by the dialect "sinsungs".

Out-of-school activities have been encouraged: the inter-school sports initiated and directed under combined inter-school management have proved a stimulus.

THE INDIAN SCHOOLS. One cannot help but think of Estate schools when one writes about Tamil schools. In the early part of the century philanthropic Indians found it useful to start schools for the benefit of the Tamil children whose parents were generally labourers imported from India. The Vivekananda Tamil School at Brickfields and the Thamboosamy School at Sentul were two of the early schools with humble beginnings built by the pioneering Indians. Apart from these private schools there are Government Tamil Schools in different parts of the town. There is a Government Tamil School in Sentul, another in Loke Yew Road, and yet another in Bungsar Road.

Sometimes the mixed nature of the population creates a problem, as it may be necessary to provide, for instance, for teaching in Punjabi and Tamil. The schools provide the six-year course which is the educational minimum for the removal of illiteracy, though the proportion of pupils completing the course is small. Training classes initiated before World War II have already led to improvement in the teaching, and have shown that besides providing teachers with a Malayan outlook, they can also produce teachers more competent in their craft. There are in all twelve assisted Indian Schools within the Kuala Lumpur Municipality.

TECHNICAL COLLEGE. The beginning of the Technical College can be traced to the Treacher Technical School started in Weld Road in 1904. In 1930 a unified technical school to train technical men, not only for government departments but also for private engineering concerns, was established in High Street in the former Victoria Institution buildings. The first Principal was H. T. M. Kent. In 1941 it was thought that the standard of

training warranted the change of the name of the institution from Technical School to Technical College, but owing to the war the scheme had to be postponed. After the liberation of Malaya the College was reopened on September 16, 1946.

On March 1, 1955, the new Technical College was officially opened by the High Commissioner, Sir Donald MacGillivray. It is situated on a site of 47 acres in Gurney Road. The cost of the buildings was defrayed from a grant of \$1.85 million from the Colonial Development and Welfare Fund. The new college is fully residential with accommodation for 500 students.

The Technical College is a Federal Institution under the Ministry of Education and offers three-year diploma courses in Civil, Mechanical and Electrical Engineering, Surveying and Architecture. Various technical departments of the governments of the Federation of Malaya, Singapore, Borneo, Sarawak and Brunei send technical apprentices to the college for training.

As a result of the recommendations of a special committee on the future use of the College, in 1957 the Minister of Education appointed a Board of Governors for the management of the College under the Chairmanship of Dato Abdul Aziz bin Haji Abdul Majid, the Permanent Secretary to the Prime Minister. The present Principal, Mr. N. A. K. Nair, was appointed on January 1, 1958.

The policy of the Government to change the College from a pre-service training centre into a training institution, open to all suitably qualified persons and providing courses of varied nature leading in some cases to professional qualifications, is being gradually implemented. The enrolment of students for the 1958/59 session for various full-time courses was 320.

The College provides courses for diplomas in civil, mechanical, electrical and radio engineering, surveying, building design (architecture), quantity surveying, civil engineering/surveying (combined), and a special course in automobile engineering for motor transport inspectors.

THE UNIVERSITY. When the University of Malaya was founded in 1949, the intention was to transfer it from the site of the former Raffles and King Edward VII Colleges in Singapore to a new site in Johore. This plan was abandoned in 1953 and it was agreed to develop the University on two sites, the existing site in Singapore and a new one in Kuala Lumpur.

Teaching to First Year students in the Faculty of Arts began in September, 1957, in borrowed premises in Kuala Lumpur; buildings for the Faculty of Engineering were erected on the new University site in 1958 and the Faculty, which had been transferred from Singapore, began teaching in August, 1958.

Discussions about a new Constitution for the University of Malaya took place in 1958 and an Ordinance amending the Constitution of the University and creating two autonomous

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Divisions, the University of Malaya in Kuala Lumpur and the University of Malaya in Singapore, was passed and the new Constitution came into operation in January, 1959.

The University has a site of 700 acres just within the Municipal boundaries on the western side of Kuala Lumpur, and old rubber land is being rapidly transformed into an excellent University site. In the first phase the southern part of the site is being developed, leaving the northern part for later expansion of the University.

In this initial period there will be four Faculties, those of Arts, Science, Agriculture and Engineering. The Engineering buildings were completed in 1958, buildings for the Faculty of Arts, Administration and a Library in May this year and buildings for the Faculties of Science and Agriculture will be erected later this year or in 1960.

The first Residential College for 250 students was completed in April, 1959, and a second will be finished before the end of the year. The site is also being developed to provide playing fields and other amenities for the University.

In the new Academic Session which began at the end of May, there is teaching in the Faculties of Arts, Science and Engineering, and that in Agriculture will begin a year later. It is expected that from 1959 to 1964 the number of students will increase from 350 to 1,500.

The life and work of Malayan schools contain a tale most fascinating. It is a story of expansion and of gradual development in particular directions, such as the primary methods, physical training, art and music, libraries, in the preparation of text-books and apparatus specially suited to local conditions, in experimenting work in school broadcasting, and in the corporate life of the school.

The Federal Headquarters of the Education Department is housed at Federal House in Kuala Lumpur. In addition there is the State Education Department, an Inspectorate, an Examinations Syndicate, the Local Education Authority of the Kuala Lumpur Municipal Council; all these look after the intricate problem of education in this town which has grown many times larger than it was in 1859.

In a country where things change very quickly, one hundred years can cover a great many events and much development. From a very small town Kuala Lumpur has developed into a bustling city. Her economic, scientific and social progress owe much to education. The problems of existence of a school—any school—the obstacles it has to face and surmount in order to maintain high academic and other standards remain the same as they have always been, despite changing conditions. The chief aim of education today must of necessity take into consideration that our young people must grow up true Malaysians.

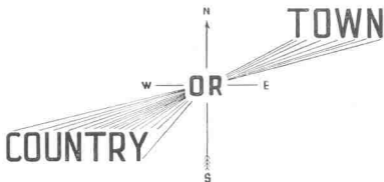
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Water

UNTIL the 1890s the population of Kuala Lumpur drew its water from wells, each house having its own. Because of the health risk involved drinking water had to be filtered and boiled. In 1888 a survey began for the construction of a reservoir, and a supply was planned for a population of 95,000, four times the actual population of that time.

However, the first piped supply was not completed until 1896. It came from an impounding reservoir above Ampang Village and was distributed from a Service Reservoir off Maxwell Road. This reservoir, which is still in use, provided half a million gallons of water a day, for a population at that time of about 25,000 people.

By 1906 the population had grown to some 33,000 and the daily water consumption had risen to 535,160 gallons. The supply had been supplemented by water brought through steel and earthenware pipes from the upper reaches of the Sungei Ampang, but further extensions were considered necessary to avert possible shortages.

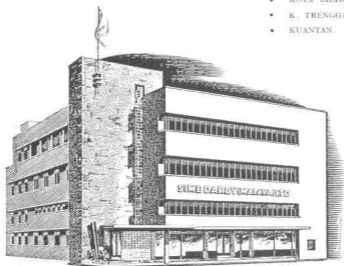
These were completed about 1910, drawing some 2½ million gallons a day from the Sungei Ampang about three miles east of Ampang Village. Another service reservoir was also constructed on Weld Hill to take over the town supply, the old reservoir being used for supplying the residential areas.

In those days only a nominal revenue was derived from pipes and fittings and private supplies. The general public was served by dipper fountains.

As Kuala Lumpur developed even the combined supply from Ampang proved inadequate and in 1931 the present Kuala Sleh headworks and distribution works which included the Sentul service reservoir were completed. These provided an additional 7½ million gallons a day under normal dry weather conditions, to give a total supply of 10½ million gallons to a population of 111,000.

Since then the Kuala Sleh supply in turn has been augmented to 12 million gallons a day by the introduction of pumping into a basically gravity supply and by the use of the new 45-inch steel main which forms part of the Klang Gates Water Supply project.

The Klang Gates project itself is expected to be completed by the end of this year. Operating in conjunction with the Bukit Nanas Purification Plant it will provide a supply of 22 million gallons daily, and will be capable of expansion to 32 million gallons, which is considered an adequate quantity for a population of half a million in Kuala Lumpur.



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Light and Power

KUALA LUMPUR'S first public supply of electricity began operating on January 7, 1906, but by that time electric lighting was no novelty to the town, the Railway Department having generated its own power since 1895.

The Selangor Journal of the time in reporting the dance and concert held at the Kuala Lumpur Railway Station to celebrate the official opening of the latter installation in May, 1895, commented rather drily:

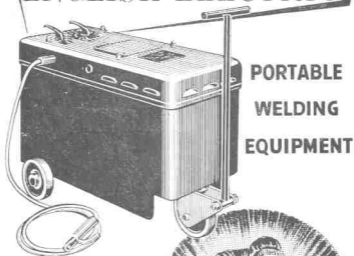
"Upon the arrival of the visitors at 9 p.m. the station was in comparative darkness, in order both to be able to note the full effect of the difference in the light, and that the Acting Resident should perform the initial 'switch on'. As it happened, the opportunity for the former occurred more than once, and a gentleman remarked that it showed great foresight on the part of the Manila bandmen to have brought their own lights with them. This 'jumping', however, is, we hear, an incident of all new installations, and will very seldom be observed in the future."

No such ceremony attended the switching on of Kuala Lumpur's public supply in 1906.

The supply came from a small hydro-electric station at about the 12th Mile Pahang Road in Ulu Gombak. The station consisted of two pelton wheel water turbines with a total capacity of about 1,000 Kilowatt. Energy was taken by overhead lines to a sub-station at Gombak Lane where it was converted into direct current for distribution to the street lights along roads in the centre of the town and the Government Offices and quarters grouped between the padang and the Lake Gardens.

By the end of 1906 six Government buildings, 66 Government quarters and 36 private houses were connected to the supply, as well

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as the Central Railway Workshops, then on the Batu Road, where all the machinery was motor-driven.

However, the private demand expanded rapidly and by 1910 the Ulu Gombak station was unable to cope with it. Three triple expansion steam engine generating sets, with a total capacity of 700 Kilowatts were then installed at a site opposite the Town Hall.

This capacity was rapidly taken up and diesel sets were added until by about 1920 there were the three steam sets and six Mirless 250 Kilowatt sets in the station. This capacity was increased even more by two 2,000 Kilowatt steam turbine sets installed by 1925.

Fuel for these sets was brought by lorry from the railway sidings in Market Street and cooling was effected by towers and open ponds in the area which is now the C.E.B. car park. The difficulties of operating a station of this size in such a position were so great that plans were made to transfer to a site to which fuel could be brought direct on railway wagons.

The site chosen was by the Pantai River at Bungsar. When the station was built it was approached by a narrow lane which terminated at the quarters occupied by the station staff. This lane is now the Bungsar Road, leading to Petaling Jaya.

Energy was generated at 40 cycles per second in the two original stations but by 1925 50 cycles per second had become the accepted frequency standard for all European countries and the new station was designed to generate accordingly. The two systems could not be run together and when Bungsar Power Station was commissioned in 1927 the Ulu Gombak and Gombak Lane stations were closed down.

Bungsar continued to be the chief source of electricity until 1953. It was badly damaged during the war years and only limited supplies of electricity were available from 1946 to 1952. The use of electricity for power purposes was strictly rationed but adequate supplies were available for the lighting needs of the town.

It had been obvious before the war that Bungsar would be fully loaded by about 1945 and plans were in hand to build a new station on a site where the fuel and water facilities would be more adequate. Work on the project was delayed by immediate post-war conditions and the new station at Connaught Bridge was not commissioned until 1953. Bungsar was put on a standby basis early in 1956 and for the first time Kuala Lumpur town took all its electricity from a source outside the Municipal limits.

In the meantime the authority for the supply of electricity had also undergone some changes. In 1926 the section of the State P.W.D. responsible for the supply became the Electricity Department of the Federated Malay States under a Director of Electricity. Since 1949 the duties have been undertaken by the Central Electricity Board.

In the early years all supplies of electricity were given from overhead mains which supplied into the five-footways but as the use

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of electricity increased it became economically possible to use underground cables in the more densely populated parts of the town. Since 1946 it has been the policy to replace, in the shopping centres, all overhead mains as they become obsolete, by underground mains. The centre of the town is now almost clear of overhead wires.

As the overhead mains provided an economical means of giving street lighting the Electricity Department used to provide fittings free, on the request of the Municipal authorities. With the use of underground cables and the more efficient but costlier mercury vapour lamps new arrangements had to be made and in 1954 the Municipal Council bought all the lighting fittings in its area and took over responsibility for the design and maintenance of street lighting throughout the town. In return the C.E.B. gave electricity supplies at a much lower rate and continues to act as the council's agents for construction and maintenance.

In 1959 Kuala Lumpur enjoys a highly developed electricity system and the knowledge that steps have been taken to ensure adequate supplies in the future. Supplies are now drawn via three 66,000 Volt lines from the C.E.B. 80,000 Kilowatts station at Connaught Bridge, supplemented, when necessary, from a new 40,000 Kilowatts station at Malacca, while Bungsar remains in the background with 26,000 Kilowatts available for use in an emergency.

From 1963 supplies will also become available from the 100,000 Kilowatts Cameron Highlands project.

More than 42,240 consumers in Kuala Lumpur and district take their supplies from approximately 150 miles of low voltage lines which are connected to 116 sub-stations, fed from 94 miles of high voltage cable. The total cost of these high and low voltage networks is approximately \$23.5 million.

All of this is a far cry from that first 1,000 Kilowatts station at Ulu Gombak whose vagaries led one correspondent in 1906 to complain: "Truly electricity is a 'fickle but a fascinating fairy' here in the Federal Capital; she is also very cheap and very nasty. Frequently we have to go back and light up the old-fashioned oil-lamps, just to see whether the electric globes are really glowing or not."

SELANGOR'S first newspaper, the fortnightly publication *The Selangor Journal* was started in 1892 by three Government Officers, Dr. E. A. O. Travers, W. W. Skeat and John Russell. Purely a labour of love the tabloid carried no advertising and depended upon the revenue from its circulation to pay overhead costs. With the establishment of the *Malay Mail* in 1896, it ceased publication.

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Religion



MANY races dwell in Kuala Lumpur. As they arrived, they brought with them their religions and very soon set about erecting places of worship, according to their beliefs. The settlement was little more than a collection of attap huts when it got its first mosque, its first Chinese temple, its first Hindu temple, its first Christian church.

Kuala Lumpur's original Malay mosque was situated on the present site of Messrs. Gian Singh's premises in Mountbatten Road. The date of its building is not known but it certainly existed as far back as the 1870s.

With the growth of Kuala Lumpur after the federation of Selangor, Perak, Pahang and Negri Sembilan, the Malay population increased by leaps and bounds, so the Government took back the land on which the old mosque was situated and bought the site of the present mosque from Nakhoda Usoh. The foundation stone for the present mosque was laid on March 23, 1908, during the reign of Sultan Sulaiman. Its construction was supervised by A. B. Hubbuck, of the Selangor P.W.D., and the cost was met by State Government, contributions and public gifts. The first Imam was Haji Osman, popularly called Pak Imam.

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Kampong Bahru got its first mosque shortly before the building of the Town Mosque. A wooden building, it was erected about 1903, mainly due to the efforts of Raja Mahmud bin Sultan Mohamed, who was the Penghulu, Kuala Lumpur, Tuan Haji Hussain, a contractor, and Detective Sergeant Omar, a pensioner. Later the walls were replaced with bricks and the pillars plastered with concrete.

Eight years ago planning was begun for the present magnificent Masjid Jama (People's Mosque) in Kampong Bahru, which was built in 1956, at a cost of more than \$200,000 dollars contributed by the public and the State Government.

An Indian mosque has existed for many years near Malay Street, and newer additions are the Alam Shah mosque in Pasar Road, opened a few years ago, and the Al-Hidayah Mosque, opened in Sentul last year. And now planning is under way for a national mosque on a site in Victory Avenue.

During the crisis of the civil war Yap Ah Loy had consulted the god Sz Yeh as an oracle for guidance, so one of the first things he did when he won back the town in 1873 was to build a temple in honour of the deity. The temple still exists, between High Street and Rodger Street, although it has obviously been rebuilt at some date later than its founding, probably in 1884.

The annual procession of the god through the streets of Kuala Lumpur was a feature of the temple rites from its beginning. Some years the processions were much more lavish than others. Particularly spectacular processions are recorded as having taken place in 1887, when it was estimated that 40,000 Chinese took part or watched, in 1893, and in 1902 when it was reported about \$100,000 was spent.

There were many other temples besides the Sz Yeh, but it remained the principal Chinese shrine until about 1900 or later. Rich Chinese endowed several temples during the 1890s, and the list of societies exempt from registration recorded four in various parts of Kuala Lumpur in 1894.

The first Hindu temple in Kuala Lumpur was the Sri Maha Mariamman temple built in the 1870s by Kayaroganam Pillay. It was a very small building near the present Central Bank in Victory Avenue. In 1886 the site was taken over for the Kuala Lumpur terminus of the railway line to Klang and the temple was moved to its present site in High Street. The present building was constructed in 1889, replacing the previous attap structure.

K. Thamboosamy Pillay was the founder and first Stanigar (president) of this temple. Management at that time was vested in a few prominent South Indians, K. Thamboosamy Pillay, R. Doraisamy Pillay and K. Doraisamy Pillay, who formed a "Panchayat."

In 1889 Viswalingam Pillay, a retired police constable from Singapore, started construction on the Sri Vinayagar Temple in Old Pudu Road. This was later taken over by K. Thamboosamy



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Pillay and when it was completed, it was annexed to the Sri Maha Mariamman Temple.

Thiruvengadam Pillay and Kanthappa Thaver founded a temple at Batu Caves in 1891 and from the following year the Thaipooam Festival was celebrated there. The temple authorities constructed the 272 steps leading to the caves during 1939 and 1940 and today Thaipooam is the biggest Hindu festival in the country, attracting more than 100,000 people of all races to the caves each year.

After the second World War the management of the Sri Maha Mariamman Temple, in addition to its religious and charitable activities, expanded its programme to education, taking over four schools.

The Sri Kandaswamy Temple at Scott Road was built in 1902 on land bought the previous year from collections raised by the Ceylon Tamils. It is managed by the Selangor Ceylon Saivites Association, which has a membership of about 500.

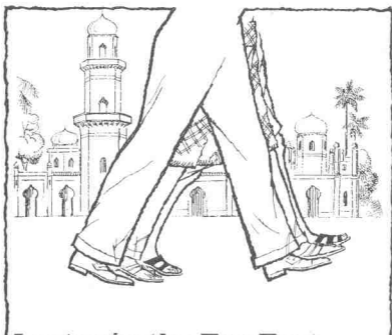
Typical of the inter-communal relations of the time was the laying of the foundation stone of the first Buddhist temple in the Malay Peninsula, which took place in August, 1894. T. E. Gunasekera was the president of the Sasanahbi Wurdhi Wardhana Society, which built the temple in Brickfields Road. The stone was laid by Mrs. C. E. Spooner, wife of the Director of Public Works, and the Resident and Mrs. Treacher were among those present at the ceremony.

Non-Christian donors also figure prominently in appeal lists for the building of the town's early Christian churches. The first church was built for the Church of England congregation. It was a small wooden building in the area of the police headquarters Syers established on Bluff Hill about 1882. Apparently there was no resident chaplain until 1890 when the Resident and the Bishop of Singapore launched a successful appeal for funds with which to pay a stipend. The first vicar was the Rev. Frederick Haines, who was also appointed Inspector of Schools.

In 1893 it was decided to build a larger church and an appeal produced \$5,168, to which the State Government added \$5,000. The new church was designed by A. C. Norman, the P.W.D. Architect, and built at the northern end of the Padang. When it was consecrated by Bishop G. F. Hose of Singapore, in February, 1895, it was named St. Mary's.

Meanwhile in 1883 there had arrived in Kuala Lumpur the Rev. Father Charles Letessier, who set up a Roman Catholic Mission on Bukit Nanas, on the site of a former Malay stockade. His first church was an attap structure, but in 1886 the Bishop of Eucarpia laid the foundation stone for St. John's Church, which was to remain in use until the opening of the present Cathedral on March 27, 1955. The old St. John's church was partially burnt down in 1910, after which it was renovated and enlarged.

A Methodist Mission was established in Kuala Lumpur in 1897 by Dr. W. T. Kensett, who had formerly been in Singapore and Penang.



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Melbourne, Sydney.

Hearing the land on which the Wesley Church and the Methodist Boys' School now stand was to be auctioned, Dr. Kinsett sent for Dr. W. G. Shellabear, of the Singapore Mission, to come to the sale. Banks in those days were few and far between so for safety Dr. Shellabear cut into halves the three \$100 bank notes that he carried with him to the sale. He put one half of each note into his trunk and the other half into his pocket, and just as well, too. His trunk was stolen on the journey, but a Singapore bank honoured the remaining halves so nothing was lost.

The land on which the church and the school now stand was bought for \$700. Dr. Shellabear advanced from his personal savings the money for the purchase, and financed the first building erected.

A school for Tamil boys and girls was opened in July, 1897, and a Tamil preacher from Ceylon, Samuel Abraham, joined the Mission in 1899 to help with both the school and the church. With the help of the English congregation, the Malacca Street Tamil Church was erected in 1899, and the following year Abraham became the first Tamil pastor to be ordained in Malaya by the Methodist Church.

Since the turn of the century all the Christian missions have expanded greatly, particularly in the field of education. Other denominations have joined their ranks and the town now has many fine churches, not to mention a number of leading schools, including all the girls' English schools, which were founded and conducted by mission bodies.

Biggest of the modern churches is St. John's Roman Catholic Cathedral, which owes its existence to the vigorous efforts of two former schoolmates, who served as vicars of the former St. John's church. Father D. Perrisoud, the vicar from 1928 to 1950, left a legacy of about \$80,000 for the construction of a new church. His successor and former schoolmate, Father Jean Mauray, pushed ahead with the plans and a building fund which resulted in the new St. John's being completed and opened on March 27, 1955.

On August 1, the same year the first Bishop of Kuala Lumpur, the Right Reverend Dominic Vendargon, was consecrated in St. John's which then became Kuala Lumpur's first cathedral.

In June last year, a second Kuala Lumpur clergyman was also consecrated a bishop. He was the Reverend Roland Koh, priest-in-charge of the Chinese congregation of St. Mary's Anglican Church. Consecrated in Britain, Bishop Koh is the assistant bishop of the Diocese of Singapore, although he still remains in Kuala Lumpur.

Today, as the capital of a nation where religious freedom is assured as an article of the Constitution, Kuala Lumpur has many fine places of worship, some of them as new and as modern as the free nation itself. Religious tolerance continues to be part of the everyday life of a people who represent so many faiths.

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Clubs and sport

KUALA LUMPUR'S early clubs and sport went hand in hand. Some of them were responsible for the development of several of the fine sports grounds still in use in the town.

Oldest of the clubs is the Selangor Club, founded in 1884 in an attap-roofed building at the northern end of the newly-cleared Police parade ground, which has since become known as the "Club Padang." The intention was to found a social and cricket club and to provide a central reading room.

The first president was J. P. Rodger, the Resident, and among the founder members were prominent Government officials of the day, A. R. Venning, H. C. Syers, H. F. Bellamy, S. B. R. Reyne and A. C. Norman, and K. Thamboosamy Pillay, leader of the Tamil community. The Capitan China, Yap Kwan Seng, also appears to have been an early member as he held a ball in the club for Mrs. Swettenham, shortly before her departure from Kuala Lumpur in 1893.

By this time the Selangor Club had already shifted around to its present site. The change was made about 1890, when a two-storeyed building was erected with the upper storey being used for dances and concerts. Later extensions and the removal of the second storey brought the building to its present Tudor-style.

The year the shift was made marked the foundation of the Lake Club, in the then newly-opened Public Gardens. It was brought into being by some senior Government officials who were dissatisfied with the way the Selangor Club was being run.

Principal sports of the time were cricket and association football, the latter becoming popular with Malays as well as Europeans. Rugby football was introduced to Selangor in May, 1894, with a match between a team of planters, captained by E. V. Carey, and "The World", captained by W. D. Scott.

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Horse-racing was introduced some years before rugby. A Gymkhana Club was formed in 1890 and given a five-year lease on a site for a race-course in the Circular Road area. The Government also gave a subsidy of \$2,000 for the laying-out of the course. The first race meeting was held at Chinese New Year in 1891, on the occasion of a visit of the Governor, and thereafter there were one or two meetings a year.

In 1892 a brick grandstand was built to accommodate 250 people, but, because of a clause in the lease barring professional jockeys, race meetings failed to attract entries from outside Selangor. When the lease expired in 1895, the club wound up and reformed as the Selangor Turf Club. It then leased its present course in Ampang Road, without any restriction on professional jockeys.

There were no bookmakers in Kuala Lumpur at that time so the excitement of betting would have been lost had it not been for the help of the Chartered Bank, which closed every race day and sent its cashiers to the course to run a form of totalisator. To preserve Victorian proprieties, a steward was deputed to collect and place ladies' bets.

Golf was first played in Kuala Lumpur about 1890, and the Selangor Golf Club came into being in August, 1893, with an eight-hole course on Petaling Hill, about where the Victoria Institution now stands.

The club shifted to its present site off Circular Road in 1921, opening there in September. Progressive development over the years bought about today's facilities of two 18-hole golf courses, four hard and 20 grass tennis courts and a swimming pool. Active membership this year was a little short of 2,000.

The 1890s also saw the beginning of the K.L. Book Club. It began when a group of friends pooled the books they were personally importing from Britain. The idea caught on, others joined the pool and a room was made available behind the Town Hall to house the resultant collection. The club itself really got under way when the Government offered it its small library of official books and an annual grant if it would start a public library with reduced subscriptions for subordinate Government officers. The club has had several different premises before settling in its present site. Its grant from the Government has fluctuated during the years until now it stands at \$1,000. Membership, which has seen several lean periods, is now on the upswing again, passing 2,500.

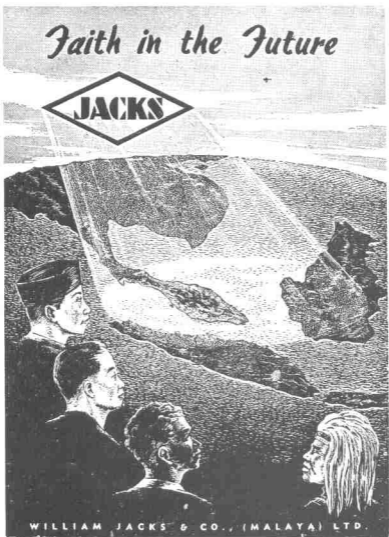
Another old club still in existence is the Selangor Recreation Club, which was opened in February, 1896, "for subordinate members of the Government Service and others." Its premises in Jalan Raja were extensively renovated last year but still preserve the octagonal shape of the original timber structure.

Several early clubs have long since disappeared. The Rifle Association, founded in 1891, by H. C. Syers, is one, although it



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did have a long and successful existence. A Hunt Club was founded in 1895, when game apparently abounded in the immediate vicinity of the town. There was also a Chinese Athletic Club as early as 1892, but it had only small grounds.

The Sultan Suleiman Club in Kampong Bahru traces its origin to a Malay club started in 1905, near its present premises. The Sultan of Selangor continues to be its patron to this day. Although its social and sports activities are not so widespread as in former years, it has an active membership of about 60 persons.

Most exclusive of the early clubs was the Weld Hill Residential Club, founded in 1906 by some of the prominent Chinese residents of Kuala Lumpur. Situated in Weld Road, it was mainly intended for the use of visitors as there was a great lack of suitable accommodation in the town.

The early 1900s also saw the beginning of the Selangor Chinese Recreation Club in Campbell Road, where it developed out of a musical group known as the Kuala Lumpur Minstrels. Shifting later to a shophouse in Pudu, it settled in its present site in October, 1929. A lily pond had to be drained for the playing fields and considerable piling done for the construction of the clubhouse, but this did not deter the supervising engineer, Loh Kong Imm, and Choo Kia Peng and Loke Wan Yat, the three driving spirits behind the project. Now represented in every field of sport in the State, the club before the war was even more widely known for its excellent orchestra.

A club which has probably shifted more often than the S.C.R.C. is the Selangor Eurasian Association. Although founded in 1921, it was 1948 before the association had its first permanent home, in Bukit Nanas. Until then it had from time to time rented rooms in different places about the town. Its clubhouse has been on the present site in Pudu Road since August, 1953, when the former site was needed for the building of St. John's Cathedral.

The club is prominent in most sports activities, but has long endeavoured to promote the political and social advancement of the Eurasian community as well. It is now a member of the Eurasian Union of Malaya, which represents the community in the political field.

The Tamilian Physical Culture Association was formed in March, 1914, and later in the year was granted five acres of land in Princess Road. The land was cleared by the members themselves and a clubhouse built in 1919, but two years later the building had to be moved to make room for X-ray Road. The club's ground was further developed after World War II and its tiered concrete and wooden seating, completed in 1955, made it the town's leading stadium until the completion of the Merdeka Stadium in 1957. Last year a fine new clubhouse was erected.

However, Kuala Lumpur's most imposing clubhouse, incorporating an indoor stadium with an adjacent swimming pool, is the

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Chinwoo Building. The Chinwoo—Selangor Chinese Athletic Association—had more humble beginnings in 1921. Prospering, it organised athletics, two bands and a choir, and ran a school with an enrolment of nearly 650 pupils. The present clubhouse was opened in December, 1953, by the then Commissioner-General for South-East Asia, the Rt. Honourable Malcolm MacDonald, P.C.

Adjacent to the Chinwoo when it first opened was Coronation Park. This dated from 1937, when it was developed as a memorial to the Coronation of King George VI on land neglected since the departure of the Golf Club in 1921. Originally planned to have seven football pitches and a roller skating rink, the park underwent several changes before it was completed. Now only its hard tennis courts remain, incorporated into the Tunku Abdul Rahman Park, which was opened on the same site in April, 1958.

Much of the Tunku Abdul Rahman Park is laid out as a children's playground, with provision for adult leisure too, but organised sports are catered for nearby in the \$2,900,000 Merdeka Stadium, opened on the eve of the 1957 independence celebrations after a year-long race against time to complete it.

The stadium was the scene of the Proclamation of Independence on August 31, 1957. First sports events held in it were the Merdeka Games, immediately afterwards.

Kuala Lumpur's sports facilities have kept pace with the over-all development of the town and the growth of its sports-loving population. For many of their facilities, today's sportsmen owe a debt to public-spirited pioneers of all races by whose energy waste land, jungle and swamp were turned into playing fields, sports grounds and parks.

KUALA LUMPUR had an uproarious foretaste of the wonders of the 20th Century with the visit in 1894 of Professor Lawrence, 'Practical Aeronaut and Aerial Engineer.' The Professor announced his intention of making an ascent in a balloon inflated with hot air from a fire kindled with paraffin. On the great day the subscriptions received were insufficient and until a Chinese spectator guaranteed the necessary minimum amount, the aeronaut refused to go up. Recording the ascent, the Selangor Journal stated: "Everything being declared in readiness, the 'Practical Aeronaut and Aerial Engineer' again addressed the throng, informing them that, although enough money had not been subscribed to cover expenses (to say nothing of the damage to the Club grounds; a point, however, which he did not mention), he was about to risk his life, and that he hoped that if he was successful something handsome would be done for him. He then moved off to the parachute, while a local sportsman dashed through the crowd with a bottle of beer wherewith to refresh him, took leave of his colleague, bade farewell to his wife, ordered the stays to be cast loose, and, amidst enthusiastic clapping and cheering, the balloon slowly soared aloft to a height of 20 feet."

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Local Government development

FOR practical purposes, the year 1942 can be regarded as the dividing line between the previous form of Local Government by which Kuala Lumpur was administered and the form of Local Government which has developed subsequently.

The Japanese Military Forces occupied the town on January 11, 1942, and proclaimed a Military Administration. One of the first duties, of course, was to set up some form of administration for the health and public services in the town, and in April, 1942, a form of Sanitary Board on the lines of the former administration was established. In June, 1943, however, the Sanitary Board was abolished and a pooling of military and civilian staff took place.

This is the first drastic change that took place in regard to the town administration since its inception in 1890, but it did not lead, needless to say, to any increase in the efficiency of the town services. These were carried out in a haphazard manner and during the whole period of the Japanese occupation, matters were chaotic and the town and the services continued to deteriorate steadily. This can well be imagined by the difficulties the staff had during the Japanese occupation.

The staff were required to fall in at 8 a.m. sharp, face towards the Imperial Palace and bow, and after undergoing physical training for half an hour, followed by Nippon-Go lessons for an hour on alternate days, it is not surprising that they had little or no energy left with which to prosecute their daily tasks. In addition, their wages and allowances were insufficient to afford them a living and many of them had inevitably to turn to what might best be described as "black-marketing activities." Such scavenging as was carried out was removed by forty bullock carts

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which were engaged on the work. When night-soil was not dumped into the Klang River for disposal, it was sold illicitly to market gardeners. The shortage of meat caused the disappearance of practically all domestic animals. The indiscriminate cutting down of trees and shrubs resulted in the invasion of thousands of mosquitoes, snails, flies and vermin.

The abolition of the Sanitary Board in 1943 resulted in a complete disorganisation of the town's former services and the result was a complete disintegration of Local Government administration.

After the liberation, the British Military Administration reconstituted the Sanitary Board on April 1, 1946, and appointed the late Tengku Abu Bakar as Chairman. Apart from the officials, the Health Officer, the Town Engineer, the Chief Police Officer and the Collector of Land Revenue, nine unofficial members of the Board were appointed, all of whom were prominent citizens of Kuala Lumpur with considerable experience of public affairs and administration. It can well be imagined that the members of the Town Board and the staff were faced with very great problems, not only those connected with the future development of the town but more particularly with the legacy of cleaning up the mess which had been left.

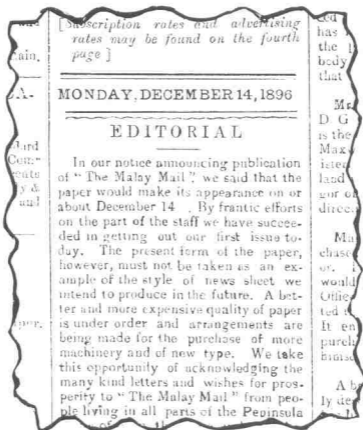
As a result of the new and more efficiently organised administration being applied to the town, its services began to be restored to some semblance of their former state. Anti-malarial work reduced the incidence of malaria substantially in the first year of the British Military Administration. The markets again began to function normally and supplies began to come into them steadily. Roads, drains and bridges were cleaned and maintained in a reasonable state. Refuse, bomb debris and air-raid shelters were removed. Assessment, taxes and licence fees began to be collected again on the former pattern and the revenue and, of course, the expenditure began to pick up. The birth rate began to show signs of rising again and the death rate began to fall.

While rehabilitation was progressing, the political background must be recalled. The Malayan Union proposals were being hotly debated and there were signs of an awakening political consciousness throughout Malaya which indicated that great political and constitutional changes were about to take place. These stirrings had their effect on Local Government circles and as far as Kuala Lumpur was concerned, they had the effect of resuscitating the proposals which had been considered before the war for creating a Municipality of Kuala Lumpur with the possibility of an elected Council of some form.

It was thus in accordance with the new spirit abroad and political inspirations that a Committee was set up by the Governor of the Malayan Union in August 1946 "to consider the establishment of a Municipality for Kuala Lumpur." The establishment of a Municipality had been considered spasmodically from 1926

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when the first report on the proposal, known as the Millington Report, was produced which was the precursor of a number of other reports until the year 1939.

The members of this Committee were:— The Resident Commissioner, Selangor, (Mr. W. A. Ward, M.C., M.C.S.); The Deputy Financial Secretary (Mr. J. D. M. Smith, M.C.S.); The Commissioner of Lands (Mr. W. N. Gourlay, M.C.S.); Col. H. S. Lee, J.P.; Mr. R. Ramani; Mr. W. J. P. Grenier.

They entered upon their task with such zeal that they produced their final report and recommendations on January 10, 1947. Briefly, they recommended that a Municipality be established to replace the Town Board of Kuala Lumpur with effect from January 1, 1948, and that it be administered by fifteen Municipal Commissioners who should have certain prescribed qualifications, that as soon as possible two-thirds of the number of Commissioners should be elected by popular ballot, the remaining one-third to continue to be appointed by the Resident Commissioner.

The services for which the new Municipality would be responsible, would include all the services of the former Sanitary Board, such as refuse and night-soil removal, general health measures and anti-malarial control, markets, street lighting, fire services, repairs and maintenance of roads and bridges and the control of buildings. The Committee did not recommend that the newly created Municipality should take over the supply of water and electricity, nor did they recommend that the licensing of motor vehicles should be its responsibility.

On the financial side, the Committee's recommendations were that the Municipality would be expected to be a financially autonomous body no longer dependant on Government either for grants-in-aid or for secondment of staff but that the Government and the quasi-Government authorities should pay a contribution in lieu of rates in respect of their properties in Kuala Lumpur.

It is interesting to look back on the financial position at that time and to recall that the Committee estimated the revenue and expenditure of the new Municipality at \$1,969,146 and \$2,688,831 respectively, bearing in mind that the revenue for the year 1959 is estimated to be \$9,297,576.

Probably the most difficult matter to cope with in connection with the creation of the Municipality of Kuala Lumpur was to decide what legislation should be applied to it. In the end, certain parts of the Municipal Ordinance (S.S.) and also certain provisions of the Town Boards Enactment were applied to the new Municipality to give it the necessary powers of control and administration, and a proclamation was accordingly made by His Highness the Ruler in Council on March 13, 1948.

The Municipality was created by order of His Highness the Ruler in Council on March 15, 1948. The composition of the

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Council was made up of the President, who was a M.C.S. Officer appointed by the State Government, and fifteen Municipal Commissioners to administer the newly created Municipality.

Again it was in pursuance of the Ward Committee's recommendation that the Council be composed of elected members and, of course, it was in accordance with the demand for further progress in elected representation, that a new and revised constitution was approved by His Highness the Ruler in Council and approved by the Council of State at its meeting on May 1, 1951. The new Constitution provided for a Municipal Council consisting of eighteen members, of whom twelve should be elected and six appointed by the Ruler in Council. Kuala Lumpur was divided into four Wards, namely, Sentul, Bungsar, Petaling and Imbi, and each Ward elected three members to the Council, one-third of whom retired annually. The new Constitution provided for the qualifications of Councillors and electors. The President was to be appointed by the Ruler in Council after consultation with the Municipal Councillors. No changes were made in regard to the public services with which the former Municipal Commissioners were charged under their Constitution.

March 1952 marked an era in the history of Local Government in Kuala Lumpur as the first elections to the twelve seats on the Municipal Council took place. It is a tribute to those who were responsible to say that the elections were very well organised and went off without a hitch. The Elections can be considered to have been of national importance judging by subsequent events for it was as a result of moves made by Dato Yahya bin Abdul Razak and Colonel H. S. Lee that the Alliance Party was formed for these elections which laid the foundation for the formation of a national Government, namely, the Alliance Government which was the Government returned to power in the Federation of Malaya in 1955 and which secured Merdeka for Malaya.

The next stage in the Constitutional development of Kuala Lumpur resulted from the Constitution of the Federation of Malaya. Article 154 of the Constitution provides that, until Parliament otherwise determines, the Municipality of Kuala Lumpur shall be the Federal Capital. The same Article also provides, however, that Parliament shall not have the exclusive powers to make laws with respect to the boundaries of the Federal Capital until such date as may be appointed by the Yang di-Pertuan Agong with the concurrence of the Ruler of the State of Selangor in pursuance of arrangements made between the Federal Government and the Government of Selangor for the establishment elsewhere of the State Capital. The constitutional position is that Kuala Lumpur is in a transitory state—it remains the State Capital but at the same time is the Federal Capital.

It is natural in view of the fully elected Councils of Penang and Malacca that there has been a demand to meet political aspiration for a fully elected Council for Kuala Lumpur with a Mayor. A resolution to this effect was proposed by Mr. Ong Yoke

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Lin (now the Minister for Labour and Social Welfare) and seconded by Enche Abdul Aziz bin Ishak (now the Minister for Agriculture) and was adopted unanimously by the Municipal Council at its ordinary meeting on May 31, 1955.

To implement this resolution, the Council set up a Constitutional Standing Committee to consider the proposal in further detail and to make recommendations. Its recommendations are that there should be a fully elected Council, presided over by a Mayor, that the number of seats be increased to provide seats to replace the six appointed Councillors, and that the Wards be adjusted, if necessary, in order to enable this to be done. The recommendations and detailed proposals were forwarded to the State Government for consideration by the Ruler in Council and it is hoped that a fully elected Council with a Mayor on the lines proposed will eventuate in connection with the Annual December Elections this year.

The man-in-the-street will be inclined to ask what are the real and practical results or what will be the lasting benefits of all these constitutional developments. The first and primary consideration is that the Councillors being responsible for formulating the policy of the Council and directing its administration are in close touch with the people as their representatives and are, therefore, in a position to take into consideration public opinion and to appreciate the possible effects of public opinion on any new policy or new administrative measures which are contemplated.

The Councillors are actuated in their decisions by consideration of the public interest and the effect which their decisions will have on the man-in-the-street. They themselves are citizens of the Town, albeit more prominent ones than perhaps the ordinary man-in-the-street, but their interests are identical. The Councillors do not wish to impose their will on the townspeople but to act as far as possible in accordance with their wishes and one of the results of their attitude is the comparative freedom from litigation between members of the public and the Council on matters large or small.

Nothing is so persuasive as some statements of facts or figures to support the concept of elected Local Government. The following is an attempt to give an indication of what substantial progress and improvements have resulted from these constitutional developments.

First and foremost, the Council's progress can be judged by its finances. The estimated revenue in 1947 was approximately \$1.9 million and the expenditure approximately \$2.6 million. For 1959, the estimated income is \$9.2 million and the estimated expenditure from revenue is approximately \$10 million, and if the Council's expenditure on Education is included, the total expenditure in 1959 amounts to \$17.3 million.

The increase in revenue is very largely due to the Council's own efforts and it is not merely a result from an automatic increase

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in assessment of properties nor from the raising of taxes and licence fees. Steps were taken to strengthen the administration by increasing the staff where it would have its best effect. This is true of the Municipal Treasurer's Department which is responsible for collection of revenue and the disbursement of expenditure. The Municipal Architect's staff was also increased and resulted not only in plans being quickly passed by the Council but in additional revenue being derived as a result, and from a tighter control of advertisements.

In the early years after 1952, a considerable proportion of capital expenditure was devoted to capital projects of a remunerative nature such as markets, and two very large markets and two smaller markets have been constructed. The strengthening of the staff also resulted in a greater efficiency in the collection of fees and taxes in all departments and has been therefore a very important factor in the increase of revenue since 1947. It may be of interest to note that the assessment rate has only been increased for the first time this year since 1952 by 3.5 per cent.

The efficiency of the Municipal Engineer's Department has been greatly increased by the erection of the new Central Depot and Store. The work of this department has been mechanised as far as possible. Roads, for instance, are constructed now by mechanical means and grass cutting is almost entirely done by machines. This has resulted in the reduction of costs and means that more work can be performed for a given amount of money. Great improvements to roads, bridges and street lighting can be remarked. There is the new Batu Road/Ipoh Road dual carriageway, the new roundabouts on the main traffic routes in the town and the extensive resurfacing of roads and the provision of car parks. Both the Municipal Engineer's Department and the Town Superintendent's Department are now operating fleets of the most modern type of vehicles suited to their purposes, which again has resulted in the reduction of costs in those departments.

Many new buildings have been constructed to improve the Municipal services in the town. Examples are the new Maternity and Child Health Clinics at Shaw Road and Hale Road and others are planned. In addition, the Fire Brigade has been completely re-equipped over the years with the most up-to-date equipment. The new Central Fire Station at Shaw Road and the Sub Station at Pudu Road are further marked signs of progress and other sub stations are planned.

In order that there should be as little delay as possible in the erection of new buildings, it is most important that town planning is at a high state of efficiency. This was one of the sections of the Municipal Engineer's Department which was strengthened in 1953/54 with the result that planning permission can be quickly and easily obtained as the planning of Kuala Lumpur is generally in advance of current requirements. Apart from the practical

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results and the indirect effect of the increase of Municipal revenue resulting from new properties being erected, the planning section is fulfilling a role of the utmost importance in planning the future of Kuala Lumpur as a fine, modern city with all amenities which will not only be worthy of its position as the Capital of the Federation but will be able to take its place among the great cities of South-East Asia.

A large proportion of the Council's capital works were financed from loan funds for the first time obtained from the Federal Government. This is an example of how far the Council's finances have progressed and the confidence that exists in its credit. Expenditure on loan account, including the \$16.5 million for the Main Sewerage Scheme, Kuala Lumpur, amounts today to \$19,170,729.73.

1956 marks an epoch in the progress of the Council for in that year the Council undertook certain low-cost housing projects. With loan funds provided by the Housing Trust, the Council erected 350 detached or semi-detached permanent houses. This modest beginning was followed by the erection by the Council of the low-cost flats at Loke Yew Road, and the Council took over the Suleiman Court Flats at Batu Road, which were erected by the Housing Trust, for permanent administration. The total number of low-cost housing units so far built is 803, not including 61 lock up shops in the flats, and the total expenditure amounts to \$5,209,240.

Constructional work started on the huge Main Sewerage Scheme and Purification Works for Kuala Lumpur following the design work and planning of the Scheme over many years before. The Main Sewerage Scheme provides the first stage of a complete scheme for Kuala Lumpur and covers chiefly the congested central area of the town. It is estimated that it will serve between 6,000 and 7,000 properties including Government buildings, with a population of approximately 100,000 people when it is fully in service. The Main Sewerage Scheme and the Purification Works were opened officially by the Raja Muda, Selangor, on February 28, 1959.

One of the important results of this scheme is that it represents the first stage of doing away with the present night-soil collection system and therefore marks a most important advance in the sanitation of the town.

It will be seen that the Council's administration had grown to such an extent that it was capable of taking on new or expanding existing services though financial considerations naturally limit its scope.

In 1958, the Council became the Local Education Authority for Kuala Lumpur in respect of all Primary Schools in its limits in pursuance of the Razak Report's recommendations to create Local Education Authorities. This was resulted in the setting up of a

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THROUGHOUT THE FEDERATION OF
MALAYA, SINGAPORE AND SARAWAK

Importers & Distributors

of all types of General Merchandise
and Engineering Equipment

Manufacturers

of Aluminium Products and Magnetic
Separators

Rubber Packers & Exporters

Estate Agents

(in association with
Whittall & Co., (M) Ltd.)

Insurance and Shipping Agents

Lloyds' Agents

(Selangor & Negri Sembilan)
