

第一篇

第一章 領域

英領北ボルネオノ領域ハボルネオ島ノ北部全体ナリ即チ西岸ラワス (Lawas) 河及東岸シブコ (Siboko) 河以北ノ内及バンガイ島 (Banguey) 島ハラムバ (Lamban) (Balambangan) 島ヲ併有シ其面積三万七
百〇九平方哩ナリ海岸線九百哩ニ亘リ即チ東経
百十五度十分ヨリ百九十九度十分北緯四度十分
ヨリ七度十分ノ地域ヲ領シ英國ノ保護領ナリ

第二章 住民

北ボルネオノ住民ハ大約十六万人ト称セラルルモ其詳
細ヲ知り難シ住民ノ種族ハ多種ニシテ海岸ノ大
マホメット教徒ノバシラン (Basirans) 馬來人種ニシ
テ高業及漁業ニ従事シ内地ニハドソン (Dusun)

在新加坡日本領事館

イタアン (Ithang) (英字不明) (Ithang) (Ithang) フルカビビサヤ

ト英 (Tobago) (英字不明) (Tobago) (Tobago) 農業ニ従事シ又ハ

林産物採集ヲ業トセリ特ニシエンセルトン (Selatun)

内地ニハドソンノ木作ヲ經營セルアリ テナン (Tenan) (Tenan) 地

方ニハ煙草等ヲ栽培セリ其開化セルモノハ歐州人ノ栽培

地ニ雇ハルヤシヤ一般ニ北ボルネオ固有ノ土人ノ性猛

悪ナリトシトレハフルネイ (Pulnei) 又ハ蘭領ヲ侵入

セルハントヒルアレス (Pulnei) (Pulnei) 不明) 及チタイヤ (Taya) (Taya) 種族

アリテ暴行スル事アリトシテ近來ハ此惡習漸次消滅シ

テ斯レ如キ暴行皆無ノ状態ナリ概シテ在來ノ土人

ハ労働者トシテシテ僱使ナク僅カニ森林伐採ニ従事

スル者アルニ過ズ都舎又ハ村落ニ於ケル高業ハ支

那人 (Native) 其職人 苦力ニ至ル最モ勢力アルハ支那人



ナル事恰モ馬来半島^{三於此}異ルナク彼ノ護護栽培地ニ
 於テ僅カニ^{或ハ}人ヲ使役スル者アルモ其數極ナラサシ
 第 三章 口畧 史

ブルネイ^{ネイ}ガブルネイ市ハ古クヨリ世人ニ知ラレタル處ニホ
 不才中^最早クヨリ開ケタル都市ナリ而シテ昔自ハ盛
 支那^或戎克ノ往來シタル土地ナリモ改メテ初メテ該
 地ニ足ヲ踏ミタルハ千三百二十二年、千五百三三年及千五
 百二十年ノ三四ナリ而シテホルネオ島ニ居ラ台メタル取初
 ノ改メ人ハ和蘭人ナリキ即チ千五百八年^{ラニタ} (Wander
 ン) スタカナ^(英字不明) 地方ニ住居セシモ幾何モナク該地
 ヲ去レリ英人ハ千六百九年^ホルネオニ来住セルモノアリシ
 千七百三十五年ニ引ガ揚ゲタリ後々千七百四十七年和
 蘭人ノ工場ヲ設ケタルモノアリ該工場ハ千七百七十七年迄
 在新加坡日本領事館

継続セリト謂フ千七百六十二年東印度會社^{バラム}ハ
 レガニ島ヲソロノマルタルヨリ租借シテ英商居番地
 ヲ開ケルガ千七百七十五年海賊ノ攻撃ニ遭ヒテヨリ大概
 ラフアン^{Labuan} 島ニ引ガ揚ゲタリ 千八百三年東
 印度會社^{バラム}ニバラムカン島ニ居番地ヲ設ケタル
 モ會社ノ解散ト共ニ該島ノ權利ヲ英領北ボルネ
 オ會社ニ引渡セリ千八百四十年サー・ジェームス・ブルック
 (Sir James Brooke) ノサマク (Sarawak) あり起セル
 英國ハブルネイニ對スル勢力ヲ得テ千八百四十六
 年ニ於テ柔佛^{柔佛}ノラフアンヲ台領シ是レ其地
 トナセリ
 後千八百六十五年英國人カブルネイノサルタルヨリ大
 地積ヲ租借セシ事アルモ何事ヲ經營ナク止シヨリ

三三—四四

千八百七十七年及八十八年英國ノ商人モサーアルフレッド
 テート (Sir Alfred Tait) ハブルネイノサルトンヨリ本州横
 濱ニ往リ同州ノ北部ヲ讓ル受ケ又ソコノサルトンヨリ
 ハ其領有セルホルネオ本土及ヒ少数ノ島嶼ヲ讓ル受
 ケ後此等ノ地ホルネオ會社ニ讓ル渡セリ英領北ホ
 ルネオ會社ハ千八百八十七年十一月一日英國政府ノ
 特許ニ依リ設立セラレ資本金ハ千磅ニ本社ヲ
 倫敦ニ置キ北ホルネオノ開拓ヲ目的トスリモナリ

第四章 行政

英領北ホルネオノ行政ハ倫敦ニ於ケルサルトンヨリ
 最高府トナス即チ
 中軍役會 (Court of Directors) ヲ總督ヲ選出シ英國
 皇帝ノ勅許ヲ經テ北ホルネオ總督及ヒ司令長官
 二任ニホルネオニ割駐セル以上ヲ並稱ノ行政ヲ司リ
 中軍役會
 司令長官
 議士
 副議士
 委員 四名
 常置委員 二名
 陸地ノ規制ハ左ノ如シ

總督
 參議會
 民政長官 (官吏及ヒ在番民ヲ監督セリ)
 民政長官 (民政司)
 理事廳一地方廳
 司令長官 (陸軍)

在新加坡日本領事館

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敬多保局	司 法 局	財 務 局	稅 務 局	土 木 局	土 地 局	衛 生 局	稅 関	郵 務 局	鐵 道 局	移 民 保 護 局	北 地 ホルネオハ左ノ十ガニ分ツ 之ヲ (Provincer)	ケペル Province	Rent Province	Caniffle Province	Martin Province	Alack Province	Berkant "	Mayburgl "	Mayne "	Caprine "	Carake "	而シテ現ニ未開ノ地多ク故ニ上記ノ区画ハ早ニ地圖 上ニ止リテ政事区画ハ甚ク難シタルモノナリ即チ四理 事廳ヲ置キ駐在友ヲ以テ其廳モ之ニ任ジ各理
					測量課	安立病院	港務課	電信局 電張局	印刷局		在新加坡日本領事館											

税元

<p>事廳ノ下ニ若干ノ地方廳アリテ地方廳後ヲ以テ 其事務ヲ掌ラシム即チ左ノ如シ</p>	<p>サニタカシ (Sandakan) 理事廳</p>	<p>キナパタンガシ (Kinabatangan) 地方廳</p>	<p>ラプク (Raub) 及 ムスグト (Musa) 地方廳</p>	<p>イーストコースト (East Coast) 地方廳</p>	<p>タワオ (Tawau) 地方廳</p>	<p>シムボータ (Simpona) 同</p>	<p>クダツ (Kudat) 地方廳</p>	<p>ンエストコースト (West Coast) 同</p>	<p>ノースケパン (North Keppel) 地方廳</p>	<p>パタタン (Pattani) 同</p>	<p>パハル (Pahang) 同</p>	<p>ボネ (Borneo) 地方廳</p>	<p>フロリンスタレーク (Province Clarke) 同</p>	<p>ムンパコル (Mempakul) 同</p>	<p>第五期財政及通貨</p>	<p>英領北ボルネオ會社ノ收入ハ関稅、釐札稅、領道、電 信、郵便、電話、港灣稅、地租及土地耕作料、金 ヲ千九百十二年度ハ以上ノ諸稅目及雜收入并ニ 本金勘定ヲ合シテ百四十万二千三百九十九 千九百三十三年度ニ於ケル歲入ハ其詳細ヲ知リ得 ルモ本報即チ七月倫敦ニ於テ試カレル才六十三 百九十九年報ニ於テハ千九百三十三年度ノ總 收入ハ十二年度ニ比シテ約千七百八十萬 千九百三十三年度ニ比シテ約千七百八十萬</p>
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在新加坡日本領事館

<p>ノコトナシ 蘭税及 釐金 二百萬弗ノ收入ナリト謂ヘシ收入ノ最大項目 支出ノ總額ハ千九百十二年度ニ於テ九十一萬五千六百 八十九弗ニシテ 前年及ニ比シ九萬二千七百四十九弗増 加ナリ</p>	<p>北ボルネオ州ノ通貨ハ兌換券ニテ硬貨ハ單ニニッケン 及銅ノ補助貨幣式多クズシテ種類多クノ如ク 兌換券 百弗 五十弗 十弗 五弗 一弗 五十仙 二十五仙</p>	<p>硬貨 ニッケン 五仙 二仙 五厘 一仙 銅貨 一仙 半仙</p>	<p>銅貨ハ漸次回收シテ一切ニッケンヲ流通スル計画ナ 在新加坡日本領事館</p>	<p>北ボルネオ州一邦ハ同地ニ於テハ海峡殖民地貨ト 同一相場ナルモ海峡殖民地ニ於テハ其信用ニ依リテ 銀約七十二仙換ナリ海峡殖民地貨一邦ハ郵貨約 百十五錫トス</p>	<p>北ボルネオ州ハ海峽殖民地ニ等シク万国郵便聯合ニ加 盟セサルヲ以テ其税率ノ如キモ其特例ノ規定ニ依リ リ即チ其要領ヲ指シセバ左ノ如シ (内) 封書 郵便物ノ限外ハ重量四十八オンスモナ 二呎巾一呎トス 其料金は 外内ハ半オンスニ仙(一オンス又ハ其端數ヲ増ス毎々 二仙ヲ増ス)</p>	<p>英國及ニ英領殖民地又ハ英國郵便局所在地ハ</p>
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「オニス四仙(一オニス又ハ其端数ヲ増ス其ニ四仙ヲ増ス)ノ 注意ヲ付アンハお内全」料金ヲ課ス。	
海内ハ半オニス四仙(半オニス又ハ其端数ヲ増ス其 ニ四仙ヲ増ス)	
(B) 端書口 お内ニ仙(ラフアンノ金ハ)	お外ハ四仙トス
印刷物及ビ書封口取大五寸半ニ三寸半最小四寸ニ二寸半トス 長サ十八寸ヲ越ユルハカラス料金ハ お外ニオニスニ付ニ仙ニオニス又ハ其端数ヲ増ス毎ニ ニ仙ヲ増ス	
(A) 書封料金ト書封郵便物紛失補給ハ二十五円トス	
在新加坡日本領事館	
お内 信書一通ニ付リ一仙	お外 一仙トス
証明郵便口料金ハ お内 一仙 お外 一仙	
(C) 郵便切手ハ郵便切手ハ収入印紙兼用ナリ	
金額	色沢
一仙	褐色
二仙	緑色
三仙	淡紅色
四仙	淡褐色赤色
五仙	淡褐色
六仙	淡緑
意匠	
扇苞莖	花鳥(動物)
七色トシ市街	鏡渡浮判
家	屏
金額 意匠 左ノ如シ	

ハバ	八仙	宝くじ	水牛耕
十仙	十仙	紫黄青	野猪
十二仙	濃青	カトア鳥	
十六仙	赤福	ホトトギス	
二十仙	濃緑	野獣	
二十五仙	ライラック		
其他二十五仙、五十仙、一科、二科、五科、十科及日二十五科			
印紙も同様			
郵便局、郵便局、郵便局			
除午在如			
午前九時半、午後一時、午後二時、一回、四時			
在新加坡日本領事館			
但シ	但シ	但シ	但シ
スルモ	スルモ	スルモ	スルモ
サレタ	サレタ	サレタ	サレタ
セルト	セルト	セルト	セルト
ヲハタ	ヲハタ	ヲハタ	ヲハタ
カキ	カキ	カキ	カキ
クダ	クダ	クダ	クダ
ハバル	ハバル	ハバル	ハバル
タワ	タワ	タワ	タワ
コタ	コタ	コタ	コタ
トウ	トウ	トウ	トウ
フオ	フオ	フオ	フオ
カニ	カニ	カニ	カニ

<p>(小) タレクダブ (替) 子効ヲ取扱ハズ 私書函口 郵便局ニ備付ケタル私書函ノ使用料ハ、年五 弗トス</p>	<p>(中) 私書郵便代取口 特別送込人又ハ流存汽船ヲ以テ着局郵便 ヲ送達スルモノハ距離ノ遠近ニ依テ十弗以上ノ料金 ヲ課ス</p>	<p>(大) 小包郵便口 A. 州内 最大量十一斤長サ三呎中厚サ一呎ニテ三斤 以下八仙、七斤以下十六仙、十一斤以下三十仙 書番ヲナス場合ハ一個ニ付キ八仙ヲ増ス ラフアニ 三斤以下二十仙、七斤以下四十仙、十一斤以下 六十仙 書番外ナス場合ハ一個ニ付キ十仙ヲ増ス B. 北ボルネオヲ直送スルモノ最大量十一斤半 半主方又ハ長サ中、厚サヲ合シテ六呎以下 英國(價格百二十磅ヲ限リ) 保険最大額百二十 磅トス) 三斤以下五十仙、七斤以下一弗、十一斤以下 一弗半五仙</p>	<p>別ニ強註書番料 一個ニ付キ十仙ヲ徴ス 印度(價格百二十磅ヲ限リ) 三斤以下五十仙 七斤以下一弗十仙、十一斤以下一弗六十五仙 新嘉坡 (價格五百弗ヲ限リ) 保険最大額ヲ 六十磅トス) 三斤以下五十仙、七斤以下一弗 十一斤以下一弗四十五仙 別ニ強註書番料 一個ニ付キ十仙ヲ徴ス</p>
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在新嘉坡日本領事館

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<p>香港及支那 (價格五十兩ヲ限ル) 三斤以下四十 五仙 七斤以下七十五仙 十一斤以下一兩</p>	<p>別之強請書番料一個ニ付申付仙ヲ徴ス</p>	<p>C. 海峽殖民地馬來聯邦等ニ差立ツルモノニテ新 嘉坡由ハ新嘉坡ニ差出ス料金ト全一十兩重 量大サ Bニ全シ</p>	<p>D. 香港經由日本ニ差出スモノ (重量大サ Bニ全シ) 三斤以下 六十仙 七斤以下 一兩十仙 十一斤以下 一兩六十仙</p>	<p>(又) 郵便者替口 お内及ニテアソノ郵便者替ハ最大額百兩トス 料金ニハ一セキト分トス</p>	<p>英國ニ對スルお替ノ最大額ハ四十磅トス其料 在新嘉坡日本領事館</p>	<p>金龍ノ如シハ 一磅以下 四斤 二磅以下 六斤 四磅以下 九斤 六磅以下 一志 八磅以下 一志三志 十磅以下 一志六志 十磅以上ハ二磅又ハ其端數毎ニ三斤 ヲ増ス</p>	<p>馬來聯邦等ハ百兩ヲ限リトス 料金ニハ一セキト分トス トス 海峽殖民地ハ百兩ヲ限リトス 料金ニハ一志 一セキト分トス 一セキト分トス 一セキト分トス</p>	<p>取扱フモノトス 日本ハ四百兩ヲ限リトス 料金ニハ一セキト分トス 日本ニ送ルお替ハ香港經由ニテ日本本土及 日本郵便局ノ所ニ在ル支那各地ニ送ル事 ヲ得送金者ハ一定ノ為替申込書ニ添テ日</p>
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本文字ヲ受取人及送金人ノ姓名住所ヲ記入セル
中紙光ヲ添付スルヲ要ス。

英領北ボルネオ
電信

英領北ボルネオ、電信線路ハ凡式サンタカン市ニ接
統セシ更ニ海底電線ニラフアンニ於ケルイースタン

エギステンション電信會社ノ中継所ニ接続セラル
電信局所在地 北ボルネオニ於ケル電信局ハ左ノ如シ

- サニカカン (Sandakan)
- セセルトン (Serretan)
- クタクツ (Kuchak)
- ラハカト (Rahat)
- ホーフナー (Hoffner)
- テノム (Tenom)

在新加坡日本領事館

- ラナウ (Ranau)
- カタカハル (Katakharu)
- カニガウ (Kaningau)
- ペナンガ (Penang)
- タンクランブ (Tanjung)
- ラマク (Ramaq)
- マンパクル (Mampakul)

電信執務時間

午前九時 午後一時
午後二時 午後五時

日曜日及休日ハ

Victoria Barnatts	三
Putatam	三
Kimant	一三三
Kawang	一七
Papar	二
Kimanis	三三
Bangawan	三三
Membakut	四
Kumat	五
Beaufort	五
Jempangah	五
Rayoh	五
Pangie	五
Gemom	五
Melalaps (終兵)	六
Api api	六
Rutkan	六
Maraka	六
Amman	六
Sengkongam	六
Meton	六
流車賃銀	六
貸銀ハ哩数ニ依ル事ナク	六
ニシテ大低一哩一等七仙強三等一仙七厘ノ割	六
合ナリ貨物ハ甚々複雑ナル貨銀率ニ依テ算	六
出セラルルモ大量ヲ輸出スル場合大約一擔ニ付キ	六

在新加坡日本領事館

一哩三仙ノ割合ナリ

第ニ章 都市村落ノ概況

ヤサシダカンロ

北ホルネオカ内ノ最大都市トシテヤサシダカンロニシテサマカ
 カン市ハサシダカン湾ヨリ四哩ノ處ニアリ該湾ハ長
 シ十五哩幅五哩ニシテ水比較的深ク四尋乃至八尋
 アリヤサシダカン市ハ北ホルネオ東岸地ノ中央市場ニシ
 テ人口約二万人セセルトシト共ニ行政主府ナリ即
 チ總督ハ一年ノ半ヲヤサシダカンニ送り他ハセセルトンニ
 置ルキチチ財務局税関司法寺ノ最高官ハ皆此
 市ニ駐セリ

△輸出

ヤサシダカンハ一八八十六年以來木材ノ產地トシ

在新加坡日本領事館

テ知ラレ現ニ香港天津及歐洲ニ木材ヲ輸

出ヲ行フ即チニク所ノ木橋場アリ一ハ支那ホルネオ

會社他ハ北ホルネオ貿易會社ノ經營ニ係ル

百十一年及十二年ニ於テ尚市ヨリ輸出セル木材ハ

左ノ如シ

一九一一年	一〇四六、六〇八	立方尺	六〇六三三
一九一二年	一、二一三、四八六	立方尺	六〇六三三

キテ價格ハ十年年度五十二万三千九百七十弗十二

年度ハ六十万六千三百二十弗ナリ

木材ニ西ガ重要輸出品トシテカチ(Catch)ナリカチ

トハマングローフ屬ノ樹皮トシテ濃出セルエキスニシテ染料

トシテ用ヒラル現ニ我國ニ於テモ之ヲ輸入セリヤサシダ

カンニテカチノ製造ヲ行ハバカオ會社ニシテ

カチニテカチノ製造ヲ行ハバカオ會社ニシテ

費セキルモノナリ、千九百十一年度ニ於ケル輸入總額
 八百八十三万四千二百九十二弗ニテ、今年度ノ輸出ニ
 比スルバ十六万八千七百七十二弗ノ輸入超過ナリ、又千
 九百十二年度ノ輸入總額ハ二百三十三万六千九
 百一十一弗ニテ、今年度ノ輸出額ニ比シテ、實ニ五十四
 万四千二百二十六弗ノ輸入超過ヲ示シ、一千九百十三
 年度ハ二百二十万六千二百八十八弗ニ達セリ、斯
 ノ如ク著シキ輸入ノ激増ハ開墾業ノ飛躍大
 ナラシメ、労働者ノ入込ル者多キニ依
 即々十二年度ノ十一年度ニ比シテ輸入ノ増加ヲ
 来セルハ主トシテ米穀、麦粉、紙、被服料、日用
 品類ニ増加見タリ、又ニ准シテ、阿片、被服料、日用
 品類ニ増加セリ、即々カンダカンニ於ケル輸入
 増加ハ以テ北ホルネオノ發達ヲ證スルモノト云フベシ
 ①カンタカンニ於ケル主ナル商會ハ *Ranky & Co.*
 ニテ、香港上海銀行ノ代理店ヲナシ、*Boehm*
*Meyer & Co.*ハ北独逸ノロイド汽船會社ノ代
 理店ナリ、又 *North Borneo Trading Co.*
 ハ木材ノ伐採ヲ主業トシテ、船貿易業ニ
 從ヒ、ソーミルヲ經營セリ、他ニ支那ホルネオ會
 社モ木材伐採ヲ主業トシ、ソーミルヲ兼ヌ、又
W. W. & Co. 會社ハ製氷及ラムネ工場ヲ有シ、尚
 北ホルネオ貿易會社ハ造船場ヲ設ケ、長サ百
 五十呎、幅五ノ船ヲ造リ、大ナル利得バン
 五、セツセルトン及、鐵道沿線ハ村落口
 五、セツセルトン、港ハガヤ灣頭ニテ、港内水比較的深

在新加坡日本領事館

ク二千噸ノ船ヲ棧橋ニ繋留スル事ヲ得ベシ現橋
 橋ヲ擴張シ全部鉄筋コンクリートニテ改築シ海
 岸ノ埋立ヲ為ス等大ニ港湾設備ニ努メツツアリ
 棧橋ヨリ直ニ鐵道ニヨリテ貨物ヲ運送スルヲ得
 運輸ノ便稍備ハレリセツセルトシニ武装巡査本部
 アリ總督ハ六月間ヲ茲ニ送ルヲ常トス又民政長官
 ハ茲ニ駐リ漸次サニガカンヨリ政治ノ中心ヲ此地ニ移
 スノ計畫計ナルガ如シ
 セツセルトシハ人口四五千ヲ超ヘザル小市街ナルモ鉄
 道ニ依テ百哩以内ニ至ルカ故ニ市街ノ人口比シテ
 商業盛ナリ殊ニ鐵道ニ沿ル地ハ護謨地多
 ク其生産産期ニ達セバ都市ノ繁栄ヲ来スベシ東
 且政府ハ内地ニ於ケル土人ヲ獎勵シテ米作ヲ營
 在新嘉坡日本領事館

マセツツアレバ前途甚ダ有望ノ地ナリ市内著名
 ノ商館ハ *Ranking & Co.* 及 *Hutton & Co.*
 ニシテ北独逸ロイド會社ノ代理店アリ更ニホテル及ヒ
 電燈製氷會社等ノ計画アリ要スルニセツセルトシ
 ハ鐵道ヲ以テ北ホルネオ内地ヲ通行スルノ門ロナ
 ルハ西海岸ニ於ケル唯一ノ良港トシテ甚ダ樞要ノ
 地ト言フベシ

鐵道沿線ニ於ケル村落
 セツセルトシヨリウエストン及ヒテムニ至ル鐵道沿線中
 村ノ土地ニシテ所謂 *Plantation* 村
 通過セリ以テ沿線中著名ノ村落ハ *Plains* 村
 ハ *Membak* 村ニシテキナルト停車

<p>場トカワシ停車場、間ハ海岸ヲ通過スルガ故ニ土 性最モ悪シク從テ耕作地ニ乏シキモハバルニ至リ</p>	<p>沿道ハ概テ米田ナリ而シテメムハクヨリ</p>	<p>ニ至ル間ハ最モ保護栽培地多ク此間ニ於テ一萬英 反餘ノ栽培地アリト高ク其發育モ概シテ良好ニ</p>	<p>シテ既ニ切付ヲ開始セルモノアリ</p>	<p>椰子ノ野生甚ダ多ク土人唯一ノ收入</p>	<p>人保護ノ目的ヨリサゴ生茂地ノ租借ヲ禁ジ土人 採集ニ許サ任セリ北ホルネオヨリ輸出セルサゴハ凡</p>	<p>テ此ノ沿線即ケルデントあり文産出 スルモノナリ千九百十五年度及ビ十五年度ニ於ケル 産本額凡ノ如シ</p>	<p>年産 数 金額</p>	<p>一九一二年 六八〇一六擔 五斤 一五九、四二四 斤</p>	<p>一九一一年 三三一四七 六二 七四、五三二</p>	<p>以上ハサゴ粉ニシテ未製製品ノ輸出目量ハ凡ノ如シ</p>	<p>一九一二年 五、二三三 擔 八〇斤 六、〇〇五 斤</p>	<p>一九一一年 一、六一三 〇二 一、六二一</p>	<p>沿線ニ於テ産出スル米ハ其品質甚ダ劣悪ニシテ 新ク土人ノ口ヲ満スル過ハズ日ソク文生</p>	<p>輸出スルノ数量日量ニ達セズ政府ハシヤム其他ヨリ 稲ノ種子ヲ輸入シテ各村落ニ分与セルモ未ダ充 分ナル効果ヲ収メ得ザル状態ナリ米作ニ就 テ人々意見ト米後取農業者ノ項詳述 ケルお及ヒデントあり輸出スル主ナル産物ハ凡 ノ如シ</p>
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在新加坡日本領事館

品名	一九一一年	一九一二年
カマール	九、五三担五斤	三六、八四二斤
栽培護謨	一〇、八八八斤	二〇、六一〇三斤
藤	六、七四四斤	五三、三五六斤
土産烟草	四、七七担七斤	七、四六三担九斤
上表ニ計上セル数量中ニハ勿クハ港ヨリ輸出セルモノ	四、〇七担	一七、九三四斤
輸出セラルタルモノナレハ茲ニ便宜上合算セリ		
豊ボブポート (Beaufort)		
二十哩セルトシタ事五十七哩ニテ鉄道沿線		
中最大ナル村落ナリ此處ヨリテノム線ニ岐レ地		
方應友ヒレストハウスナリ住民ハ一千ニ滿タザルモ		
附近ニ護謨栽培地アリテ人ノ割合ニ繁榮ナリ		
支ヨリ三十哩ニシテノムニ至ル地ハ實際ニ鉄道ノ		
終兵ニシテムララフハ即チテノム線ノ支線ナリ目		
下護謨栽培業ヲ営ハモアリテ漸次開拓セラレウ		
アリテヨリ内地ハドソント稀スル土人ノ部落多ク		
土産烟草、果実等ヲ産出ス		
クタクツ (Katakutsu)		
クタクツ港ハ北ホルネオノ最北端ナル事ニマルド湾		
頭ニカナル港ニシテ地方ハ烟草栽培地散在		
セリ、従テ其産物ハ煙草ヲ主トス近年 Masudo		
Masudo		
ニテカニ於テハ Bakkan		
業ノ治護ヲ欠キ従テ其製産量大ナラス		

在新加坡日本領事館

23

六、シムホルナ (Simparna) 外、ベトナム東側突端ニ連リ、船ヲ水道ニ入ル。水道ノ中央ニシムホルナト名付ケル小漁村アリ。昔ヨリ開ケ其地ニ遠ク西班牙時代ニ溯ル。今日ニ於テハ單ニ海産物ヲ産スルニ止リ、林産物ハ僅ニ藤ヲ産出スルノミナリ。シムホルナモ以テ一般南洋各地ハ漢業甚ク幼稚ナリ。從テ到ル処ノ漁村皆發達途々タリ。シムホルナモ以テ數ニ漏レズ。今尚々微々タル漁村ニ止リ、元來此地ハ地勢力農業ニ適セズ。林産物ニ乏シク總輸出額ハ九十二年然ニ於テ三万五千三百六十六弗ナリ。然レドモ北ホルネオ中唯一ノ海産物輸出地ニシテ、若シ此方面ニ向テ調査セバ、吾人未發ノ遺利ヲ尋ネ得ンカ。

在新加坡日本領事館

七、タラオ (Tarao) 塔ヲオハコウイ湾 (Cove) (Korlewan) 即チ蘭領ホルネオノ南西境界ニ近ク現時ハ五百ニ滿タル小村ナルモ、行傍ナルマロタ河ハ北ホルネオ貿易會社ノ木材採地ニシテ、大星ノ木材ヲ輸出シ國境ナルコトホホンニハ豊富ナル炭礦アリ。 Corrie Klankoran Coal Co. 依テ採掘集セリ。該社ハタラオニ對スル島 (Island) 外ノ領地ニ於テ有シ。外國船々屢々探炭ノ爲メ入港スルヲ見ル。現ニ北トイツロイドノ塔ヲオ通ヒノ汽船モ毎航以石炭ヲ積込メリ。監視者當時ハ一噸七弗ヲ價セリ。吾人又サタカシニ貯炭所ヲ有シ、汽船々々社ノ汽船。

林ヲセバ貯炭所ヨリ輸送更ニ合社ハクタル
 ニ新貯炭所ヲ設クル計畫ナリト云フ。地方官憲
 ノ報告ニ依ルニ十九十二年度ニ於テ會社ノ探炭
 炭量里ハ四万六千五百七十一噸ニテ十一年度ハ三
 万八千八百九十八噸ナリト云フ。更ニ北ボルネオ貿易
 會社ノ輸出セル木材ハ在ク如シ
 十九十二年ニ於テ二十六七三立方呎
 十九十一年ニ於テ二十六八二立方呎ナリ
 而シテ收セル輸出税ハ十九十一年ニ一萬四千五百十五
 元九十一仙九角ニシテ十九十二年ニ五千八百五十八仙ナリ
 十九十一年ノ十一比レテ輸出ノ減少セシメ支那
 市場ノ不況ニ因ルモノナリ
 タワオハ以テノニ重要産物ノ外林産物ニ富
 在 新嘉坡日本領事館
 早古々椰子栽培地トシテ最モ有望ナル土地
 ニシテ總督ニ面會セシ際特ニ此地ヲ指シ曰
 政府、ラニチヲ貸與シテ土地ノ調査ニ便ヤリ
 詳細ニ格別ニ南洋椰子栽培素ヲ示セ
 要スルニタワオハ幾多ノ椰葉ヲ有スル土地ニシテ
 素茲數年ヲ出テ北ボルネオ有數ノ都
 市ニ現出スルヤ疑ナキナリ
 (以下下略)

矢野考写真

一、ラフアン島、
ヴヰクトリア港全景



二、ラフアン島、
マ護謨輸出、芝居景

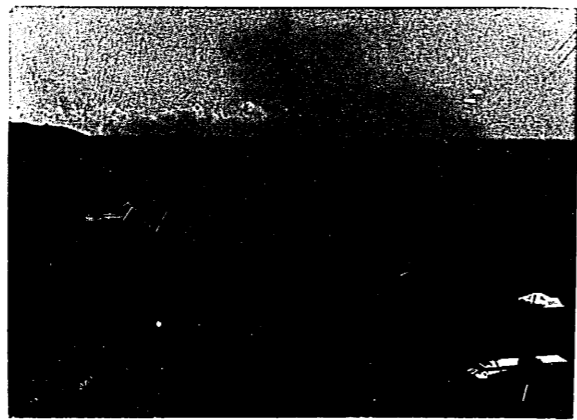


三、ゼウセルトンノ筑市港



四、ゼウセルトンノ市街

在新加坡日本領事館



東京大学文学部蔵書

川. おひさし - 櫻井 貞子 おひさし 存 稿
 在 滋 賀 県 日 本 館 蔵

1. おひさし 櫻井 貞子 おひさし 存 稿
 在 滋 賀 県 日 本 館 蔵

REEL No. 1-1165

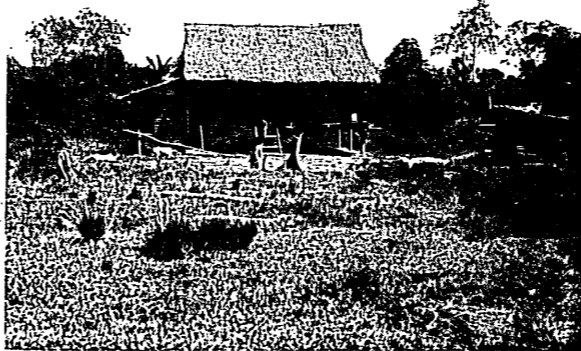
0268

五、ニンバコ村



六、

ニンバコの信託市場
附近に於けるドウ井
主人の小屋



在新加坡日本領事館

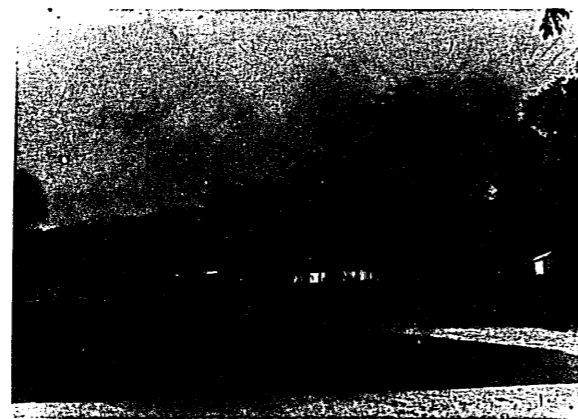
七、

ボリスの
旅舎



八、

ボリスの市場



サ. ソリニ 松

サ. ソリニ 松
松ノ下ニテ
ソリニ
ソリニ

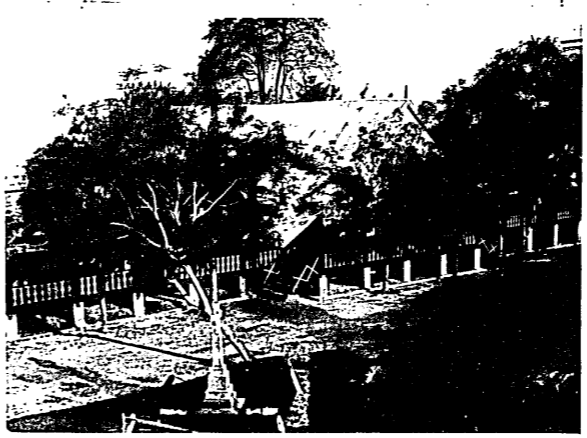
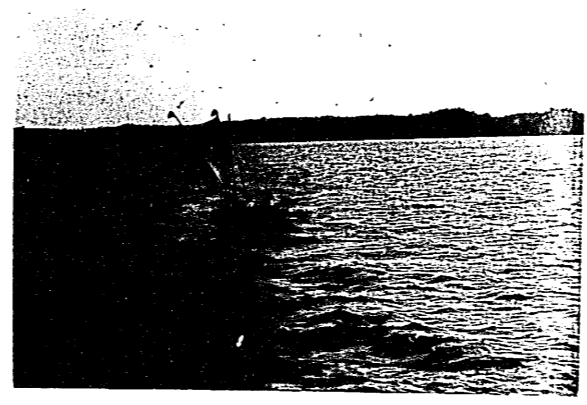
サ. ソリニ 松

サ. ソリニ 松

REEL No. 1-1165

0270

九、
 土人ノ舟ヲ知ツ湾ニ於ケル一〇、
 サンタカニ於ケル
 北ホルネオ政ニ廳



在新嘉坡日本領事館

一二、
 サンタカニ市全日京一
 一二、
 サンタカニ市街
 一部



10. 杉ノ一本 杉ノ一本 杉ノ一本
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11. 杉ノ一本 杉ノ一本 杉ノ一本
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0272

REEL No. 1-1165

三毛目川ノ椰子



在新加坡日本領事館

REEL No. 1-1165

0273

川内町一丁目

11

川内町一丁目

REEL No. 1-1165

0274

英領北ボルネオノ一般現況概要

目次

- 第一 領域
- 第二 住民
- 第三 略史
- 第四 行政
- 第五 財政
- 第六 通商
- 第七 郵便
- 第八 電信
- 第九 航路
- 第十 船舶取締
- 第十一 海運統計

在新加坡日本領事館

- 第一二 鉄道
- 第一三 都市村落ノ概況

- 一 サマタカン
- 二 セツセルトン及鉄道沿線ノ村落
- 三 ホフオート
- 四 クダツ
- 五 ラハカト
- 六 シムホルナ
- 七 タワオ

附 参考字彙一三葉

一 ラブアン島ノサクトリヤ港全景 (二) ラブアン島ノジロトン
 上ノ市場 (九) クラツ湾ヲ括ル人ノ舟 (一〇) サマカンノ北ボルネオノ概況 (一一) サマカン
 市全景 (一二) サマカン市ノ一部 (一三) モロワイ河ノ二ツハノ椰子

25 枚

第 2429 号

文書課長

大正四年拾月 壹日接受

大正四年九月廿九日起草

大正四年十月二日附

送第五三號

主任

主管

通商局長

大正四年拾月

貳日

在新加坡
領事館
在

色高色

莫領事館才事情

之件

大正四年十月四日 記錄第二部接受

事務

本年三月十日附の信より田五郎並
 合月十五日附の信より四七多シハテ
 申據よりお成我英領北ボルネオ事
 情に關する調査報告書査閱に際し
 誤者ト認メラル。箇所ハ是ニ在リ
 ；於テ原意訂正補の事及此大
 元諸然十分和明致スルハニ付
 爲金部照會等並御回報有

致謝の儀也

英領北ボルネオ土地協定及有誤者
 査察
 (一) 第一、土地 田 面積雨量ノ部ニ
 於テ於テ雨量及降雨日數ノ備考
 因云右雨量表後説明中ニ「單ニ一ヶ月間」
 四年一ヶ月ノ誤書ト思ヘラス
 (二) 合上七、土地行政田の課金ノ部ニ米俵ノ目録ヲ
 人ノ米俵對スル政府ノ備考中ニ合様(ヤシ)ノ
 後附

赤英文早き並乙多記述ノニ々年欠短ヨリ有利ナル
条件ナルトコロ右ニ單ニ後智ノ英官ニ対シ明言シ
レニ止リ何等支考ノ証在無之ニ為ナリヤ

(三) 第三 有説ナル者業ニ 煙草新培養 (一) 煙

草ニ関スル法規、部ニ The Native Tobacco Pro-

clamation 1903 トアル、今あるニ年上人烟當テ規則

ニヨリ廢止セラルルモノニ在之ニ若シ然ラハ (一) 全

部ニシテ ~~...~~ 行正ラ ~~...~~ 必ス要トスルヤ

(四) 全上 (一) 四 斯業ニ関スルニ爲スニ資金七、企業見録

考、収得ノ收入、部ニ 生産者十セラミル九十却々

扣除ナルトコトヲ、資金トアルトコトヲ、~~...~~ 資金

ニ非スニテ 益金ナリ ~~...~~ 其 ~~...~~ 際

ニ 復官アルモノ、~~...~~

(五) 全上 (一) 單 單抽出業 (一) 單 單ノ收得者トシ
生産者及 輸送者、部ニ 時價ノ一吸平均者ナニ
事トスルハ 付地ニ在ルニ 時價アリヤ

第三、英欽北ボルネオノ一般状況概要

(一) 第三 略史ノ部ニ、英人ニテ成ルル年ボルネオニ

東住セルモノアリシモノナク、七十五年ニ引揚

アル年次ニ後書アルモノ、~~...~~ 後

(二) 全上 末尾 北ボルネオ分社 法人 本金 額

(三) 第三 都市村落ノ概況 四クダツ、部 全港

輸送 煙草 額 救済 並 傷 額

英中...
 英領北...
 中英...
 中...
 占...
 照...
 得...
 地...
 等...
 於...
 以...
 更...

在新加坡...

右...
 存...
 貴...
 室...
 上...
 多...
 如...
 取...
 中...
 建...
 所...
 以...

通商第三課

通信第二一七號

大正四年十一月五日

在新加坡

日本帝國領事館

外務省通商局

申中



受25424類

第2項第11號

通商公報

訂正

英領北ボルネオ事情報告書
 二、并スル照會ニ對シテ回報ノ件
 日表ニ當館ノ提出シタル英領北ボルネオ事情報告書中判明セサル竹園所ニ并シ
 九月二日附通送第五三號申員信ヲ以テ
 申照會ノ趣致承致被テ二項ヲ逐テ
 大正五年五月八日 記録第二部接受
 在新加坡日本帝國領事館

說明若訂正致被乃申査閱被申致
 様政度此段申回答申進被 敬具

第一英領北ボルネオ土地労働者及有以王

ナル産業業系

(一) 第一土地 四雨量ノ部ニ掲ケタルボルネオ各地ニ於ケル雨量及降雨日数ハ
 千九百二十年度ナリ

(二) 全上七土地行政ハ 單ニ一ケケ斗間、誤
 米作ノ目的ヲ以テスル時ハ三ケ年間
 免租タルコトハ視察者坂氏該地
 渡航當時、然、指ハルルモノ、全氏

木曜

ニ対シ明言セタルニ止リ何等文書ノ證
 在ヲ有セス

(三) 第三有望ナル産業 三、煙草栽培業
 (二) 煙草ニ関スル法規ノ項ハ全部在ノ
 通ヤ改訂ヲ乞フ

北ホルネオニ於ケル煙草取締法規ハ千
 九百〇六年條例 Ordinance 第六号ノ
 同斗布告ニ依リ Decree 第六百四十四号ノ
 並千九百〇七年斗布告第六十五号ニシ
 テ右ノ規定ニヨリハ 煙草 Trade Tobacco
 ノ取引ヲナスモノハ 鑑札ノ所持ヲ必要ト
 スルモノニシテ 該鑑札ニ対シテハ 三ヶ月間
 七弗乃至一ヶ月間二十五弗ノ料金ヲ

大正五年五月八日 記録第二部接受
 在新嘉坡日本領事館

課ス

尚 煙草ノ運搬ニ対シ運搬一面毎ニ料
 金十仙ヲ納入セシメタル上運搬許可
 証ヲ附獎ス

右ノ規定ハ専ラ栽培烟草の Growth Tobacco
 S、盗難ヲ保護スルニアリ 現ニ馬來
 半島地方ニ於テモ 護謨ニ在リ之ニ
 類似セル法規 護謨ノ盗難ヲ豫
 防シツアリ

栽培烟草ヲ保護スルニツキ土産烟草
 ノ取締ノミヲ行フハ稍 奇異ノ觀アルト
 モ苦力等ノ盗去セル葉ハ土産烟草
 トシテ 賣却スルヨリ 外途 ナキモノナレハ此

二七号

2

228/22828/1/1

分代和ニセヒ

産烟草ヲ取締リ其ノ出所ヲ明カニ
スルコトハ盜難ヲ防止スル一策タル
ナリ

他方土産烟草ニ対シ其ノ買値
段ノ最低日最高ヲ法定セルハ土人
保護ノ趣上日ニ出テタルモノニシテ支
那商人等カ土産烟草ノ生産
者タルコトソシテ土人ノ無智ナルニ集
シ廉價ニ買取ル弊ヲ防カンカ
為ナリ

(四) 全上(四) 斯業経営ニ要スル資金
乙 企業見積書ノ説明(4) 収入
ノ項ニ生産費十七万三千九百九十弗

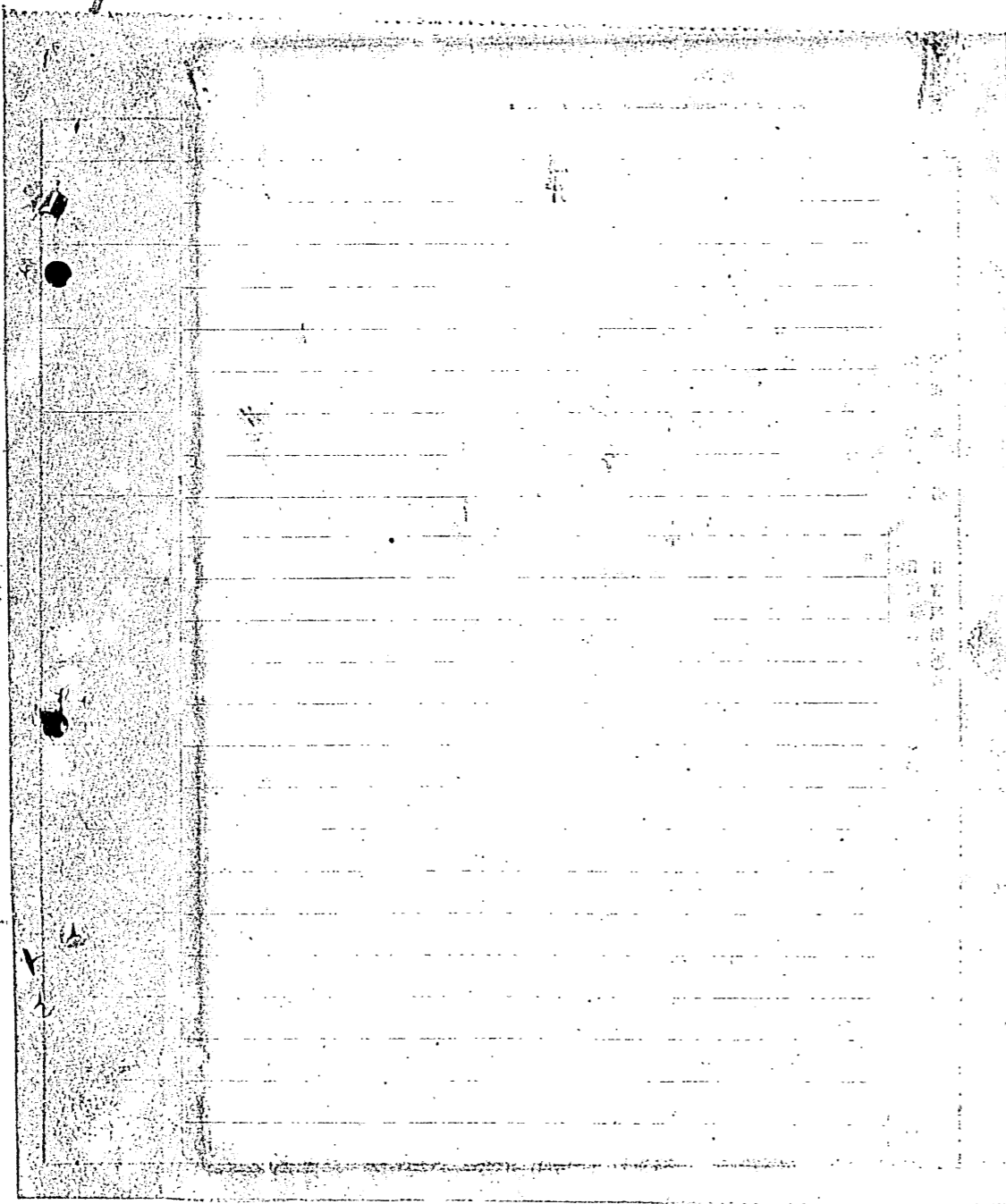
在新加坡日本帝國領事館

ヲ扣除セハ十一万弗ノ資金トアルハ
毎年度ノ經常費即生産費
並償却費十三万七千九百九十弗
ヲ扣除セハ毎年度ノ純益十五万
十弗トナリ三十万弗ノ資本金
ト訂込シセフ

利益四十五割弱ハ利益五割強

不作ノ時ノ豫想シ其ノ一割ヲ
誤

尚二割弱ノ純益ハ尚四割強
純益ノ誤ニ付夫々訂込シセフ



産烟草ヲ取締リ其ノ出所ヲ明カニ
 スルコトハ盜難ヲ防止スル一策タル
 ナリ
 他方土産烟草ニ對シ其ノ買値
 段々最低最高ヲ法定セルハ土人
 保護ノ趣上日ニ出テタルモノニシテ支
 那商人等カ土産烟草ノ生産
 者タルコトソシテ土人ノ無智ナルニ集
 シ廉價ニ買取ルノ弊ヲ防カシ
 為ナリ

近代和ニセキ

3

在新加坡日本帝國領事館

(五) 全上、六、單寧抽出業 (六) 單寧、収獲

量、生産費及輸出税、部
時價一噸平均百十二弗トアルハ

サンカカンニ於ケル千九百十二年ノ相場
ナリ 但右ノ相場ハ一工場ニテ製

出スル各等級品ニ対スル平均相場ニシテ
其ノ本邦ニ輸入セラルモノハ其ノ品質最

カ等ノモノタルコトハ特ニ注意ヲ要ス
廿二 英領北ボルネオノ一般現況概要

(一) 廿三 略史、部ニ「英人ハ千六百九十年
ボルネオニ来住セルモノアリシモ千七百七十

五年ニ引揚ケタリ 後千七百四十七年
トアルハ「英人ハ千六百九十年ボルネオニ来

住セルモノアリシモ千六百二十三年ニ云々
在新加坡日本帝國領事館

(二) 全上末尾北ボルネオ會社決算金額ハ
五百萬磅ノ誤

(三) 廿三 都市村落ノ概況 四クガツ港烟草
輸出額ハ尤、通商部訂シタリ

千九百十二年七四四。榭 一、二六四八六四弗
千九百十一年七五一。榭 一、二八五二。二弗

尚
廿三 有以ナル産業ニ米作業 (八) 會社ノ計劃ノ

境中「水田一口拾英反(約四下步)ハ水田一口拾英反(約五

全上、三、烟草栽培業 (四) 斯業環境 甲、企業者ハ全部次ノ如ク訂シタリ

第 二 一 七 号

甲 企 業 見 積 書

英 領 北 州 利 和 煙 草 裁 培 概 算

總 資 本 金 各 拾 一 万 弗

中 内 譯 左 如 之

一 金 拾 五 萬 五 千 四 百 九 十 弗 固 定 資 本

中 内 譯

一 土 地

五 千 英 及 租 借 料 (片 磅 八 弗 五 拾 仙) 替 (四 二 五 〇 弗)

但 之 煙 草 輪 作 之 要 求 上 記 土 地 之 租 借 之 費

及 之 耕 作 之 費

測 量 手 續 料

境 界 標 建 立 費 用

小 計 四 三 三 七 〇 弗

在 新 嘉 坡 日 本 帝 國 領 事 館

一 道 路 排 水 橋 梁 其 他

道 路 費

排 水 溝

橋 梁 及 扶 橋 費

柵 木 費 用

小 計

一 七 五 〇 〇

一 建 築 費

支 那 住 宅 平 家 (一)

奉 給 所 (二)

助 手 住 宅 平 家 (三)

倉 庫 假 小 倉 (四)

病 院 及 醫 生 住 宅 (五)

酸 酵 室 (六)

七 〇 〇 〇

一 五 〇 〇

六 〇 〇 〇

二 五 〇 〇

八 〇 〇 〇

五 〇 〇 〇

半永的助手位三軒	一、〇〇〇
一時的苦力小倉三軒	一、八〇〇
半永的苦力五軒者小倉五軒	三、五〇〇
半永的苦力小倉三棟	四、五〇〇
乾燥室(十)	四、五〇〇
小計	四、五三〇
一 諸着目	
裁信用器具	五、〇〇〇
日置板(福屋務)	五、二〇〇
脚筭(其他)	七〇〇
鍛洗用器具	三〇〇
電氣其他	七〇〇
小計	一、一九〇
一 家具及備品	
車馬所備品	七五〇
洗濯器具及雜具	一、二〇〇
小計	一、九五〇
一 家玄面及端艇	
車輜三輛	七、〇〇〇
水牛六頭	三、〇〇〇
端艇三隻	一、八〇〇
小計	五、七〇〇
一 苦力募集費并前貸金	
苦力五百人(募集費)(五人四軒)	二〇、〇〇〇
同上前貸金(五人三軒)	一五、〇〇〇
小計	三五、〇〇〇
在新加坡日本帝國領事館	

一九二七年三月二七号

分月二一七号

一 查拾四万五千五百拾布
總計查拾万布

運轉出左

收支計算

收入之部

一 查前被八万八千布也

總收入高

德乾煤煙管四〇〇〇〇所 (吉英及八〇所)

壹所前查及八〇所 (海峡殖民地七批助仙粉)

支出之部

一 查拾万七千九百九拾同也

以内譯

一 俸給

在新加坡日本帝國領事館

支那人 月三萬布 三六〇〇

副支那人 一五〇布 一八〇〇

白人助手 二五〇布 三〇〇〇

助手長 一〇〇布 一二〇〇

助手三人 八〇布 九六〇

下級助手四人 五〇布 二四〇〇

醫師 二〇〇布 二四〇〇

病院助手三人 五〇布 一三〇〇

坡內料理人及水汲共力三五布 四二〇

番人及巡查俸給合計八〇布 九六〇

手冊查 七二〇

一 共力前債查四收不能及補充費 一九六二〇

分第三一七号

一手入及收获费		
伐採费 (言語及)	一葉々二、五〇〇	
燒拂及掃除费	五葉々五〇〇	
種子料	二五、〇〇〇	
苗床費用	五〇〇	
苗木二、四〇〇、〇〇〇本/植付土盛り、広掘、縄張料	一、〇〇〇	
一〇、〇〇〇本/行一〇并五〇仙		
肥料作費	二五、四一〇	
昆種已込費	二〇〇	
包裝費	五〇〇	
小計	五六、一一〇	
害虫配除費	二、〇〇〇	
一運搬及通信費	一五、〇〇〇	
一保險料	七、〇〇〇	
一旅費	一、二〇〇	
一衛生費及病後維持費	五、〇〇〇	
一諸税		
輸出税乾燥煙草	四〇〇、〇〇〇	听三听一
箱税及印紙税	三〇〇	听一
小計	四一三、〇〇	
一家高費		

在新加坡日本帝國領事館

○廿分ニ北ボルネオノ一般現況概要要第三略史中
地名 スタカナノ英字ハ *Sudraama* 二付
由記入ヲ乞フ
以上

在新加坡日本帝國領事館

10

大正四年三月

馬車幸島バヤシ町地
宿原関之件

之

十
三
日

REEL No. 1-1165

0292

第2項第1第

通商局長

館事領本日坡嘉新在

受26153號

附
類添附

公信第三九號

大正四年十一月二十日

在新嘉坡

領事 藤井

海貝

日本領事

外務大臣男爵 石井 嘉次郎 殿

馬來半島の地方富源ニ関スル件

本件ニ関シ別冊 (in Junking in

Malaya)ト題スル冊子地方富源

調査記事ヲ掲載セル冊子一部並

全上ニ添付スル新切抜片等送付

送付此 敬具

大正四年十一月十六日記録第二部接受

大正四年十一月十五日接受

第一課

藤井

wonder is, therefore, not because enterprising and businesslike miners now desire to acquire some of them, but that the local authorities, with a view to providing facilities for the development of the resources of the State, did not consider the expediency of inducing, or striving to induce, Chinese or others to take in hand the development of the timber and other trades of the place on an extensive scale some time ago. Aids to trade tend to increase and multiply it, and the very least the Pahang authorities can now do is to encourage development as speedily and rapidly as possible. We believe the wealth now repre-

sented amongst the parties interested in tin hunting in the Rompin Valley is very considerable; we believe also that some very experienced men are engaged in work there, or very soon will be, and if therefore encouragement, rather than obstruction, is extended to them before very long the financial prospects of a State, which has hitherto proved nothing but a very costly "white elephant," should be vastly improved. The miners, however, must have a base for their supplies, for receiving ore from the mines, for shipping it to Singapore, for housing coolies, for a thousand and one other purposes that are so well understood in this country that there is no need to enumerate them. Granted facilities for establishing a base, the industrious, hardy, enterprising miners of the Rompin Valley will soon transform what is now a profitless waste into one of the busiest mining centres of Malaya, with their vegetable gardens dotted about the hills and dales, their shops, tea houses and restaurants carrying on a thriving business in Rompin township, and their launches ever and anon ploughing the waters of the river, carrying hundreds of horny-handed sons of toil to and from the mines, and bringing the treasures won from the bowels of the earth down to the port for sale or for prompt shipment to our far-famed Lion City.

Planting in Pahang.

Good Sites for Coconuts.

Along the East Coast of Pahang there are large areas suited to the cultivation of the coconut tree on a large scale, and in comparatively recent times the F.M.S. Government intimated its desire to lease sites for estates on much more favourable terms than obtain elsewhere in the Federation. But for the outbreak of the war, which upset many people's calculations, no doubt some of this land would have been taken up by this time. It is, however, a matter well worth considering for the cost of opening estates there should not be heavy, whilst the demand for the product is much higher than it was a few years ago and promises to soar to much greater heights once peace is restored and the demand for coconut products becomes brisk all over the Continent of Europe. We venture to put it to our readers that thought should be taken for the morrow in so far as possible. We should now, during the war, prepare as effectively as possible for greatly increased business in the products of these much favoured regions after the war. We should, also, absorb as much business as possible so as to leave few, if any, openings for enemy investors and traders when peace replaces the chaos, the savagery, the atrocities, the butchery that is daily dislocating many trades and turning the fairest fields of Europe into rivers of human blood.

The
Malaya Tribune.

WEDNESDAY, NOVEMBER 17.

PAHANG'S LATENT WEALTH.

A Rush to Rompin.

That interest in the vast latent resources of Pahang, aroused by our series of articles, is not confined to a few interested parties in Singapore, much less to a single mining syndicate, is evident from the fact that no less than sixteen applications for prospecting licenses in the Rompin Valley have been lodged with and promptly granted by the Pahang authorities quite recently, whilst orders for copies of the pamphlet containing the series of special articles on Tin Hunting in Malaya contributed to and published last month in this journal, have been received from various parts of Malaya, including Trengganu and Malacca Settlement.

Already several tin-hunting parties have gone to the Rompin Valley, others are being organised, whilst to-day a party which has received its permit from the Pahang authorities much sooner than was expected (for until quite recently great difficulties and delays were experienced by individuals and syndicates in getting anything done in the shape of developing the resources of the backward State) left for the Rompin Valley, travelling, we understand, via Kuala Pahang and sailing down river to Rompin because, owing to the backward condition of Southern Pahang, it does not pay East Coast trading steamers to call off Rompin for either goods or passengers. Moreover just now, when the northerly

monsoon is blowing great guns, the difficulty of landing people at the mouth of the Rompin is greater than at other seasons of the year and consequently more costly. Therefore for the next three months or thereabout the Bendigo of Pahang will have to be approached through Kuala Pahang, which will entail more expense and greater loss of time than would be the case were sufficient inducements offered for coasting steamers to call at Rompin about twice or thrice a month. Some time next year, about mid-summer at latest if all goes well—and evidently it will not be the fault of the Government if it doesn't, for every possible facility seems now to be granted to all who may be desirous to exploit the latent wealth of the State—we should have the pleasure to chronicle the addition of Rompin to the schedules of East Coast liners owing to a great change for the better having come over the scene in Southern Pahang, to the advantage alike of the Government and of the miners, planters, merchants and shipping companies so deeply interested in the development of the inexhaustible resources of the Malay Peninsula.

We understand that up to the present no grants of town lots in Rompin have been granted to Chinese or other miners or planters, but in view to the rush to the valley and the certainty that there will soon be big developments, there can be little, if any, doubt that a number of sites for stores, godowns and wharves will soon be duly applied for in the usual way, in order to utilize that exceedingly well situated riverine port as a base for mining and general commercial operations that should have a tendency to increase and multiply very rapidly, as is invariably the case with mining camps the world over. There are several excellent sites in the township of Rompin that would be suitable for wharves with piers running out into 30 to 40 feet of water, and the

Gold Returns.

The Raub mines in Pahang last year (1914) yielded 13,158 ounces of gold, 100,000 tons of stone being crushed. The output in 1913 was 13,087 ounces of gold. In his report on Pahang for 1914 Mr. Brewster, the British Resident, says "the duty on gold exported was not exacted during the year under review"—a very wise policy on the part of the F.M.S. Government, and proof, if indeed such were needed, of its desire to foster, by every means in its power, the industries established in the State. It may be added in this connection that up to the end of last month gold mines in Pahang had yielded this year 11,390 ounces.

The Camphor District.

It appears that some of my friends applied for permission to exploit the wealth lying dormant in the Camphor District and that it was intimated to them that they should address any enquiries as regards camphor to the Assistant Conservator of Forest at Kuantan. Consequently nothing has yet been done to tap this splendid source of revenue.

Pahang's Finances.

That the Government will stand to gain considerably through the exploitation of the latent wealth of Pahang on an extensive scale is clear from the financial statement embodied in the Resident's report for 1914. It is therein stated that in 1914 the Revenue aggregated \$1,557,072 and Expenditure \$2,648,921, showing an actual deficit for the year of \$1,091,849. The actual expenditure for 1914 as compared with 1913 showed an increase of \$572,758.

Big Debit Balance.

Mr. E. J. Brewster's Report is my authority for stating that the debit balance of this State on 1st January, 1914, stood at \$9,716,888, whilst on 1st January, 1915, it amounted to \$10,808,738. It seems that for years the Federal Accounts showed Pahang as a borrower from Perak and Selangor to the extent of some \$10,000,000. Now, however, the financial assistance received by Pahang, and which used to be classed as "loans," is booked as "Advances Federation"—a far better way of accounting for the supplies of cash to the backward Eastern State.

Gold Mine in Lipis District.

During 1914 four applications were approved by the authorities in Lipis for gold mining, but up to the end of the year "none of them had proved to be at all rich," according to the annual report on the State, in which it is added that "the only gold mine in the district that seems to be producing well is the small area worked for a Malay owner by Chinese tributaries at Panggong. On this mine, which is only four acres in area, there are 30 labourers."

Road Construction Stopped.

Mr. Brewster writes in the Lipis section of his 1914 Report: "Railway construction proceeded continuously on sections 1, 2, 3 and 4 between Kuala Tembeling and Kuala Lipis, but was suddenly stopped shortly after the outbreak of war on sections 5 and 6 north of Kuala Lipis. This sudden stoppage of work caused great hardship amongst the contractors and coolies and the civil work of the Magistrate enormously increased by the necessity of adjusting payment between coolies who had earned their wages and contractors who had not begun to make any profit on their contracts. The priority rightly given to the coolies resulted in heavy losses to shopkeepers and advancees. About 1,600 coolies were repatriated at Government expense, travelling down river to Kuala Tembeling and thence by railway to Seremban or Kuala Lumpur. Many others, however, were allowed to find their own way out of the country, walking with all their belongings from Kuala Lipis to Kuala Kubu. It speaks well for the character of the labour forces that not a single robbery was attributable to any of these labourers."

Need of Roads.

There is a good deal in Mr. Brewster's Report for last year that bears out what I have said respecting the vast latent wealth of the State and the expediency of road-making and plenty of it. Here is an example, relating to Pekan district: "The Coast district, with its fine coconut and padi land, its camphor forest and possibly tin-bearing areas, is well worthy of development and the construction of paths should be taken in hand as soon as possible."

The Pests Peril.

Here is what the British Resident says about the pests that tend so much to retard development: "At

present there are many areas so small and scattered, that there is great waste of effort to open them, and hardly any possibility of concerted measures of protection against pests."

Loke Yew's Estate.

Loke Yew's estate, in Pekan district, would be a model one if the soil were a little better. Practically the whole area of 2,273 acres is clean weeded, drained, and under coconuts. There is a labour force of 370 Chinese and 125 Malays on contract and everything possible has been done to make the estate a success. Over \$300,000 was expended there during the two years 1913 and 1914. Besides large drainage works the swampy portions have been ditched and piled into islands and ridges. Jetty, hospital, store and coolie lines are all good and well kept. A small railway line is being constructed and it is proposed to bring in 750,000 cubic yards of soil from elsewhere to manure the coconut trees. This, writes Mr. Brewster, is a very necessary measure, as the Agricultural Department report on the soil that "it is surprising that anything keeps alive there and growth is almost incredible."

Rompin Timber Trade.

In the administration report for 1914 it is asserted that "but for the outbreak of war the year was an exceptionally good one from a financial point of view and, had ordinary conditions existed, the trade in timber and other jungle produce would have grown considerably, as there was every indication of a boom in rotans and a large export of timber from Rompin."

Coconut Cultivation.

Where coconuts have been planted they do well, and as there are large tracts of land suited to the coconut industry, especially along the coast, it is regrettable that no one seems interested in them notwithstanding the Government's offer of land on easy terms to planters. There are, doubtless, several reasons for this, the principal among them being lack of means of communication by roads. Also it is probable that the difficulty and danger attendant upon the shipment of produce on steamers calling at the ports during three or four months of the year—when the N.E. monsoon often raises a very heavy sea—is a contributory cause. If, as

I have suggested, the Government would go in for road-making and extensions of the railway (having good cart roads as feeders from planting and mining districts) the commercial and mining affairs of Pahang would probably soon wear a very different aspect. Unfortunately, however, as soon as the war began an end was put to railway construction, and several very useful public works, including much-needed cart roads, which could not have failed to prove very beneficial, have hung fire for some time, presumably on account of orders from the Central Government to cut down expenses to an absolutely irreducible minimum. In view of the fact that Pahang has proved a heavy loss hitherto to the administration, and the end of the war is by no means in sight, this is not surprising. It seems probable, nevertheless, that were the authorities to expend a little more on the State next year, in order to facilitate the development of the southern part of it, it might prove, to a certain extent, the turning point in Pahang's fortunes. It would not cost very much to construct, in a rough-and-ready way, a serviceable track from Rumpin, in Negri Sembilan, or from Segamat, in Johore, to Sungai Terasap, which would at once confer on southern Pahang the boon of connection with the railway system—a change for the better that should prove beneficial sooner or later, and probably sooner than may be generally supposed possible.

Latest Official Report.

The latest available official report on Pahang is signed by Mr. E. J. Brewster, British Resident, who has just been succeeded by Mr. Weld. It relates to 1914 and contains an exceptional amount of information that would be useful for anyone desirous of tapping the latent wealth of the State. Copies of it can be obtained for the paltry sum of one dollar, or thereabout, at the Federated Malay States Government Printing Office, Kuala Lumpur.

Erratum.

For 4 feet read 4 inches in the references to an expert's reasons for holding a rather unfavourable opinion of the future of the Mersing tinfields.

exported to China. There is any amount of timber all about Pahang, and some years ago the Pahang Development Company (now defunct) included in its operations the export of wood very like the 'niri' class of timber, which was, I believe, sold in London as mahogany, and at all events served the purposes of that favourite with furniture-makers. The Company imported saw mills but, as stated, it came to grief and the latter were, I understand, sold in Singapore for a good deal less than they cost. I shall have occasion to refer to the timber trade of Rompin presently.

Camphor Trees.

Between the Rompin and Endau Rivers, along the Johore border, there is a huge Forest Reserve of about 185,000 acres, the object being, I believe, to protect the fine camphor trees which flourish there from depredations by Sakeis or anyone else. Some time ago the Sakeis (wild hill tribes) used to trade in camphor with Chinese and others. They sold it for a few dollars' worth of cloth or rice or other articles they fancied per catty, but the buyers were able to dispose of it for 70 or 80 dollars per catty.

The Sakeis worked the collection of camphor in a most crude and wasteful fashion. They would fell whole trees, split them up, sun-dry the pieces and gather the camphor from the dried wood. Pahang camphor is known to be equal in every respect to the best in the world, and in this Camphor Forest the F. M. S. Government assuredly has a valuable asset, provided means are found of realising on it in the best and least wasteful manner. I do not know whether the Government has done anything yet in the matter of growing camphor in Pahang and other States. There are several forest reserves in Malaya, and in them it should be possible to cultivate these valuable trees on a scale that would add materially, as the years roll by, to the wealth of this fair Land of Promise.

How Southern Pahang Could Be Opened Up.

There seems only one way to open up this country expeditiously and effectively, and it is by making a road from Negri Sembilan to Sungei Teresap. There is at present only a bridle track where a first-rate road could be constructed which

would bring Southern Pahang in easy communication with many marts and more or less flourishing communities. A roadless country and a backward country are practically synonymous terms, and it is the lack of such "main arteries" as have counted for so much in the well-nigh phenomenal development of the Western States and Straits Settlements which accounts to a considerable extent for signs of progress and prosperity being conspicuous in Southern Pahang only by reason of their absence, which is regrettable. True, the country is well watered, and the waterways may suffice for the present-day needs of the inhabitants; but it is surely not to be seriously argued that because Nature has been bounteous in this respect that, therefore, no useful purpose could be served by facilitating mining and other operations in the manner I have ventured to suggest as advisable and practicable in the interest of all concerned in the development of the latent resources of this great eastern State. It is not intended to convey the meaning by this that Government has not assisted mining enterprises by making cart roads in certain districts and connected them with some of the main roads of other States. Such is not the writer's intention, for he knows that much useful help has been afforded the miners of the Kuantan and Bentong districts, for instance. What I am driving at is the opening up of Southern Pahang, which seems to offer good prospects of handsome returns on money invested on road construction. Failing that, miners interested in the Rompin Valley would undoubtedly be grateful were facilities offered by the authorities for the collection of ore and stores in Rompin and exportation to Singapore. Although application has been made for a site at Rompin suitable for a wharf and godown, yet it was promptly refused by the District Officer in a letter that I shall have occasion to revert to presently.

Waterways.

The principal waterways are the Pahang river, which is navigable for shallow-draught steamers only, and the Rompin and Kuantan rivers, which are superior to the Pahang in many respects. The banks of most of the main rivers and some of their tributaries are sandy,

Light on Licenses.

As the trip to Rompin was not undertaken for the benefit of the health of our party, which is much interested in the development of the resources of the vast latent resources of the State, the preliminaries to formal application for mining licences, and for a town lot whereon to erect offices and a godown for the storage of tin-ore, mining implements, stores, etc., etc., were completed before we left the Rompin district.

The latter (i.e., a town lot, suitable not only for a storage godown, but whence a very serviceable wharf could be run out into at least 20 feet of water) was refused by the District Officer, because, forsooth, "in view of the possible developments at Rompin," he did not consider it advisable to alienate at present any State land in that vicinity—a delightfully vague and most unsatisfactory way of replying to people desirous of spending a good deal of money in a very backward part of the country. Just what the "possible developments at Rompin" may consist of I have not yet ascertained, but it is to be hoped that they include improvements calculated to bring lasting benefits to all concerned in the trade and industries of Malaya. Also it is to be hoped that whatever developments may be under contemplation will not be long delayed.

Prospecting Licenses.

As regards Prospecting Licenses, it is clear from the forms that have to be filled in and duly signed, sealed and delivered, that each one costs \$25 and that the British Resident of the State has to be satisfied with the applicant's prospecting work before any prior right to select and receive a lease for a block of any specified number of acres of prospected land is conceded. Also the hard-working prospector has to agree in black and white that the license for which he applies and "all rights under it" may be cancelled by the Resident should the tin-hunter cease prospecting work within a fixed period (this is inserted by the authorities) which is, according to the printed form, limited to months, for the paragraph relating to this ends with the word *months*. The first charge of \$25 is by no means all that the prospector has to pay: He has to agree in black and

white that he will pay "such enhanced fees as may be fixed by the Resident and also pay all charges incurred in fixing the position of land to be prospected." So the tin-hunter never knows what his expenses will amount to before he has a chance to sell a single catty of hard-won ore. Little wonder, therefore, that the District Officer should be wont to express the desire that applicants for licenses should furnish him with "reasonably full particulars as to the possession by applicants of the funds and skill necessary to adequately exploit any concession made by the Government," for prospectors have to meet expenses that are limited only by the demands of the authorities, which may be very extensive.

Syndicates.

As regards mining syndicates it seems that the opinion is held in some official quarters that such bodies are "formed to procure increased financial support, but as such bodies have no corporate existence they cannot be recognised." This at all events is what was stated in a D. O.'s letter of recent date addressed to a Singapore syndicate, which was given to understand that "some or all of the members of the syndicate should sign the application" for a prospecting license. Furthermore, it may be well to note that the registration of an application for a Prospecting License is "the only form of priority" obtainable at present. It therefore follows that a miner or syndicate as the case may be that gets an application registered should be extremely expeditious about "getting on his land," otherwise he may have his find "jumped" by some fellow who has taken care to "know what it is to be there" before the prospector of it gets to work with a will in order to "satisfy the Resident" and therefore obtain what the essential to real success and profit from one's labour—a prior right to select and receive a lease for a block of mining land known, through actual tests, to be worth working on an extensive scale. They have always managed things very differently in Australia, where lucky prospectors obtain *as of right* a good big claim to work on any spot in which they locate precious metals. The miner is well protected and sure from the outset of reaping where he has sown.

to the Federal Exchequer. May be before very long they will find it to their advantage to keep at least \$150 worth of stamps instead of only \$15, as at present, in stock. For the sake of all really interested in the welfare of Malaya it is to be hoped that such a sign of growing prosperity and a change for the better will not be greatly delayed. This township should be a very live place, and it is certainly no fault of the inhabitants of Pahang that it does not rank with many of the busiest marts on the West Coast.

Fish Exported to Singapore.

At the mouth of the Rompin river there is a fairly flourishing fishing village, where the ubiquitous Chinese are much in evidence, doing all the buying and exporting to Singapore. Malay women are employed in cleaning and preparing the fish for curing.

Off to the Tin-fields.

After a short stay at the Rest House we left bound up the Rompin River, hiring a Malay boat for the purpose for a mere song. Soon after leaving the township I noticed newly planted coconut estates, but a mile or two further up most of the trees were in full bearing. About 2½ to 3 miles above the Rest House we engaged smaller Malay boats in order the more easily to negotiate any shallows and because, being of very light draft, they offer very little resistance to the current and can therefore be propelled by the Malays quicker than the larger and more commodious craft. Time being an object with us we saved as much as possible by making the best of matters in tiny boats and causing our prospecting coolies to do likewise. Once aboard and fairly comfortably stowed away under the attap apology for an awning the almost interminable rowing and paddling up stream began. Being by no means a novice at roughing it in the jungle when out hunting tin and other precious metals, I had taken care to have a handy-sized mattress with me wherever I went. Consequently I was able to take things fairly easy, lying at full length on my mats, which saved me from the discomfort of rolling about on hard boards as the frail craft jerked and rolled with every motion of the Malay boatmen, who seem bent on putting up some kind of a record with a view probably to get some extra pay as a reward for conveying our party

to the fair "Land of Promise" with as little delay as might be.

Travelling in Comfort.

The local District Officer and Warden of Mines accompanied us up-river to the scene of recently discovered tin deposits. They travelled in a very comfortably fitted-up house-boat, the only one on the river. In case some readers should jump to the conclusion from this that the cost of well appointed houseboats should be included in the expense of starting in mining business on the Rompin, let it be understood that nothing of the kind is essential, nor would they be the best aids to travel on the river. As a matter of fact the

River is Pretty Deep

and therefore navigable by launches, whilst, unless I am very greatly mistaken, any, or at all events most, of the East Coast trading steamers could easily cross the bar at the mouth of the river and ascend as far as the township of Rompin. So sure am I of this, as the result of observations and inquiries made on the spot, that my friends, acting on my advice, applied for three hundred feet of the water-frontage along the river within town limits, with a view to running out a wharf into about 20 to 35 feet of water. But more of this anon: I must get on with the trip to the tinfields, giving a few hints *en passant* as regards commissariat arrangements and so forth that may be useful.

Rice, Vegetables, Provisions.

It is most important that parties visiting the Rompin region should take with them plenty of rice, provisions of various kinds, vegetables and biscuits. Nothing of the kind can be purchased up the Rompin. All that can be got is tapioca and flour made from it. The Sakeis grow tapioca and after drying it well pound it up into powder and make edible cakes with it.

Fish Plentiful.

Fish abound in the river. They can be bought cheap and make very good eating when either fried or boiled, but are very bony. Any one resident here would find it to his advantage to keep a hunter in his service, for then he could vary his diet with venison and pigeons occasionally (deer and pigeons being pretty numerous), whilst wild pig, whose tracks we came across in several

(3)

places, seem to flourish here. Europeans would find it very hard to hunt deer and wild boar here, for the jungle is mostly very dense.

Wild Elephant Pest.

We not only heard several astonishing stories told by natives about the wild elephants in Pahang, but saw their tracks. The Malays and Sakeis are great losers through the depredations of these enormous beasts. They seem afraid to plant much rice or tapioca at one time or in one district, lest by the time it nears maturity the whole or most of it will be devoured by these dangerous pests or at least be so seriously damaged that their labour will be lost in toto. Consequently they usually cultivate only in small patches, raising just sufficient for their subsistence and leaving no surplus for trading with. This is not as it could and should be. This is not the way to encourage the people to better their condition, nor is it likely to tend—as things go at present—to expansion of the export trade of the State.

I heard of frightful depredations committed by elephants, many crops being destroyed in a single night and the frail houses of the natives occasionally broken up into matchwood by them. It seems very strange that in this year of grace such a state of affairs is tolerated. It is shocking, and I incline to the opinion that were the Higher Authorities fully informed as to the actual state of affairs steps would soon be taken to remedy matters. The pity of it is that apparently the Central Government of the Federation knows next to nothing about the hard lot of the industrious, peace-loving natives of and Chinese settlers in this portion of the peninsula.

Good Sites for Estates.

Certain it is that until an end is put to the elephant peril planters cannot be expected to take much interest in the development of Southern Pahang. They would be fools to invest heavily there under present conditions. Yet the State is favoured with splendid soil, and is exceedingly well watered. Rubber and tobacco would flourish there, especially in some of the wide areas I observed along both banks of the Rompin and other rivers. Last year in Pahang 617,569 lbs. of rubber were obtained from estates and

small holdings, the latter contributing 114,212 lbs. to the total.

Chinese Find Rich Karang.

After laboriously struggling against the current for three days, we arrived at the spot we had set out to investigate thoroughly with a view to mining on an extensive scale. I am not at liberty at present to divulge the name of the tinfield; if all goes well it will be known before very long, for good news of rich finds usually travels far and wide quickly nowadays. It must suffice for the nonce to say that to get to it we left our boats and went inland, returning to them later when we desired to get back to Rompin. The prospecting was quite satisfactory. Not very far from the spot prospected we found Chinese working deposits that are so rich I shall not be surprised if, news of it spreading rapidly, there is something of a rush to the place before the end of the year. Possibly there'll be a

Mining Boom

in Southern Pahang before next Chinese New Year, for there is tin in the district referred to, and if the deposits are at all comparable with those at Mersing, marked success should attend the efforts of plucky pioneers to work them on a large scale. As, however, almost every necessary of life must be imported and carried up river to the mines, and the means of exporting tin-ore at present leave much to be desired, profits will not be so large as they would be were facilities granted both for safely storing ore at Rompin and for sending it thence to Singapore by steamers for sale, say, once a fortnight for a start and later more frequently, when sufficient inducement is offered to the East Coast liners to call regularly at Rompin. In the absence of steamers the ore will of course have to be sent by tongkangs—a slow and antiquated method, with the owner of "the stuff" risking the full value of his cargo every time.

Native Produce.

In the course of my travels in Southern Pahang I noticed plenty of rattans and tree roots of a dark red colour. What it is used for I was unable to find out by careful investigation, which would have entailed far more time than I could spare. It is evidently in demand amongst Chinese traders, and probably is

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Tin-Hunting in Malaya.

Notes on a Trip to Mersing and up the Rompin River.

Prospecting under Difficulties.

Revelations of Pahang's Latent Wealth.

Good Finds and Prospects of a Rush.

It was by request of a wealthy Chinese resident of Singapore that I recently undertook a trip up the Rompin River, in Pahang, visiting Mersing en route, for prospecting purposes. Matters had been thoughtfully made fairly easy for me by the gentleman referred to, who had made arrangements with the District Officer of the area I inspected, Mr. G. M. Laidlaw, and the Assistant Warden of Mines, Mr. Dishman, to meet our party at the Kuala Rompin.

Boarding the steamer *Ranee* in Singapore, in twelve hours we were off Mersing. The charge, though, was \$15 for a first class ticket, which seems a pretty stiff price to charge for such brief accommodation. The vessel dropped anchor about three miles from the landing place and we were taken ashore by a motor-boat, driven and navigated by Malays. The skipper seemed quite at home at his work, but it was far otherwise with the engineer, whose acquaintance with motor-engines appeared very distant indeed. However, one has to be thankful for small mercies when out on a prospecting tour on the East Coast, for the States there are in a lamentably backward condition compared with those on the West Coast.

Once on *terra firma* we made for the Rest House, an attap affair consisting of three bedrooms 10 by 10 each, whilst a covered-in verandah served the purposes of a pantry, cookhouse and diningroom. At the back of this general utility compartment there is a hole in the ground which the boss of the show, with evident pride, tells you contains excellent water though only used for bathing. The water used for cooking and drinking pur-

poses was, he said, carried from a spring a great way off, though so far as one could judge the manager and his solitary aide are far too lethargic to walk a mile or two for spring water when they can get as much as they are likely to require outside their door.

This is a matter that requires looking into by the powers that be at this place, for the drainage of the premises is extremely primitive and sanitary and lavatory arrangements far from being in that state which is desirable if the health of voyageurs passing through here is to properly safeguarded.

Mersing I found to be absolutely a Chinese mining camp. The kedehs there are doing a roaring trade. Already it boasts a gorgeous Gambling Farm—the managers of which seem well pleased with their spec.—which I visited and was offered by a Chinese attendant my choice of several kinds of whisky and hot grog if I preferred it. Also I got a pretty broad hint that no serious objections would be raised were I to try my luck with any spare cash that I happened to have about me. Promising to come back by and by to join the festive crowd in wooing the fickle goddess of Fortune I managed to get out of the gambling den as sober and just as well off as when I entered its bright portals.

Up to the present time no attempt has been made to level, drain and machadamise the roads. Tracks of various widths and all sorts of shapes serve the purpose of roads, and it's nothing unusual to find in the middle of what one is told is "the road" some pretty aged coconut trees and other obstructions of traffic.

A township proper is, however, being laid out, roads are being made in rough-and-ready style, and fairly decent drains cut on either side. Land is going up by leaps and bounds there, and lately some town lots, which are only large enough for the erection of a very ordinary Chinese shophouse with kitchen at back, fetched as much as \$500 per lot. Lately the authorities introduced some sort of law and order in this town which has sprung into existence during the few months that Mersing, formerly a second-rate planting district, has earned fame owing to the discovery of abnormally rich and easily worked tin deposits, resulting in a rush from Singapore and Johore.

Hearing that the Anglo-Johore Rubber Co's Estates were near by I went out and had a look over them. The trees, despite the sandy nature of the soil, seem to be doing well.

European visitors to this place are like angels' visits—very few and far between. Therefore the last thing I expected to encounter in these wilds was a well-known Singaporean—Mr. St. V. B. Down, who seemed a good deal interested in his motor launches which are plying here, where business is on a strictly spot cash basis.

Expert's Opinion of Mersing Valley.

Whilst here I had the good fortune to meet Mr. Arthur H. Bibby, from Bentong, Pahang, who was specially deputed to inspect and report upon the much talked about Mersing Valley, in which he thinks the tin mining will fizzle out in three or four years. Asked why he entertained such a poor opinion of the fields he said that when you come across a proposition like this, with 4 feet only of karang, although rich at the Ulu and about 10 feet of karang towards the sea coast, and very poor there, it shows that the valley is, taking it on the whole, poor as compared with many other places in Malaya. He mentioned that what is known as Mr. C. J. Robertson's 'find' is a huge pocket from which some 8,000 piculs is being won monthly, yet it is only one of much note. There may, however, be other rich places near by.

Extraordinarily Rich.

He also said he had never seen anything like the yields here, it being a common occurrence for coolies to get as much as 60 catties per man per diem, which is extraordinary. Mr. Robertson went on to say that he had observed very few signs of rich decomposed pegmatite in tourmaline and muscovite known as "kra;" there was very little massive quartz segregation in or on the outskirts of the hills, which is a bad sign. Therefore he thinks that there's not much of a future in store for the Mersing Valley.

From Mersing To Kuala Rompin.

The journey from Mersing to Kuala Rompin was anything but pleasant. We tried to hire a motor launch for the purpose, but two out of the three in the place were under repair and the other had come to grief at Kuala Chumluang—the

river one has to traverse to reach the mines, the Mersing river being useless for the purpose. In sheer desperation we at length engaged a Malay prau to take us several stages of our journey into the wilds of Pahang, but that it was no easy matter to charter even such a primitive vessel may be gathered from the fact that two days were wasted in our endeavours to put space between ourselves and Mersing as speedily as possible after ascertaining all I wanted to know about those tinfields. Once started we made fair headway, a fairly stiff favourable breeze sending us bowing along at a pretty good pace. But fortune was not yet favouring us, and ere we had been six hours on board the good ship—which we will call *Fearnough* for lack of a better name—the wind dropped with the result that it took us thirty-six hours to negotiate the 60 miles journey, arriving ultimately at Kuala Rompin in a semi-famished condition, and right glad to step ashore and stretch our legs after such lengthily close confinement in the frail craft.

Arrived at Kuala Rompin we made for the Rest House, fully prepared to offer a kingdom for a good square meal. That there was, however, no cause for uneasiness about good food and plenty of it will be readily understood when it is mentioned that we found there, to our great pleasure and relief, Mr. Laidlaw, the District Officer, and Mr. Dishman, the Assistant Warden of Mines. We were now in clover and good care, and soon a refreshing stengah and good meal helped us to forget about our experiences in the fast and furious *Fearnought*.

The Rompin Township.

From the verandah of the Rest House I observed Malays engaged, despite the oppressive heat, in a hotly contested football match. Here there is a Police Station and Post Office. The former is a much more pretentious place than I expected to find it. The officer in charge and the men looked smart in their uniforms and obviously thoroughly alert. The Post Office, seemingly, is more ornament than use, for on enquiry I learnt that as a rule they have only about \$15 worth of stamps on the premises. If true, it indicates that there is precious little business doing in this part of a great State that should be turning in handsome contributions

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