



HISTORY OF TELUK ANSON TOWN IN THE STATE OF PERAK, MALAYSIA, 1882 - 1957

Dr.Khairi Ariffin,PhD¹, Dr.Ganesan Shanmugavelu,PhD²,
Dr.Mohd.Hairy Ibrahim,PhD³, Dr.Ishak Saat,PhD⁴,
Mohd.Kamal Kamaruddin⁵, Dr.Sahul Hamid Mohamad Maidin,PhD⁶
Dr.Mohamed Jefferi Haji Mat Lazim,PhD⁷

¹Associate Professor, Sultan Idris Education University, Malaysia

²Senior Lecturer, Institute of Teacher Education Ipoh Campus, Malaysia

³Associate Professor, Sultan Idris Education University, Malaysia

⁴Professor, Sultan Idris Education University, Malaysia

⁵Lecturer, Sultan Idris Education University, Malaysia

⁶Senior Lecturer, Sultan Idris Education University, Malaysia

⁷Senior Lecturer, Institute of Teacher Education Ipoh Campus, Malaysia

Article DOI: <https://doi.org/10.36713/epra8566>

DOI No: 10.36713/epra8566

ABSTRACT

The writing of this study is about the town of Teluk Anson in the state of Perak, Malaysia, during the British colonial era. The opening of the Teluk Anson town has been a factor in the development of economic activities in Teluk Anson especially with the existence of the Teluk Anson port which is the focus of merchant ships from within and outside Perak. The availability of road and rail links has made Teluk Anson the focus of the arrival of various communities to contribute to the economic boom in Teluk Anson. This study uses a qualitative method that emphasizes on the analysis of primary and secondary documents obtained from the National Archives of Malaysia and public universities in Malaysia. The findings of the study indicate that the rapid progress and development of the Teluk Anson town under the British colonial administration has driven the Teluk Anson urbanization process by providing various infrastructure facilities for the Teluk Anson community. The construction of a medium of communication through roads, railways, and the opening of a port made Teluk Anson an important economic destination for European investors and local traders. In conclusion, the city of Teluk Anson is a very important city in developing economic activities and one of the centers of British colonial administration in the state of Perak.

KEYWORDS : Teluk Anson, Municipality, British Colonial, Port, Infrastructure

INTRODUCTION

Teluk Anson is a strategic area because the city is located near the Sabak Bernam district, which is a growing agricultural area in the state of Selangor. Among the agricultural products produced are rubber, coconut, paddy, tobacco and more. Apart

from that, the town of Teluk Anson is also not far from the Straits of Melaka, Sungai Kinta, Sungai Bernam and Sungai Perak which makes it suitable as a port center for merchant ships, especially merchant ships passing through the Straits of Melaka (Khuo Kay Kim,1995). British colonial times, the harbor is



one of the important things to develop the economic sector in Malaya. the port is important to respect and promote the industry trade with foreign countries by sea, and among the most important route for commercial vessels is in the Straits of Malacca which is located not far from Teluk Anson, Perak is also one of the largest producers of crops such as rubber, paddy, and tin mining, making Perak need more ports to market local produce to foreign countries. Teluk Anson is ideally located as a town and port center in State of Perak.

Lord Archibald Anson, as Governor of the Straits Settlements in 1879 was particularly interested in the proposal put forward by Hugh Low by developing the area in Teluk Anson. The construction and use of steamships as well as land transport systems such as railways, caused the connection of Teluk Anson with Tapah Road to change towards the development and vibrancy of economic activities in Perak and mobilize the economy in turn helping the development of a city (Aiken, et.al., 1994). By the end of the 19th century, TelukAnson had emerged with activities that focused on economic activities and this was in line with its aim to become a major focus of international trade activities. In the early 19th century, the patterns and economic activities of world trade had changed having had an impact on the development of the colonial colonies. According to Courtenay (1972), trade could be handled effectively with products that could be exported as well as could be easily assembled for shipping purposes and this was a solution for the colonial side to facilitate economic implementation and planning. The conditions and development of economic activities in Teluk Anson and surrounding areas have encouraged the entry and arrival of Chinese, Indians, and Europeans to engage equally in economic activities (Barlow,1995).

LITERATURE REVIEW

The study of Mukim Durian Sebatang in the State of Perak, 1874-1905 is a study that shows information related to the history of the existence of one of the most important mukims in the district of Lower Perak. The study has discussed the sources and information in the writing of the study that help the researcher to know more about the documents that need to be used to gain knowledge with respect to the town of Teluk Anson. Through his writing, the researcher can also find out related to the development of the town of Teluk Anson which is a very important contributor to the socio-economic activities of the community in the mukim of Durian Sebatang. Apart from that, this study also discusses the special features of the mukim Durian Sebatang which is the traditional administrative center of Perak (Siti Nur Adillah, 2013).

In other writings, it is explained that there is the ability of the town of Teluk Anson to emerge as an area of activity and a center for the collection of agricultural produce that is also focused. The impact of agricultural and plantation economic activities has revived the function of the town of Teluk Anson as a port city. This situation activates the economic and social development of the population. By the 1920s until the area around Teluk Anson, especially Hilir Perak was better known as the main agricultural area in the state of Perak. The result of this writing is also made to show the uniqueness of the port city of Teluk Anson to become one of the main cities in the state of Perak. This aspect of writing is more focused on the development and urban environment of Teluk Anson, the scope of the study is on urban development (S.R. Aiken, et.al., 1994).

STUDY METHODOLOGY

This study has used qualitative research methods. This study was conducted by obtaining primary sources consisting of records and files of the British colonial era in the state of Perak obtained from the National Archives of Malaysia. All relevant documents will then be analyzed and the data will be compared with relevant primary sources. Primary sources obtained from the Perak State Archives, the researcher has also used secondary sources that are the results of previous studies such as books, articles and journals have been used by the researcher. Through documents, books, journals and articles that have been obtained, researchers need to conduct an evaluation to obtain information related to the study.

FINDINGS

Community Settlements in Teluk Anson

The town of Teluk Anson is located on the banks of the Perak River. Teluk Anson Town is within the Mukim of Mukim Durian Sebatang. Apart from Sungai Perak, there are rivers close to the Durian sub -district, namely the Suli river and the Bidor river. The river close to the town of Teluk Anson is of great importance as a means of communication of the local community and for traders, tin miners, and of importance as carrying out fishing activities.

During the British colonial administration in Hilir Perak, the position of Teluk Anson town was also bordered by Changkat Jong sub-district, Sungai Manik sub-district, Sungai Durian sub-district, and other sub-districts in Hilir Perak such as Bagan Datoh sub-district, Rungkup sub-district, Hutan Melintang sub-district. , and the district of Kota Setia. as well as bordering the Batang Padang District in the west and south with the Sabak Bernam district in the state of Selangor.

Among the villages located within Mukim Durian Sebatang are Kampung Sungai Tungku,



Kampung Sungai Suli, Kampung Bahagia, Kampung Selabak, Kampung Banjar, Kampung Padang Tembak, Kampung Batak Rabit and Kampung Pasir Berdamar, Kampung Terengganu, Kampung Gloucester, and Kampung Kebun Limau. . The Teluk Anson is seen to be free from the threat of floods indirectly launching agricultural activities such as sweet potatoes, corn, and fruits such as bananas and mangosteens (Khoo Kay Kim, 1982). Accordingly, the importance of Teluk Anson as a port and trade center mainly provides services to the Bidor and Tapah areas.

Sectors of the economy of the Malays, Chinese and Indians

There are three major groups of people in Teluk Anson namely the Malays, Chinese and Indians. The community is a resident of the earliest inhabited the area around Teluk Anson. The origin of the community are those who migrate come from Sumatra, Java, Kalimantan, and southern Thailand. and are a class of merchants, farmers, and merchants. Malay descent in Teluk Anson is among the Minangkabau ethnic Malays, Banjar, Javanese, Minangkabau, Bugis, Kampar, and Syed of Saudi procreation. Although they are from different generations, all this is known as the Malay community with speech and language used is English. Most Javanese live in the area of Selabak village, there are two villages known as Kampung Selabak Luar and Kampung Selabak Dalam. Ethnic Malays who inhabit and live another mixed around Teluk Anson like Kampung Terengganu, Kampung Bahagia, and the village of Gloucester.

The arrival of the Chinese to Perak was largely Chinese from the Straits Settlements and the British colonial had implemented a system of trade and good relations with the Chinese and this facilitated for the British colonial in implementing economic and development in Perak and indirectly the people. China involved in economic development in the Teluk Anson. With the British presence in Malaya, the network began to develop rapidly. The British colonial had provided a more stable trading environment in Perak (Annual Report of Perak 1896).

. The British also provide security and safety in terms of the military through military presence that they bring to the Malay states. In addition, the British colonial authorities also have uniform system of trade and commerce in Malaya (N.L Johnna, 2011). Meanwhile, the Chinese community is more concentrated in the Teluk Anson town center, which is inhabited by shop houses acting as traders and retailers. The main residential areas of the Chinese community in Teluk Anson are centered in the village of Pasir Berdamar and Pasar street. The Chinese community in Teluk Anson is made up of Hokkien, Teuchu, Hakka, Cantonese, and Hailam

ethnic groups. In the era of construction and development of Teluk Anson town, the Chinese in Teluk Anson were involved in labor work in building structures and buildings as well as shop houses in Teluk Anson town.

To implement the Teluk Anson urbanization process, the British colonial needed a workforce with a variety of expertise from ordinary labor to having expertise in the fields of road construction, railways, port work, management, administration and security. The diversity of nations have been involved in the development of Teluk Anson comprising the lower level consists of Tamils, Chinese, Bengali, Malay, Eurasian, and Sinhala. More maintenance work is carried out by the workers especially the Tamils under the supervision of European Engineers and regular road Inspectors. Railway Station Chiefs are usually Sinhala Tamils, and Chinese in turn as clerks (A. Wright & T. H. Reid 1913).

Most Indians are more concentrated in estates such as Nova Scotia farms, Jenderata Farm, the headquarters of the Department of Works, Admiralty Road, and mixed in the Teluk Anson urban area. Among the Indian community is composed of ethnicities such as Telegu, Punjabi, and Tamil. Originally, Teluk Anson is a residential village community down with its original name Teluk Mak Intan. Yet the process of urbanization took place quickly after the British colonial built the town of Teluk Anson. This process of urbanization has made rural communities coming from the agricultural sector compete to carry out economic activities in the city because they have tended to economic activities in the form of manufacturing, business and trade (K. J. Pelzer, 1941)

Aspects of Teluk Anson Port Facilities

To enhance the function and importance of the Teluk Anson town, the British colonial added facilities at the Teluk Anson port by carrying out improvement and maintenance work on the Teluk Anson pier. The responsibility for the maintenance of Telok Anson jetty was done by the Public Works Department around 1946. The Chief Port Officer of Telok Anson reported that the physical condition of the jetty in Telok Anson, especially for small boats needs to be improved. The Teluk Anson wharf facilities are generally unsatisfactory as a wharf that is the focus of merchant ships. The construction of rest houses and accommodation was also carried out in preparation and also showed the importance of the town of Teluk Anson which is the focus of outside officials and visitors due to the existence of farms cultivated around the district. Teluk Anson Wharf is also a center for the import and export of goods from outside Teluk Anson. In 1915 (Khoo Kay Kim, 1995), the United States and France were among the shipping destinations for shipments through shipping



services and destination coastal ships starting at the port of Teluk Anson. The export and shipment of rubber products in 1915 had obtained the approval and permission of the Rubber Export Committee to be shipped to locations such as in Boston, New York, Canon and Marseillis.

The Master of the Teluk Anson wharf, Flight Millard, carries out his duties in conducting surveillance and inspection of the surrounding ports. The effects of the damage during the Japanese occupation during World War II were also disrupted during the jetty under his supervision. After port overhauls, the Asiatic Petroleum Company's Installation and Jetty were built in early 1947 aimed at transferring gasoline fuel in bulk. The construction of this new jetty has made petrol fuel transfer activities more practical and safer. Among the fuel firms making the port of Teluk Anson an oil storage terminal are Shell Company and Standard-Vacuum Oil Company, owned by the Anglo-Saxon Petroleum Company of the Netherlands. The existence of petroleum companies helped in highlighting the importance of the Teluk Anson wharf as a port location for shipping trade.

In the late 1970s, the port of Teluk Anson finally ceased its function and was no longer in operation. This is due to severe cliff erosion on the banks of the Perak River near the port of Teluk Anson. The railway line was also later discontinued in 1991 because the line could no longer make a profit and had to bear losses. This is due to the shortage of passengers and as such, the oil company Shell has relocated its processed oil transfer operations to the port of Lumut.

The port of Teluk Anson is said to have been very busy with the entry and arrival of steamships in the 19th century. They actively picked up and unloaded goods and passengers ashore and were the main economic resource that contributed to the development of Teluk Anson at the time. In addition to the British, Dutch, German, Chinese and many more ships were setting up waterways on the shores of Teluk Anson. That was the main factor by which at that time land transport such as railways could operate in Teluk Anson.

On August 1, 1896, a steamship named The S.S. Malacca has entered the Port of Teluk Anson which is connected by the Perak railway from Teluk Anson to Tapah Road as symbolic of its inauguration (Khoo Kay Kim, 1995). It turns out that this port is actually used to bring mining and agricultural products from the Kinta area to be traded around the world.

The first port of Teluk Anson was located near the government complex around the Old Court and the old Teluk Intan Police Station before being moved to a site near Batak Rabbit which is larger and

has banks that are more resistant to the erosion of the Perak River.

The wharf site and railway (Supplement to FMS Gazette, 1924) at the port of Teluk Anson have suffered erosion around the banks of the Perak river since 1900. The effects of erosion have caused in 1901 the railway on Denison Road has collapsed and disrupted railway services in port. This development resulted in in 1902, the wharf in Teluk Anson being proposed to be relocated by an appointed consultant namely J.E Spring and in 1909 the wharf was finally relocated to a new location. At the site of the new Teluk Anson port, the influx of merchant ships made the Teluk Anson port play an important role as a catalyst for the development and township of Teluk Anson until the 1970s.

CONCLUSION

In conclusion, the town of Teluk Anson is a very important city especially in the southern part of Perak because of the strategic position of this city with port facilities and railway lines that can connect Teluk Anson with the network to the north and south of the peninsula. The municipal aspect of Teluk Anson is also growing rapidly by providing various facilities for the inner and outer communities who come to Teluk Anson. Activity-based economy, commerce, agriculture being carried out, followed by the information society of racial diversity in Teluk Anson namely Malay, Chinese, Indian, Eurasian, and Europe who were involved in developing the function and importance of Teluk Anson as the most important city in the state.

Acknowledgement

This study is under the funding of University Fundamental Research Grant (GPFU) 2019 with Research Code 2019-0204-107-01 under the supervision of Research and Innovation Management Center (RMIC) Universiti Pendidikan Sultan Idris. The researchers would like to thank RMIC for funding this research.

REFERENCES

1. *Annual Report on The state of Perak for the year 1896*
2. *FMS Railways, Perak and Province Wellesly, Minutes of Proceeding, vol 150, 1902.*
3. *Supplement to FMS Gazette, FMS Railways Annual Report for the year 1924.*
4. *Arnold Wright And Thomas H. Reid, 1913, The Malay Peninsula, T.Fisher Unwin, London.UK.*
5. *Johnna Noel Lash, 2011, British Perceptions And Interventions: Britsih Malaya And The Rise Of Chinese Influence, Washington State University, USA.*
6. *Karl J. Pelzer,1941, Part 1: Population and Land Utilization, Institute of Pacific RelationsJohn Hopkins University. USA.*



7. *Khoo Kay Kim, 1995. Teluk Anson: 1882-1941: Port, Agriculture and Erosion. Journal of the Malaysian Branch of the Royal Asiatic Society, Vol. 68, No. 2 (269)*
8. *Khoo Kay Kim, 1982, Teluk Anson (Teluk Intan) 100 tahun, Persatuan Muzium Malaysia, Kuala Lumpur.*
9. *P.P Courtenay, 1972, A geography of trade and development in Malaya, G. Bell and Sons Ltd., London.*
10. *S. Robert Aiken, et.al., Pembangunan dan persekitaran di Semenanjung Malaysia, Terj. Sulong Mohamad, Dewan Bahasa dan Pustaka, Kuala Lumpur, 1994.*
11. *H.S. Barlow, 1995, Swettenham, Southdene Sdn. Bhd. Kuala Lumpur.*
12. *Johan Afendi Ibrahim, et al. (2016). Tinggalan Warisan Di Sepanjang Jalan Keretapi Tapah Road-Teluk Intan : kajian Awal dan potensi pemeliharaan. Persidangan Nasional Sejarah Melayu Kepulauan Melayu. UUM.*
13. *Siti Nur Adillah Mohd Zakaria, 2013, Mukim Durian Sebatang Di Negeri Perak, 1874-1905. Thesis Ilmiah Sarjana Muda Jabatan Sejarah, Tanjung Malim Perak: Universiti Pendidikan Sultan Idris,*
14. *S. Robert Aiken, et.al., 1994, Pembangunan dan persekitaran di Semenanjung Malaysia, Terj. Sulong Mohamad, Dewan Bahasa dan Pustaka, Kuala Lumpur.*