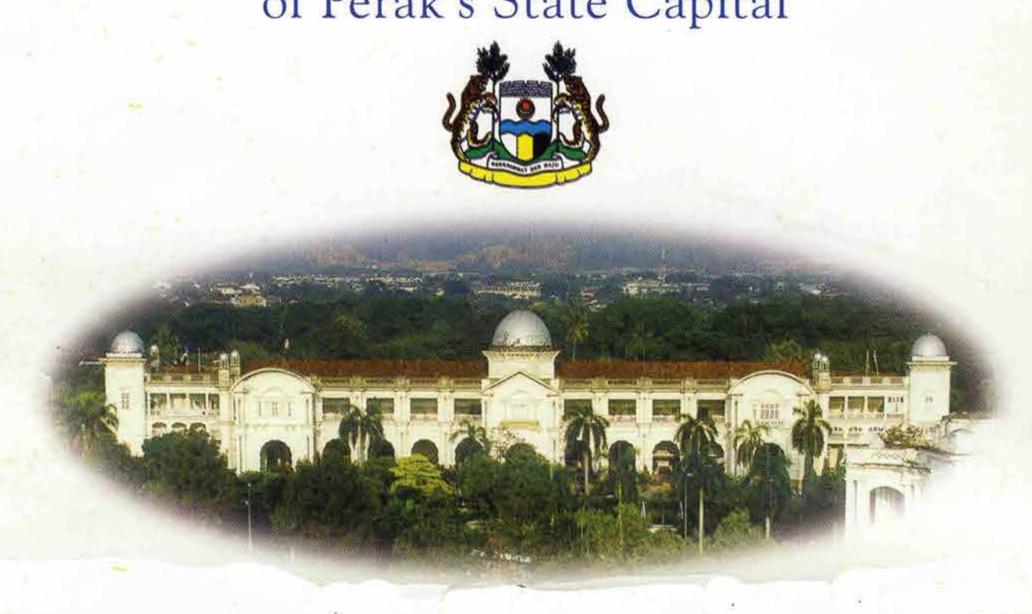


A guide to the heritage sites and buildings of Perak's State Capital

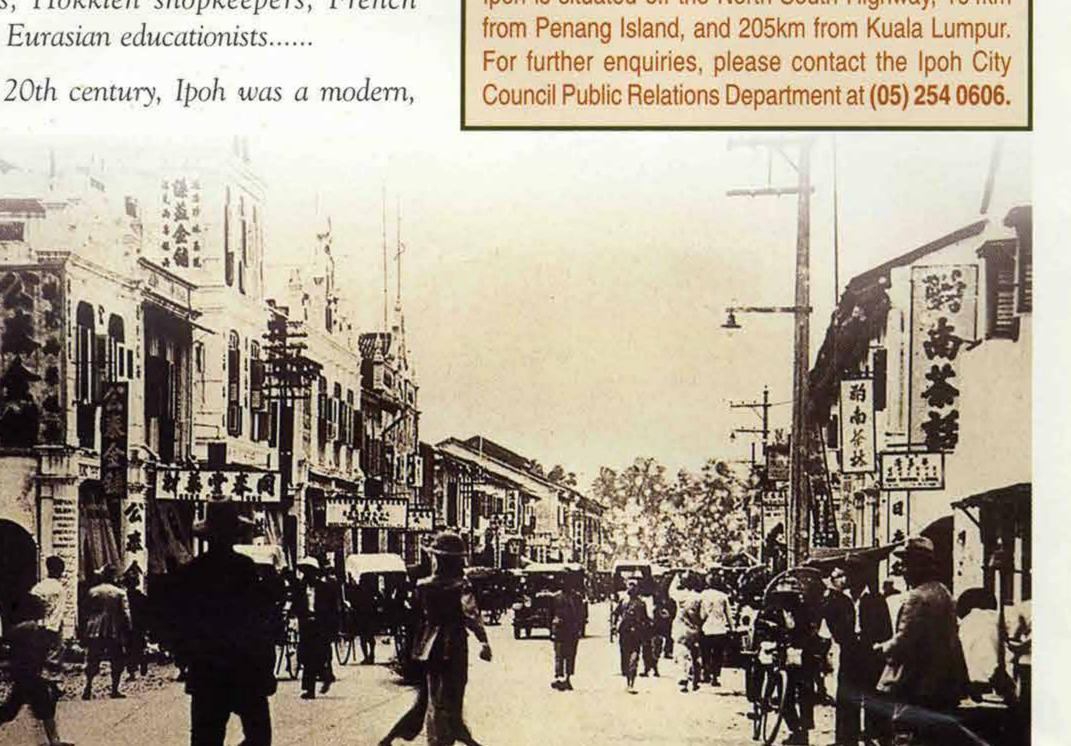


t is said that the city is like a book, and differ- well-planned town. Station Road ent parts of the city are like different chapters was the financial and Lof this book. The historic centre is an antique professional centre of mosaigue that maps out the histories of the early Perak. Led by a progressive communities who built the city, that tell their sto- Kinta Sanitary Board, an ries to every traveller who walks through its streets.

Ipoh, a pioneer tin-mining town in the 1870s, became the meeting point of rivers, roads and railway,

and Hakka mining towkays and their coolies, changed the course of history. It was the Japanese Malay aristocrats and small rubber-holders, who made Ipoh the capital of Perak. The European mining engineers and planters, Ceylonese awakening. In 1962, the Kinta Sanitary Board railway-builders and Chettiar money-lenders, 1988 the town of Ipoh became a City. Japanese photographers, American Methodis Catholic and Eurasian educationists..

By the early 20th century, Ipoh was a modern,



periods of tin booms and busts.

In the 1930s, Ipoh Art Deco represented a

architecture of confidence, mirroring an affluent

society of motorists and movie-goers. Those who

made their wealth in the Kinta valley built gran

mansions in the plush suburbs and sent their

children to the best schools in Perak.

In 1894, a new stretch of the Kinta Valley Railway opened between Ipoh and Batu Gajah, with virtually identical rail way stations in both towns. In 1896, 36 wagons were entirely built in the Ipoh workshop, "only the iron-work wheels and axles having been imported from England" The construction of the present railway station and hote began in 1914 but was interrupted due to a shortage of materials and high costs of labour during WWI. Completed in 1917, the station has three platforms

and bar. The hotel at first had 17 bedrooms opening ou to the deep upper verandah; this was upgraded to 2 rooms by 1936. The ground floor loggia, which is 183m long, runs the entire length of the station's frontage. The Ipoh Railway Station was designed by the Gov-

commodious offices for railway staff, and a restaurant

the 1920s called the Ipoh Railway Station "number two"



Carriage & Wagon Co nited, and built by Saltl Works, Birmingham, f Perak Railways in 1897 A 6KT, 350 horsepower English Electric shunting diesel locomotive purchased by Malayan Railway in 1948.

anglima Kinta was a certain Tun Saban Balik, who came t it appears that the first Dato' Panglima Kinta hailed from Sumat proceed no further upriver. He adopted the name of Kulop Kint settled down with the orang asli, taking a wife among them, and started the dynasty of the 'Lords of Kinta'.

In one of the earliest British maps of the area dating from 187 two settlements along the Kinta River are shown in the place of present-day Ipoh — 'Epau' and 'Palau'. By the 1870s, some Chi

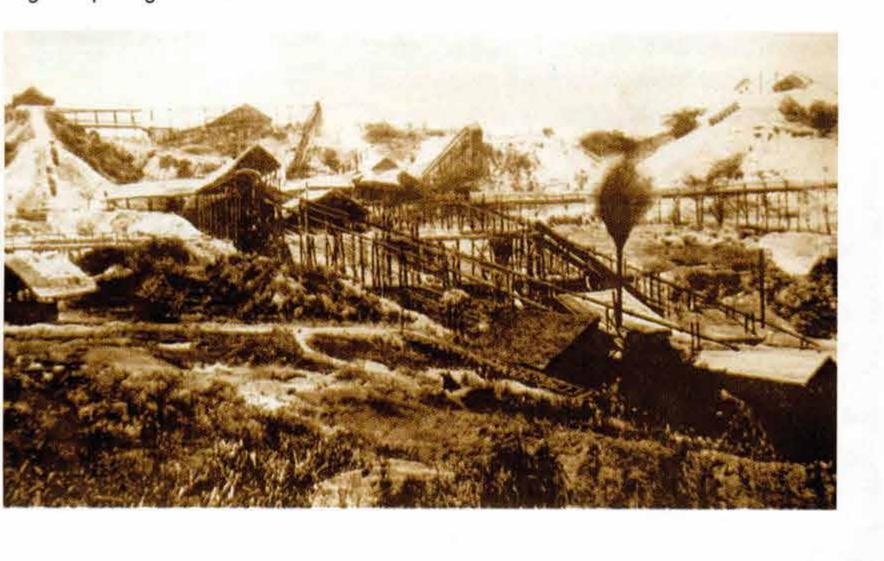
entrance to the cave, which has seven wells and is home to seven ple have been built at the foothill. attracted the attention of scientist

and explorers. A hundred years ag

the limestone hills were quarried for

Ipoh marble; today, they are main

exploited by cement factories for the



The Origin of 'Ipoh'

the original inhabitants of the area, the

"water weed", while 'Ipoh' refers to the

abundance around Ipoh town. One of the

colossus of the forest, growing to a height

of over a hundred feet or more above the

base. From the ipoh tree, the orang asli

Borneo, Sumatra, the Philippines and

India. Today, specimens of the ipoh tree

can be found in the middle of the garden in

front of the Ipoh Railway Station and in

Coronation Park (Taman Seenivasagam)

first references to 'epu' as a place name

appeared in McNair's Perak and the

Malays published in 1878. The tree

belongs to the nettle family and is a

Semai aborigines and Perak Malays means

Lane of Second Concubines

dead, his corpse would be thrown out of the window

anti-vice laws introduced.

Muzium Darul Ridzuan,

which displays Ipoh's

historic personalities

and tin-mining herit-

age. The Museum

Ipoh New Town

first instant townships of his time - Ipoh's New '1

when he put up 300 houses bounded by Cowan Street

versed by Yau Tat Shin Street and Theatre Street and

was provided with community facilities in the form

The Museum occupies a 10-room bungalow located on

Choong Yit in 1926. In 1940, two air raid shelters large

enough for 40 people were constructed in the compound

was acquired by the Government in 1950 and became

r Merdeka (Independence) in 1957, the buildin

housed the Public Services Department. In 1992, the

building was converted into the Muzium Darul Ridzuar

the premises of the Perak National Home Guard. A

1.6 hectare site, built for a tin-miner named Foo

orang asli. 'Kinta' (or Gêntâ) to the

both of which used to be found in

History

construction industry.

The Kinta River divides the historic centre of Ipoh into Road in 1902. It was said that Chartered Bank financed begins with the Old Town during the tin rush. "During the Shanghai Bank financed the rubber industry. The Southera of the Malay Rajas, Ipoh was only a small village... ern Indian Chettiars acted as the intermediaries between When the British colonial government ruled Perak, that is the British banks and the local community, due to their around 1877, Ipoh was transformed into a town, and men knowledge of the credit-worthiness of small Chinese and came in droves, especially the Chinese who came to seek Indian traders. their fortune... so many Chinese subjects came here from

also built shophouses, and through such agents, Ipoh grew

When Sir Frederick Weld visited Ipoh in 1882, it was "a large straggling village". He was met by two head-men, Datoh Muda and Datoh Husin, "and the people were assembled outside the joss-house with bands of music, flags and the usual demonstrations

The tin rush picked up in 1884, causing the self laid out the town with "broad, straight streets", most likely beginning around Panglima Street. By 1890, Ipoh had become the largest town in the Kinta Valley, and the second largest in Perak,

half the village, destroying 123 out of over 340 houses. In 1893, Ipoh was again "a town of well built brick houses

and Batu Gajah further speeded up the progress. According to the Riwayat Kinta, "the businessmen, es- and that as a transport centre, it was more sig pecially the Chinese, preferred Ipoh as their commercial nificant than Kuala Lumpur. They also resented centre because Ipoh was at the centre of tin production the fact that a sizable proportion of tin revenues from Gopeng, Tanjong Rambutan, Tambun, Pulai and other from the Kinta Valley were siphoned off to finance sites, hence that was the origin of Ipoh, through the deterthe development of Kuala Lumpur and the other mination of the Chinese traders, whose big bosses, the states. With good justification, the proud residents likes of Yau Tet Shin, Foo Shak, Leong Fee and others, of Ipoh decided to call Ipoh by the name it demade Ipoh a commercial town. In fact, Ipoh became larger served - "The Hub of Malaya". Ironically enough, than the town of Taiping, capital of Perak which was choit was the Japanese war government who made

While the Chinese quarter of the Old Town grew along the British accepted upon their re-occupation of the low western bank of the Kinta River, the table land ris- Malaya. ing steeply behind the town was reserved for colonial institutions and public buildings. In 1898, the Ipoh Padang was created in commemoration of Queen Victoria's Diamond town hall were eventually built along Club Road, the address of the Ipoh Club. Leading non-Europeans like t Dato' Panglima Kinta and Yau Tet Shin erected their m

two parts: Old Town and New Town. The story of Ipoh the expansion of the tin industry while the Hongkong &

By 1914, Ipoh's dazzling prosperity demanded a new Railway Station and Town Hall. Both were built to grand "Dato' Panglima Kinta Che Muhamad Yusop bin Dato' scale to rival Kuala Lumpur's status as capital of the Fed-Panglima Kinta Lassam built shophouses, while Raja erated Malay States (F.M.S.). After WWI, Ipoh was hit by Ringgit Dato' Laksamana Che Hussain bin Dato' Besar was its first slump, which lasted for three years, but soon re bounded with the tin prices. By 1922, forty per cent of the world's tin came from the F.M.S., an export of 35,286 tons. worth 5½ million pounds sterling, causing an observer to and grew." - A. Talib bin Hj. Ahmad, Riwayat Kinta, 1959. write, "Happy are those who own shares in Kinta." By 1928, Ipoh was a town of 36,860 inhabit

> cal town, but unfortunately exposed to flooding in the part nearer the river." Despite the next general slump from 1928 to 1933, two developments spurred another round of growth for the New Town. The first was a large new public market at Laxamana Road (1931) and Many substantial buildings followed - the Foong Seong building (1931), the fashionably

ants, "well laid out, clean, and healthy for a trop

Loke Yew's Market Terrace and the adiacent three-storey complex, the Chua Cheng Bok Building and the Information Centre on Brewster Road. Ipoh had come of age. In the 1920s and 1930s a fervent debate was carried out in the newspapers as to which town should be the capital of Perak, Ipoh or Taiping.

lpoh's affluent community felt that as a commercial centre, Ipoh was more important than Taiping, lpoh the capital of Perak, a fait accompli which

oday, the old city centre is slowly but surely being evitalised, with new investments in old buildings, ginning with the banks along Station Road, the Perak State Museum along Douglas Road and eritage restaurants like the F.M.S. Bar in Brewst Road and the Straits House along Cowan Street With pride and confidence in the past, Ipoh

Streets

Station Road and Belfield Street in the Old Town. The Chartered Bank, the Hongkong & Shanghai Bank and the their offices facing the Town Padang.

ting the lifestyles of the expatriate miners and planters

or rather triangle) with the Birch Fountain has many shops selling gold ornaments, saris and ethnic items. A colonial officer's wife was possibly describing Belfield Street when she said of Ipoh, "Patriarchal bearded Indians sat on their doorsteps with their hubble-bubble pipes. The covered five-foot way in front of the shops was full of a in the white Gandhi caps of Congress, tall Sikhs pungent

Street is the street of Chinese whole miners and coolies who came into town for wine, women and song.

tertained at the Chinese theatre. and pak kopi or "white coffee Miners also came to town to bury ers at the coffin-makers' shops at Hume Street, known in Cantonese as See Yan Kay or "Dead Man's

▲ Yau Tet Shin Market - Pasar Bulat Yau Tet Shin (born c. 1860), a Kah Ying Hakka, rose from mining coolie to towkay. His mansion is now the State

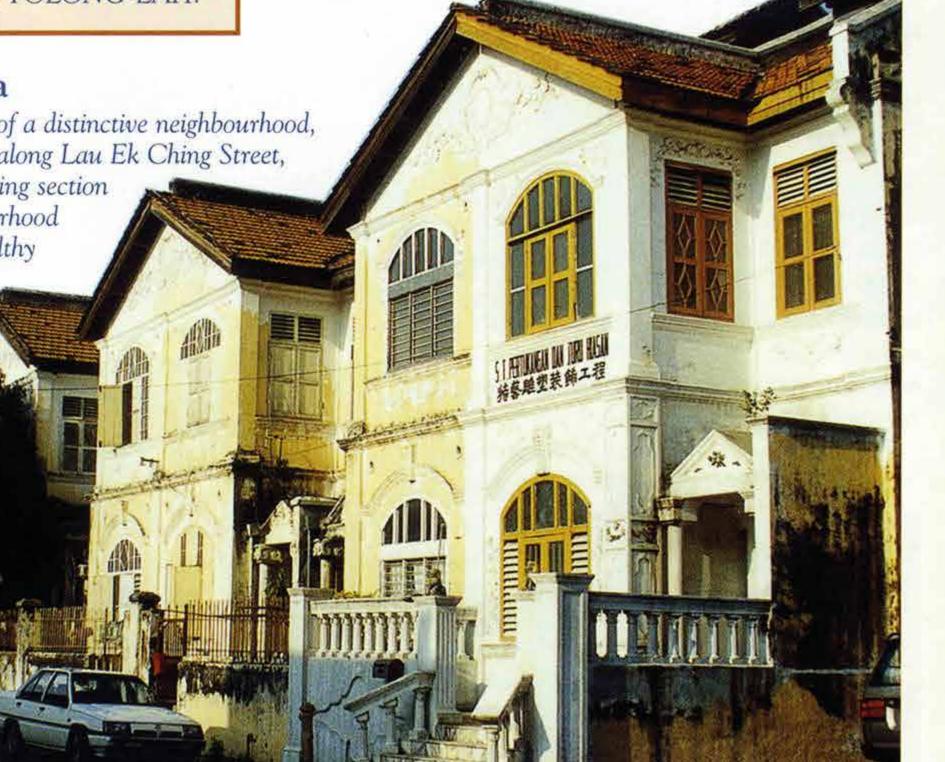
Health & Medical Department Yau Tet Shin was the developer for much of early lpoh. He acquired a piece of land from the Dato' Panglima Kinta and built a theatre on Leech Street in 1891. He then built

Gopeng and another 300 in Ipoh. The original Yau Tet Shin Market was never very suc-

cessful. In 1961, the Ipoh Town Council invited architects rroughout Malaya and Singapore to submit designs for a proposed Yau Tet Shin Market and Shopping Centre. The winning design, submitted by Architect Booty, Edwards & Partners, was constructed at a cost of \$500,000. It was a circular block with a "projecting shell roof and balcony terminating in two gradual ramps". This Ipoh landmark located on Cowan Street is known to the locals as Pasar Bulat (the circular market) or pat-kok lau (octagonal villa).

Further Reading:

. Ipoh: The Town That Tin Built, A review of the history, progress and development of Perak's · Town Boy, Lat, Berita Publishing Sdn Bhd,



pride of this commercial centre was the Straits Trading building, built in 1907 and the three British Banks - the Standard ants premises spread out to Hale Street in the 1920s, with

The European stores and great emporiums, Whiteways Laidlaws and Pritchards, in the vicinity of the northern well as the local towkays who wished to emulate them

The southern end of Belfield Street was the south Indian Recognized by the government in 1897, the girls' school guarter. Today, the Indian guarter around the town square first developed under the wing of the A.C.S. boys' school Miss Carrie C. Kenyon of the Women's Foreign Missionar Society, who began the fund-raising campaign for the new school at Kampar Road in 1927, now called the Methodis

In 1905, fifteen years after the Catholic Mission estab lished the St. Michael's parish in Ipoh, Reverend Fathe Jean B. Coppin brought in the La Salle Brothers and Infan Jesus Sisters, and obtained government permission to se up Catholic schools in Ipoh. The Convent, Brewster Road

Education

Anglo Chinese School, Lahat Road

1895 by Reverend W.E. Horley of the American Methodi

piscopal Mission. The Methodist Church and Manse fro

Baden-Powell, the first Chief Scout, in 1934.

Anglo-Chinese Girls' School,

Prudence, opened in 1907 with eight pupils on the register. The Government contributed \$7,500 to the construction of the first timber buildings with chapel, school office and Sisters' quarters. The finest buildings in the Conven complex are the front block from 1927 (facing Brewste and games. The front block presents a dramatic facade with Neo-Gothic arches and trefoil shaped window openglass, which has since been removed.

lieved to have been caused by an adjacent commercial to a developer. The Convent, a heritage complex worthy of preservation, is now awaiting its fate



play of fireworks" as part of the Coronation

Hosaka, who came to Malaya in 1916, worked at th Aikasa Photo Shop for three months. In 1933, he was nvolved in a Japanese attempt to salvage the Zemschug, a Russian warship sunk during WWI, but his was suspected to be a ruse for surveying the

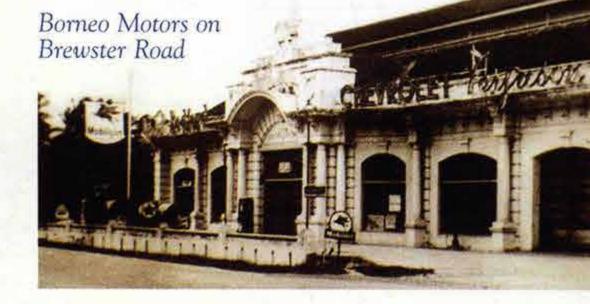
ne sea. The Japanese barber said "we will come

through Kota Baru... in rubber boats and then on

bicycles. We will attack first and then declare war.

who just laughed off the story.

information to the British Chief Police Officer in Ipo



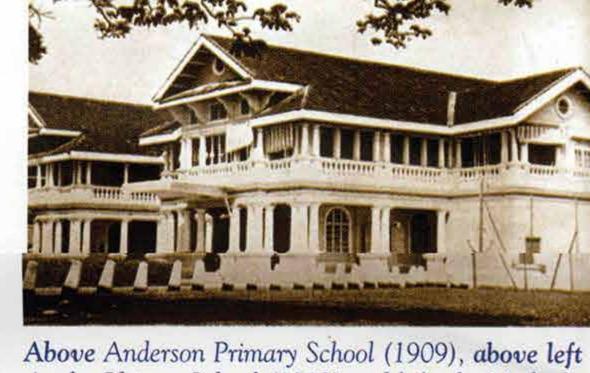
St. Michael's Institution,

school with 37 pupils. Mr. P.J. Mor Singh was its first head resistance. Granite coping was used for the gables and

met mainly from the Brothers' savings over the previous n the Gothic vernacular, simple in its detailing, while the

projections from the main building.

year period, three times larger than Brother Vernier's origi the school museum today. The landmark Edwardian-s A.C.S. building, with its prominent quoining, was erected in 1912 with a government grant, and subsequent additions from 1938 were made in the same style. Amongst the school's historic moments was a rally to welcome Lo



architect, designed the first two schools, as well as the Police Station at Club Road in 1911.

Anderson School, Douglas Road

The government-sponsored Anderson Primary School opened its doors in 1909, occupying an impressive build ing at Douglas Road. The school moved to its present pation, the Douglas Road building was used as the Perak State Secretariat as well as the office of the Menteri Besar (Chief Minister) up to the 1960s.

Being the premier non-missionary English medium school, the Anderson School became the preferred school of the Malays and Muslims in Perak. Among Anderson School's almuni are historical personalities such as Aminuddin Baki, the Malay nationalist leader Ahmad Boestaman, contemporary historian Wang Gungwu and Malaysia's famous cartoonist Lat, who recently returned to

In 1940, the larger schools were requisitioned by th British military forces. At the outbreak of hostilities, St Michael's Institution sheltered the East Surrey Regiment and the Leicesters for a few days before they retreated hinking that the soldiers were still there, the Japanes machine-gunned the school from the air, badly damaging the roof. The ACS building was also machine-gunned and ne bomb fell in the compound.

used as Japanese bases. Anderson School was the head quarters of the Japanese military unit, the Convent serve as the Nippon-Go Teachers Training School, and the Angle Chinese Girls' School was used as a P.O.W. Camp.

Taiping to Ipoh, St. Michael's Institution was renamed th Perak Shu Seicho, the seat of the Japanese administra tion in Perak. The school building was renovated to hous the Japanese Governor's personal suite, with a safe to keep the Emperor's Deed of Appointment. The lecture theatre

used as an air raid bunke.

for the Governor and senior officials. Various room were used for the telephone exchange centre the police headquarter and the state treasure by Ahmad Noor Abdul Shukor. The school chapel was turned into the State Le islative Council Chan bers. It was here that E ropean and Chinese me with Japanese wives had to take a vow of allegian

was revived under the editorship of Abdul Rahman Abdul The first Malay daily to be published in the F.M.S., the Warta Kinta was reasonably priced and exceedingly popula

Perak Times. The versatile Ahmad Noor became a Japa on the editorial board of Suara Rakyat. In 1946, he brough

by him. Ahmad Noor used the pen-name 'Adnan al-Fikri' Another Mandailing political refugee who fled Sumatra

in 1932 was the journalist Kamaluddin Nasution. He was involved with the Sumpah Pemuda (Youth Oath), which laya he changed his name to Abdul Rahman Abdul Rahin became the editor of Warta Perak and later a columnic



down and rebuilt, but this time with bricks and mortar, Ambrose B. Rathborne, Camping and Tramping Isma'il bin Hadji 'Abdoe'llah 'Oemar Effendi, Melawai ke Melaka 1920 dan 1921, Balai Poestaka, 1924,

parently, in full swing, both day and night. The Club, rest-house and European residences were all on the higher ground, just beyond the town and ad-

run of three-and-a-half hours taking one down to Teluk Anson, the seaport on the Perak River. Cycling in Malaya, Part 1, 1899

The town has grown rapidly since 1901, when the census return gave the population as 12,791. The buildings

miles along the Kuala Kangsa, Gopeng and Tambun relieve clerical unemployment has been supported acroads, and in the opposite direction the Silibin Road is tively by leading European residents. Arnold Wright & H. A. Cartwright (editors), Twentieth

Century Impressions of British Malaya, 1908

ment in mines. It forms an excellent half-way house between Penang and Kuala Lumpur, and all kinds of mines may be seen working side by side, from the Chinese coolie in the open with his long-handled hoe up through an elaborate gradation to the most European style of .. The town itself, with its fine market and abattoirs; it

people's park; its recreation ground, where are held every year athletic games; its fine shop buildings and general the environments. It has grown fast, is well-planned and healthy well-planned town. For climate Ipoh is unsur- stone hills. The view from the racecourse towards them passed. It is dry and its air consequently more invigorat- and the higher hills of the main range beyond, is at all ing than that of any other town.

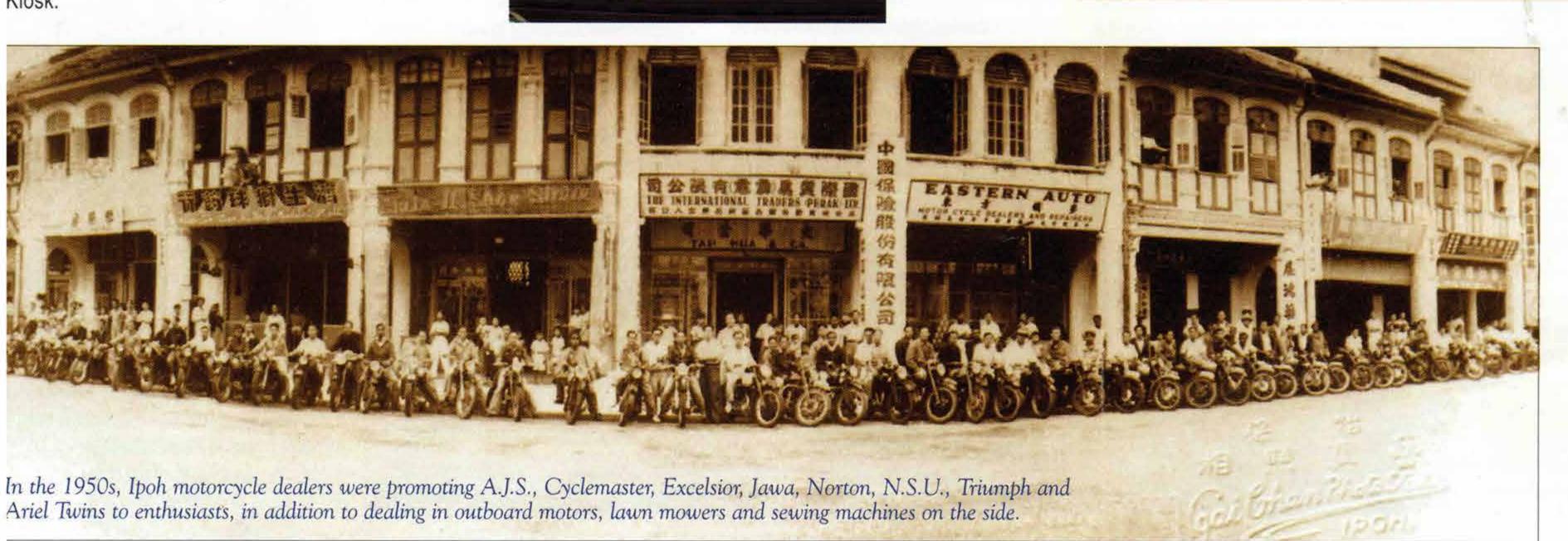
one finds a very flourishing Asiatic drama. Malay, Chinese and even Tamil plays in the same at length, the darkness would melt the dying day. but the development of a play

Guide to The Federated Malay States, 1911 In town, the white people are not segregated from the others, they mix together with the Chinese and other

races; but decrepit houses cannot be erected alongside W. Robert Foran, Malayan Symphony, 1935 the good ones. Observing the form of all the houses, you can tell that The clean little town of Ipoh is bisected by the Kinta

lpoh is a new country. All its roads are wide, clean, com- River. It is a clear, gentle, slow meandering river with pacted with mountain gravel and tarred. At the back of two strong bridges with metallic tops and side-walks for lane, is found on every junction and usually a Benggali bling of noises. sentry is standing there keeping order in the street. fleet is using motor vehicles, and is ever ready to pro-

is not a single Malay shop, except for the kopiah maker.



Traveller's Impressions of Ipoh: The village of Ipoh leaped into sudden notoriety, ow- All the business is in Chinese hands. The Malays are all ing to rich finds of tin in the adjacent country, and a working the soil and tending rubber orchards. In the fish town sprang up of mushroom growth only to be burnt and vegetable market and elsewhere, the Chinese pre dominate. The rice stalls invariably belong to South Indian Muslims. (Translated from the Malay.)

There is quite a large Chinese town of many blocks, Ipoh... of all the towns in this country it is the neatest the streets having shops of all sorts, even a dentist's and most modern in the trim American plan of its outlay. The streets run parallel with one another and cross at board of the built. A model place, but without that de-

stroying blight of the "model village." It is not artificial Richard Curle, Into The East: Notes on Burma and The Kinta Sanitary Board... with its headquarters in lpoh, has been for many years an exceptionally efficient and progressive body whose activities are closely followed by the public and which has no difficulty in commanding the services of prominent and able men. It is

towkay alone is building 300 shop premises, and so great free-and-easy atmosphere. Moreover, Ipoh has never is the demand for business and dwelling houses that fallen into the mental habit, so blighting and pervading land has quadrupled in value during the past five years, in Kuala Lumpur, of leaving everything to Government and, with the Ipoh-Tronoh railway nearing completion, is Ipoh, despite its short history, is a town in the sense that Malacca is and Kuala Lumpur is not, and it is significant

George L. Peet, A Journal in the Federal Capital, writ



The Asiatic inhabitants of lpoh, having had a large distant thunderstorm rolls majestically along them. share in the development of the Kinta valley, can afford chanced to see them under just such conditions. The to enjoy themselves, and accordingly it is in lpoh that black-blue clouds were lowering above the whitesplashed cliffs, and the whole colour scheme was sho ...It is quite possible, in any considerable town, to see through and through with those violet vapours into which

finest marble to be found in all Malaysia, being used for roads, flooring and buildings.

The other part of the town is just as crowded with rows Wherever we go in the town, we don't see anything and rows of shophouses, intersecting one another at right except rickshaws and motorcars. There is not a single angles, but the streets here are wider. This part of the horse carriage. It appears that horse carriages are not town has been developed not more than fifty years ago popular here, losing out to the rickshaw. Even the fire It is in this section of the town that most of the modern cinemas and up-to-date hotels are found. In the day, it is

not so busy and noisy as the other part of the town, bu The Malays are hardly ever seen downtown, only a at nightfall the place is completely changed. The cinsprinkling here and there. In the whole of Ipoh town, there emas, the coffee-shop, the road-side food stall and the amusement park are congested with people, either satisfy their hunger or just amuse themselves strolling around or attend a show in the cool comfort of an airconditioned cinema. The best known food in Ipoh is supposed to be "Sa Ho Fun Kway Teow", a kind of rice noo dle which one can have quite cheaply, either in soup or

gapore, Malaya And Hong Kong, 1st Edition, circa

The F.M.S. Bar in Ipoh, which has been run by the

same family for three generations, was unlike any othe Malaya. Not far from the station, a firm favourite with planters and miners, an L-shaped bar with a fridge behind it, a Victorian pendulum clock on the wall, and an abascus rattling at one end of the bar. At the far end of the room three curtained cubicles awaited those who wanted dinner. Every night it was crowded... Noel Barber, War of the Running Dogs, 1971

in-mining brought prosperity to the Malays who lived on the eastern bank of the Kinta River. Frank Swettenham wrote in 1893 that "while the town is essentially a place of Chinese, the other bank of the river is inhabited by Malays, who are almost as keen miners and traders as the men with tails. They do not actually work in the mines, but they prospect, they find the tin, they acquire the land an let it on tribute, while the wealthier of them (and that rara avis, the wealthy Malay, is found here in quantity) advance to Chinese labourers, build houses and make money by all the means open to them. The largest owner of house prop supplies the best accommodation to be found in Perak

erty in Ipoh is the Malay Chief of the district." - Frank Athe stane Swettenham, About Perak, Straits Times Press, Sir gapore, 1893. Some of these homes of wealthy Malays built at the turn of the century, survive today along the Ki Malay aristocrats also had their mansions along Datoh and Jalan Bendahara, especially during the time of the Orang Kaya-Kaya Seri Adika Raja Wan Muhamma Saleh. However, by the late 1930s, most of these Malay suburbs had already been taken over by Chinese towkay Abdullah Hussain, recounting events that took place 1945, wrote, "Mohd. Zain shacked up with the other workshop of the original Warta Kinta. We always ate at the for stall along Jalan Lahat by the river not far from there, for at the time that was the place for Malay eating shops in Ipo Most of the houses at Jalan Datoh, that is, on the right side of the row of shophouses where we stayed, were the residences of the wealthy Chinese. Big bungalows with large compounds..." Abdullah Hussain, Sebuah Perjalanan,

While retaining their large open spaces and gigantic rain-

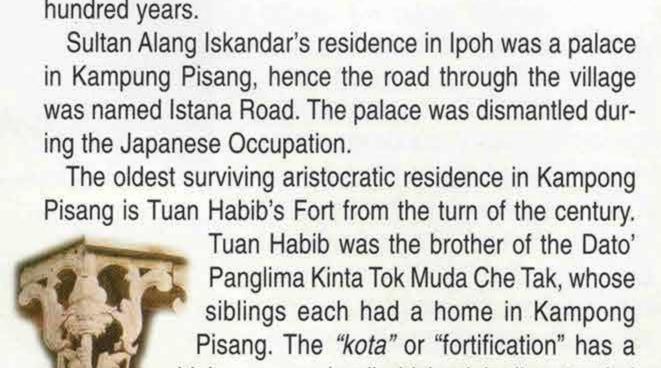
trees, many of these former Malay mansions have been

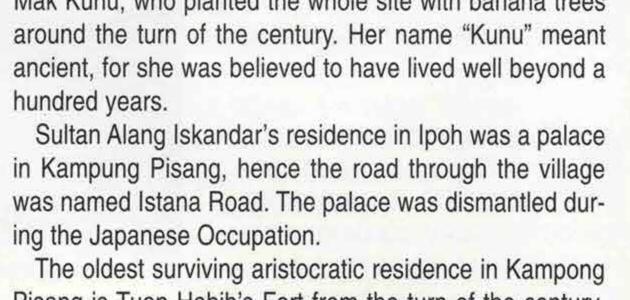
turned into auto-repair workshops. Even the old Kampong

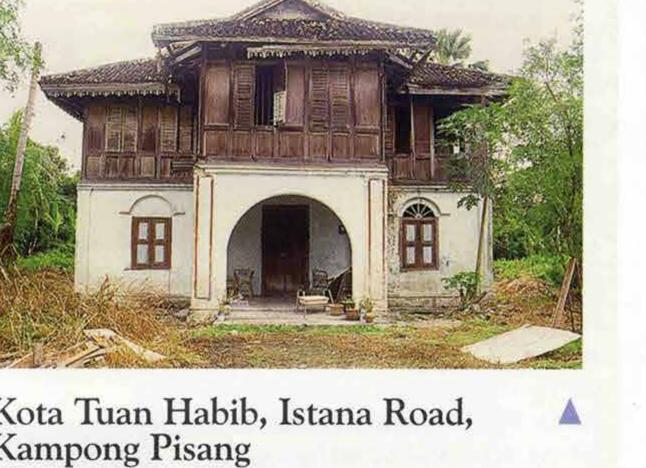
Paloh, which survived until quite recently, is quickly van-

ishing through wholescale redevelopment.

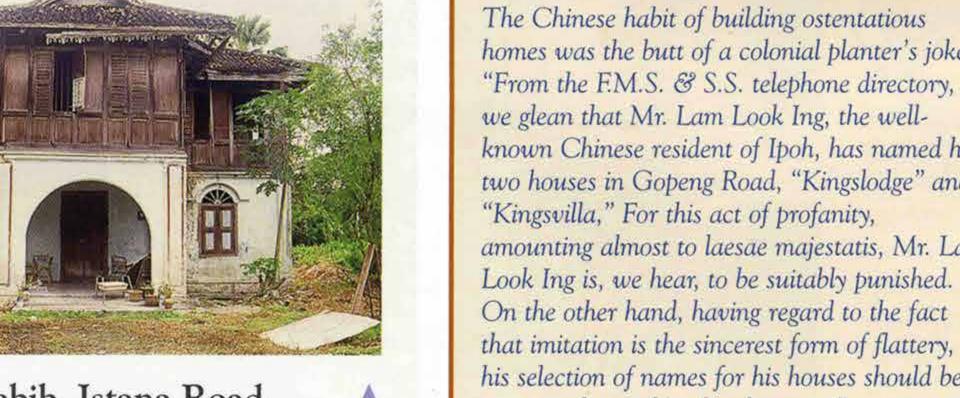
(Translated from the Malay.)



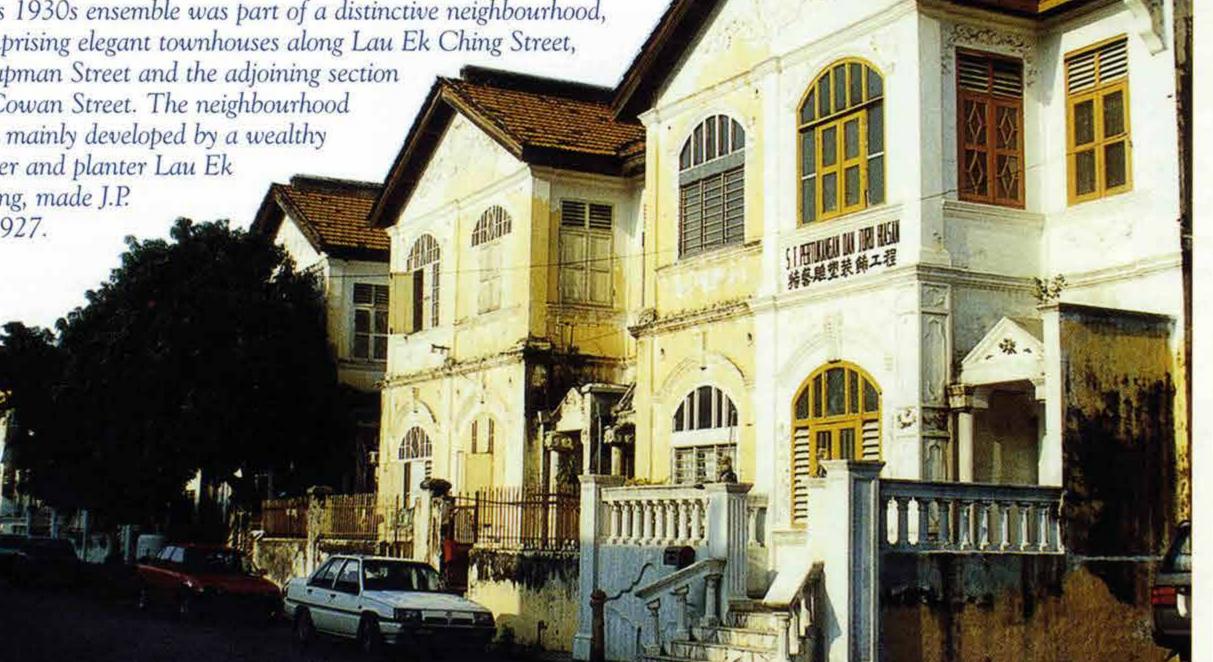




Kampong Pisang owes its name to an old woman named Mak Kunu, who planted the whole site with banana trees



his selection of names for his houses should be accounted unto him for clemency." - The Editor's Scrap Book, TOLONG-LAH! oh's Inner Suburbia



The New Town was one of the first townshi ardent motorists formed the Perak Motor Union and ganised the first motor gymkhana. In 1911, a guidebook to the Federated Malay States advised urbane motorists travelling from Penang to Ipo

> Riley, Hargreaves & Co., take lunch at the Ipoh Railway Station refreshment room, and visit a large tin mine in the afternoon. To end the day, "a visit to the club in the evening will bring the travellers into touch with their fellow c trymen who live and work in this part of the world The engineers Messrs. Riley, Hargreaves & Co. Ltd. opened a branch in Ipoh in 1902 dealing in electrical services and mining machinery. It was the earliest firm to op-

> > them Art Deco showpieces of their

tre on Anderson Road needs just to be freed of its addon facade to reveal its former glory. The Art Deco-style Maiestic Theatre on Chamberlain Road, the transition Rex Theatre on Anderson Road and the early modern Lido Theatre on Cockman Street are the best examples

Shaw Brothers. Here, the Grand Theatre was aided by other attractions - the Jubilee Cabaret, the Chinese Cor cert Hall and the best crowd puller of all, the Ronggen

tinction of being the first town in Malaya to install parking meters, at Shaikh Adam Road, and to build the first multistorey car park, the Municipal Car Park at Post Office



The Times of Malaya started or

per Berita Perak, alongside the English newspaper Pera

In the 1930s and 1940s, Ipoh's foremost Malay journal

ist was the Mandailing writer, Halalloedin Hamzah. As

free-lance correspondent in Medan, he reported on work

ers' issues in the newspapers Kompas, Pewarta Deli,

Harian Chin Poh, and a labour magazine Buruh. After a

railway strike in 1929, he fled to Malaya and changed h

name to Ahmad Noor Abdul Shukor to avert detection b

In Malaya, Ahmad Noor's first stint with a Malay press

was with Saudara in Penang, where he learnt jawi. How

ever, it was his writing for Sinar Malaya which made him

jointly with Ahmad Boestaman and others. The Warta Perail

shared an office with Yahya & Co., a bookshop at Hugh

Low Street. He was the Ipoh correspondent for Warta Ma

in Penang, writing a column called "Kopi Pahit" (Bitter Cof

Kinta before being arrested by the British on the eve of

Japanese invasion of Malaya, and was interned in Chang

During the Japanese Occupation, Warta Kinta was re-

named Cahaya Timur, and then Perak Times in 1943

Ahmad Noor, Boestaman and Victor Morais worked for the

Secrets of the Blue Room

Dutch intelligence agents.

pion of Ipoh, particularly in its bid to become the state capi novel entitled "Rahsia Bilik Biru" (Secrets of the Blue - At its prime The Times of Malaya moved into a ha anda arm at Brewster Road produced the Malay newspa

The mosque minaret in Old Town, from

where this picture was taken, overlook

some new building at Brewster Road but Jennings' deat the paper merged with the Straits Echo and became know as the Straits Echo and The Times of Malaya.

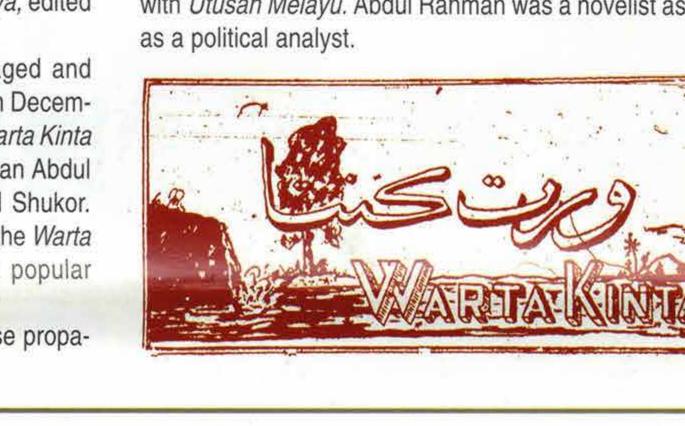
lies. In 1911, the Malay Daily Chronicle, published from 23 Leech Street, was the first morning daily in the F.M.S.. The lava. Saudara and Majlis. In 1939, he managed Sahaba Malayan Observer, published in 1922 from 37-38 Station Road Ipoh, was an "8 paged handy sized journal after the style of some of the London evenings".

Victor Morais, a Kerala-born Malayali Catholic, was promoted to managing editor, becoming "the youngest Asian During the Japanese Occupation, Morais was ordered

to edit the Yamato News. "The editor's chair proved a chair of nails, with army officers and military police coming in of the Rotary Club and the Kinta Indian Association. In 1950, stories.

Morais was also managing editor of the *Malayan Tribune's* successor, the ephemeral Daily News. The Malay Press became very active with the establishment of the Matba'ah Ar-Rahmaniah in Ipoh in 1930. It published the weekly Panduan Teruna, which was sold in the British and Dutch territories. In 1931, the same press published the Romanized Malay monthly Sinar Malaya, edited

The jawi newspaper Warta Kinta was managed and edited by Raja Mansor bin Raja Abdul Kadir from Decem-

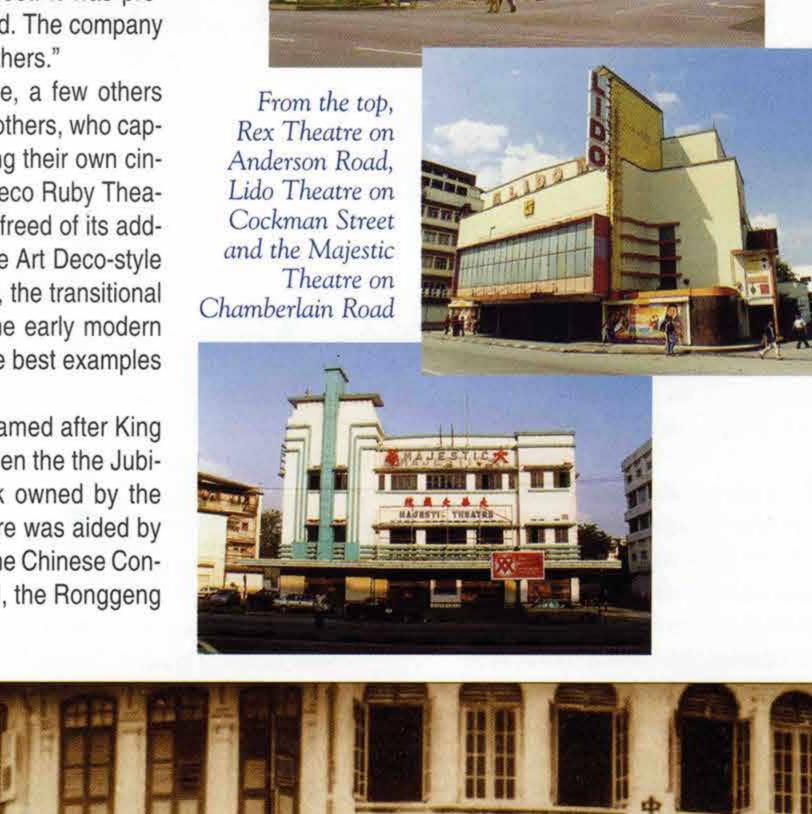


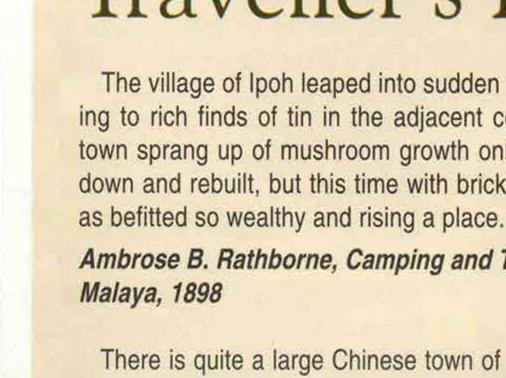
Movies

Trom the early days when the miners used to come down to watch the Chinese opera, Ipoh has always been a town of theatre-goers. "The first movie picture was shown in 1909 in Yau Tet Shin's Theatre on the corner of Anderson Road and Theatre Street. It was presented by R.L. Corbett of Separators Ltd. The company was eventually bought up by Shaw Brothers.

While Yau Tet Shin's Theatre is gone, a few others survive from the heyday of the Shaw Brothers, who captured the movie-going market by building their own cin emas to screen their movies. The Art Deco Ruby Thea-

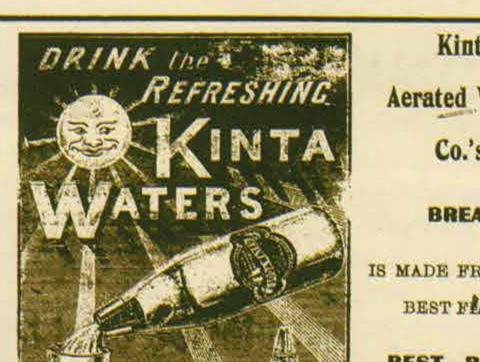
of Ipoh's stylish theatres of yesteryear. One of the most risque things ever named after King George V's Silver Jubilee must have been the the Jubi





availed of for recharging cameras. There were crowds right angles, the roads have a brushed appearance, and of Chinese, and, of course, a noisy theatre always, ap- the growing town is carefully patched on to the chess joining railway station. Ipoh sporting six trains a day, a Malava, 1923

which replaced the old attap sheds and huts of fifteen significant that very little has been heard of municipal years ago are themselves fast giving place to substan- sation in lpoh, whereas there has been a marked feeling tial business premises. Land is being reclaimed, bridges of dissatisfaction with local government in Kuala Lumpur. are being constructed, roads widened and improved, and Commerce, mining and planting are what matter in the town is rapidly becoming a place of which its inhab- lpoh, and the appalling correctness of the caste system itants may justly be proud. The extent of the building in Government service has influenced its social life hardly operations may be gauged by the fact that one Chinese at all. The consequence is that Ipoh has a pleasantly



lpoh is a town full of interest, the more especially in stance of what can be done in Malaya in creating a The country about lpoh is one of the magnificent lime times really beautiful but far more impressive when a

> Best of all, from the artistic point of view, are the Ch nese rock temples at Gunong Chiroh, Gunong Rapat and Sungei Raia. The Gunong Chiroh temple is close to Ipoh and should be seen first. To reach it, you pass some marble quarries on the left of the road. Ipoh supplies the

the houses or terrace rows are streets wide enough for the cyclists and pedestrians. They serve to link the two taking out rubbish, and also for exit in case of fire. Its divisions of the town. On one side is the typical streets are relatively free of dust. Everything is kept clean shophouse of the early century. It is in this part of the and compacted. At every busy junction and cross junctown where most of the banks, commercial firms and tion, sign boards are put up with writing to indicate the Government offices are situated. In the day the whole direction to take. "Keep to the left" (that is) take the left place is alive with movements and a continuous bub

Directory of Hotels, Restaurants and The Bar for Sin-

Written by Khoo Salma Nasution & Abdur-Razzag Lubis • Researched and compiled by Abdur-Razzag Lubis • Photography & layout by Khoo Salma Nasution • Illustrations by Allan Woong & Chuah Chee Ching • Artwork by Cecilia Mak • Proofreading by Dato' Saleena Yahya Isa © Copyright 1999 Janus Print & Resources • Published by the Perak State Government

another description, "The size and magnificence of the tect for the ornate Kuala Lumpur Railway Station, on the upper floor, gives the stranger a hint as to the completed in 1911, after working on the final stages of wealth and importance of the town of Ipoh". An automothe Sultan Abdul Samad Building designed by R. A. J. bile guide of 1925 stated that "The railway hotel at Ipoh

Station Square, Cenotaph

The memorial to the dead of the two world wars

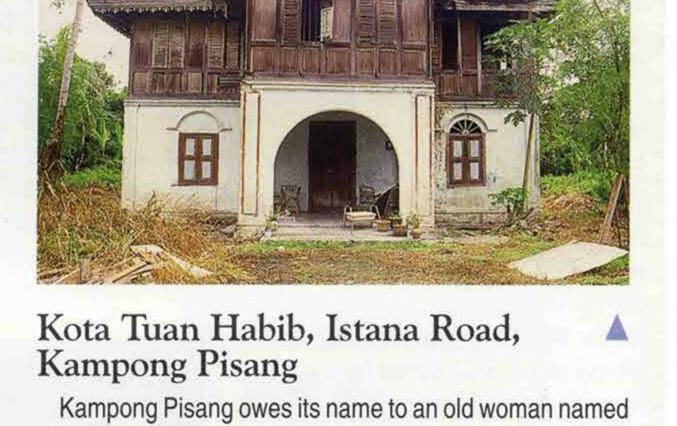
originally had a bronze plate bearing the words, "Sa

cred to the memory of the men from the state of

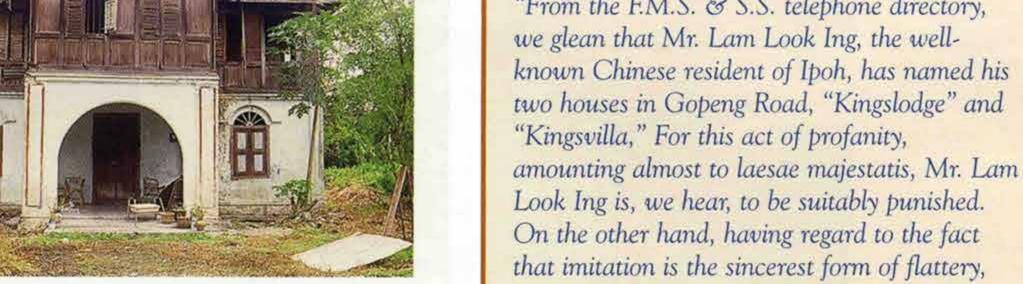
Perak who fell in the Great War 1914-1918" and

a marble slab adding "And to those who died in the

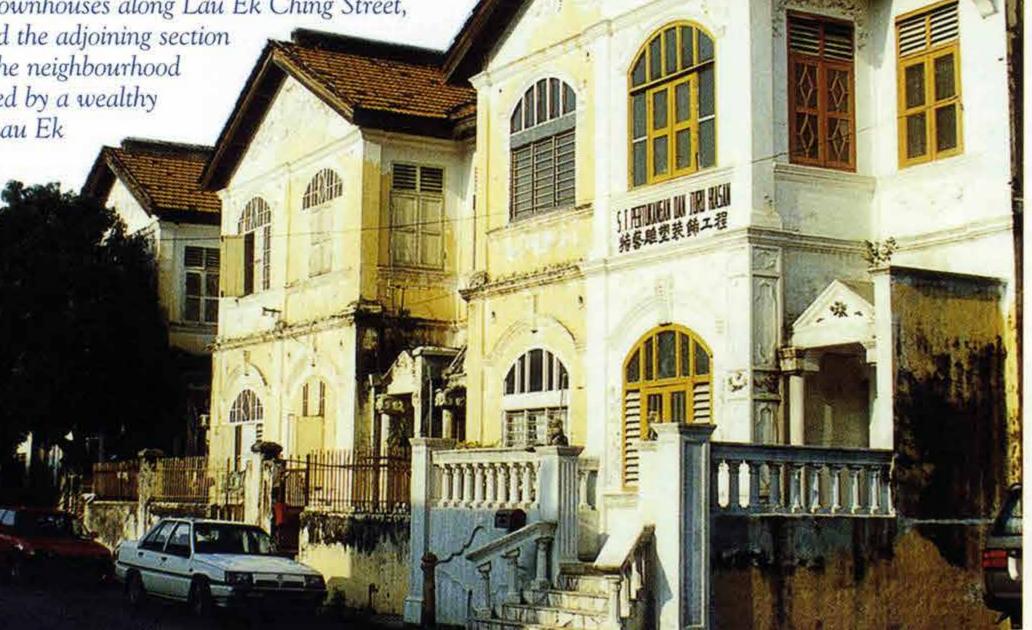
best of food". To the locals, the Railway Station is the "Taj Mahal of Ipoh". The landscaped garden in front of the Railway Station accentuates its sense of grandeur. on the Ipoh Railway platform A wooden carriage of the Perak State Railway supplies by the Metropolitan Railwa



MANAGE OF THE PROPERTY OF THE



Lam Look Ing's Villa



Motoring

to fill up with petrol first thing in the morning at Messrs

erate a large and complete garage for motor repairs. The internecine years saw the establishment of major motor showrooms such as Borneo Motors, Chua Cheng Bok's Cycle & Carriage and Ipoh's home-grown Wearne



