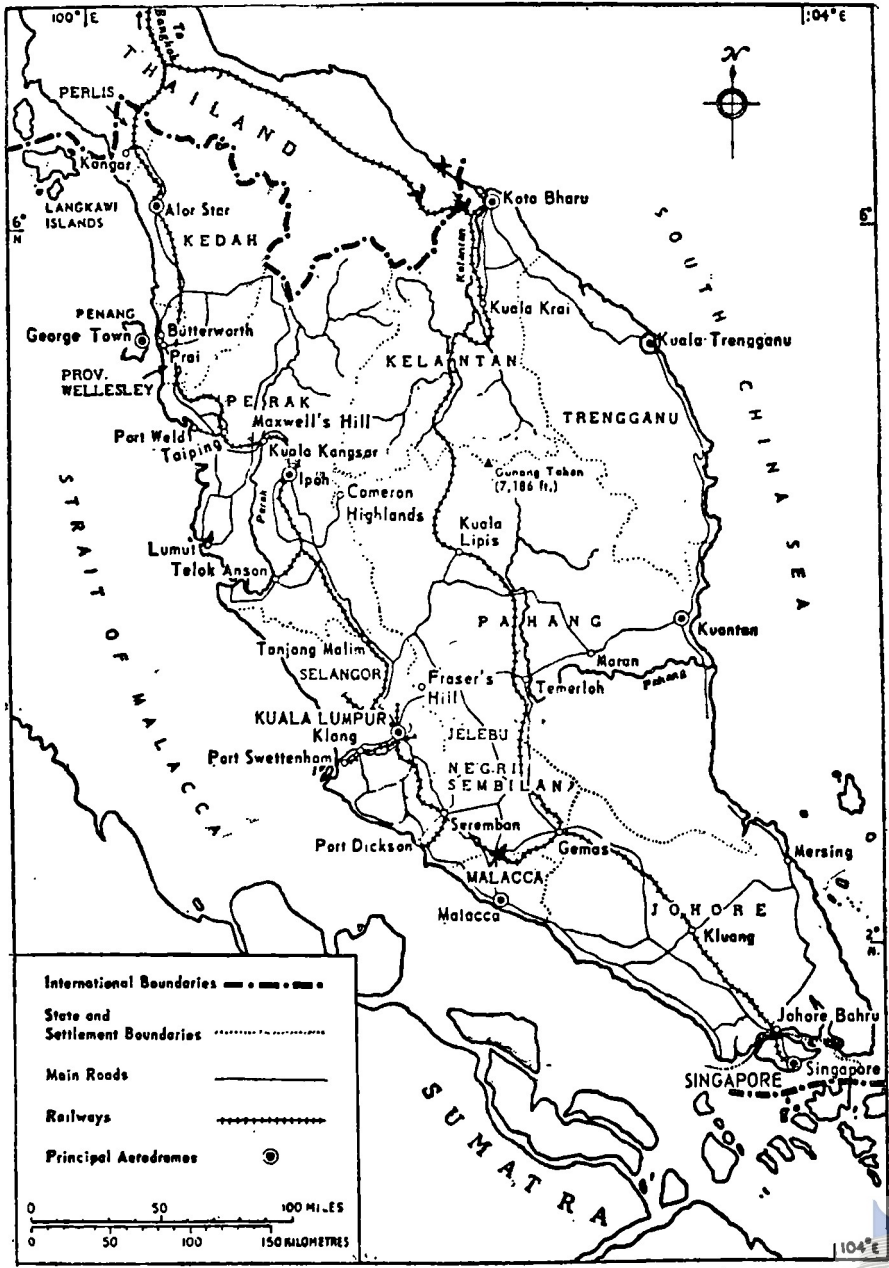


History Of MALAYSIA, SINGAPORE & BRUNEI. 1400-1965

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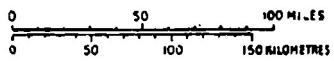
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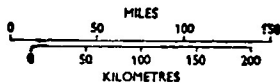
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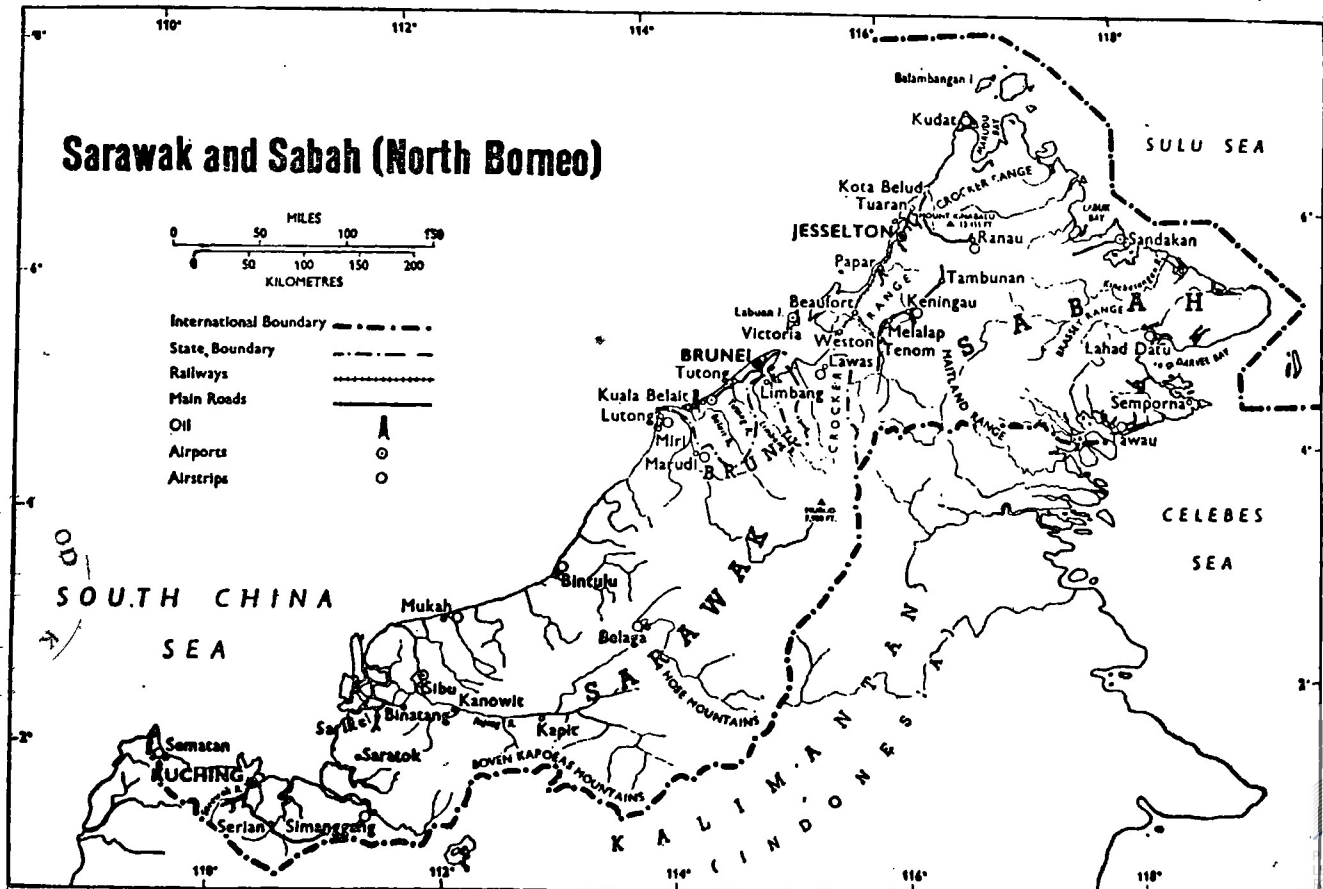


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Sarawak and Sabah (North Borneo)



- International Boundary
- State Boundary
- Railways
- Main Roads
- Oil
- Airports
- Airstrips





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PREFACE

The present volume, together with my "History of South-East Asia (1500-1945)" and "From Empire to Commonwealth (1740-1963)" complete the set of three books which are prescribed for pupils who take History as one of their subjects for the Malaysian Certificate of Education and the Cambridge Overseas School Certificate examinations. The main aim of this book, which covers the compulsory section of the paper, is to, as in the case of the other two mentioned above, prepare pupils for the above examinations, and every effort has been made to present the material with this aim in view. At the same time, due consideration has also been given to meet the requirements of the general reader, who is anxious to read about the histories of these three countries.

Though the histories of the former British Territories in North Borneo, have been dealt with separately in the other two books, references have been made to those sections which I have considered important for our purpose. Secondly, instead of ending the text, in accordance with the requirements of the syllabus, in 1963, the story has been carried on up to 1965, when Singapore separated itself from Malaysia and became an independent country.

As far as the contents are concerned, these have been geared closely with the requirements of the syllabus, and, in keeping with this, the book is, therefore, divided into five parts, in addition to the Introduction, which gives a general background of the region in some detail. Lavish use has been made of maps, charts and photographs to add realism to the text, while revision questions have been included at the end of the book, grouped under five separate headings.

Finally, my most grateful thanks are due to all those who helped me, in one way or another, in the preparation of this book. These include: the authors of the published & unpublished sources, Journals and Periodicals which are included in the Bibliography, those whose footnotes and other information proved most useful are mentioned under 'Notes & References' and in the Appendices; and finally to all whom due acknowledgement is given on page XI.

Alor Setar
December, 1971.

Joginder Singh Jessy

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11. NATIONAL MUSEUM, SINGAPORE pp. 62, 119; 188; 191; 195.
12. DR. OOI JIN BEE, UNIVERSITY OF SINGAPORE p. 387
13. My most appreciated thanks to my Thai friends for the photograph on page 423, while attempts to locate the owners of the photograph on the page 461 have been in vain.



INTRODUCTION

THE GENERAL BACKGROUND

Archaeology is a comparatively new field of study in Malaysia, Singapore and Brunei and, so far, it has made little progress because the very nature of the climate is unkind to the archaeologist. Rain has led to extensive erosion and this, in turn, has resulted in much of the material being buried too deeply for easy discovery. Moreover, prehistorical remains are not easily preserved in the destructive laterite soils which cover large parts of these countries. Nevertheless, from the evidence that has been uncovered, it is clear that in prehistoric times, the Malay Peninsula formed part of a land bridge for successive waves of migrants moving from the Asian mainland southwards towards Indonesia and Australia. The first of these migrants may have been living in the Peninsula as long ago as five hundred thousand years B.C. No skeletons have been found, but a number of crudely shaped stone tools were discovered at Kota Tampan in Perak. The shape of these tools suggest that the people who used them were similar to people living in Central Java at about the same time.

A new group of people arrived in the Malay Peninsula from Indo-China in about 8,000 B.C. They lived in caves and rock-shelters in the limestone formations of northern West Malaysia and their way of life has been called Hoabinhian, after the place in Indo-China, where the first remains of such a culture were discovered. These Hoabinhians used hand-axes for hunting and dressed in clothes made out of bark-cloth. Their descendants are the Senoi and the Semang aborigines of modern Malaysia.

The most recent of the migrants from the north arrived from Southern China about five thousand years ago, bringing with them an advanced Stone Age culture. They are known as the Proto-Malays and they are the ancestors of the present Malay peoples of Malaysia and Indonesia. The remains of Proto-Malay habitation have been unearthed in several parts of the country, notably at Gua Cha in Kelantan. It seems that they lived in villages of wooden houses under their chiefs called Penghulus and that they were expert potters, carpenters and fishermen. Their way of life is described more fully in Chapter Two.

Archaeologists have uncovered further evidence to show that the Malay Peninsula was visited by Indian traders from the very beginning of the Christian era, perhaps earlier than other parts of South-East Asia. These merchants formed small settlements on the east and west coasts of the Peninsula and several of these developed into important kingdoms. The oldest of these kingdoms, according to strong traditions, were Kedah and Langkasuka. The remains of several small temples in Kedah show that this was an important area of Indian trade, but nothing has survived from ancient Langkasuka. From the work which has been done so far, it is clear that West Malaysia does not have the good fortune to house such wonders as Angkor Wat in Cambodia or the Borobodur in Java. The Peninsula seems to have laid on the outskirts of the great Indianized empires which had their centres in Indo-China or in Indonesia. It will, therefore, be to our advantage to have a quick glance at the histories of these kingdoms as this will enable us to better understand the pre-Malaccan history of the Peninsula.

The Indianized Kingdoms of South-East Asia

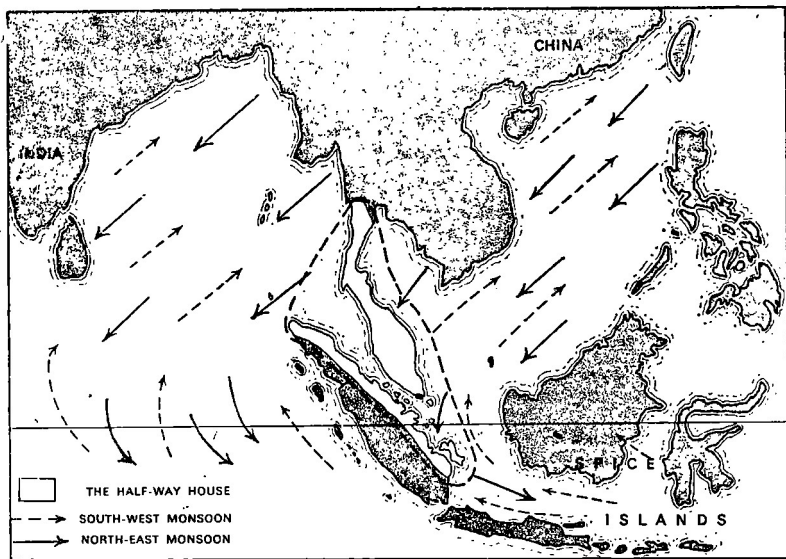
The visits of Indian and Chinese traders in the thousand years before the founding of Malacca indicate the importance of the Malay Peninsula on the trade route between India and China in the days of the sailing ship. Travelling with the wind, it would have taken a Chinese trader three years to return home from a trip to India. As he could not afford to be absent from his home for so long a period of time, an alternative arrangement was sought.

The solution lay in having a port somewhere in the Malay Peninsula or in Sumatra which would enable the Chinese trader to leave China by the north-east monsoon, do his business at the depot and return home by the south-west monsoon. The Indian trader, who was in a similar position, could visit the same port by the south-west monsoon and return home by the north-east. The one snag was that these traders would find it difficult to meet one another unless they were prepared to stay longer, since they travelled by the same wind. But their goods could be exchanged at the central emporium by other middle-men.

The Malay Peninsula was in a suitable position to provide the traders with their necessary emporium because it lay in the path of the north-east and south-west monsoons and was to all practical purposes, unavoidable in a sea-voyage between India and



China. The need for the "half-way house" was even felt more when we bear in mind the part that such a depot would play as a collecting and distributing centre for South-East Asia. The east coast, which had played such an important part during the days of Funan and Kambuja, of which we will read below, was not suitable because it was exposed to the full fury of the north-east monsoon. With the advent of the Indian, the west coast was pre-



THE HALF-WAY HOUSE

ferred because it was nearer to India; and was sheltered from the ferocity of the south-west monsoon by the high mountains of the island of Sumatra. It had more suitable sites for the location of "half-way houses" on the many islands at the estuaries of the numerous rivers that flowed into the Straits of Malacca, both from the Malay Peninsula and Sumatra. In addition, the west coast provided fertile plains for the growing of food. It was, therefore, no accident that Takuapa in South Thailand and Kedah appear to have been important ports in the early days. It was these same conditions which led later to the development of Malacca as a great trading centre. The early importance of the Malay Peninsula comes from the fact that it lay at the cross-roads of Asian trade.

Gradually, these Indian traders came into contact with the chiefs of the Malay settlements, of which we have read above,

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