Kronologi Peristiwa Berkaitan Bangi: 1900-1909

Pengakuan penting: Kami bukan ahli sejarah! Sila klik di sini untuk penjelasan lanjut.

1870-1900: Pembukaan Perkampungan Sekitar Bangi

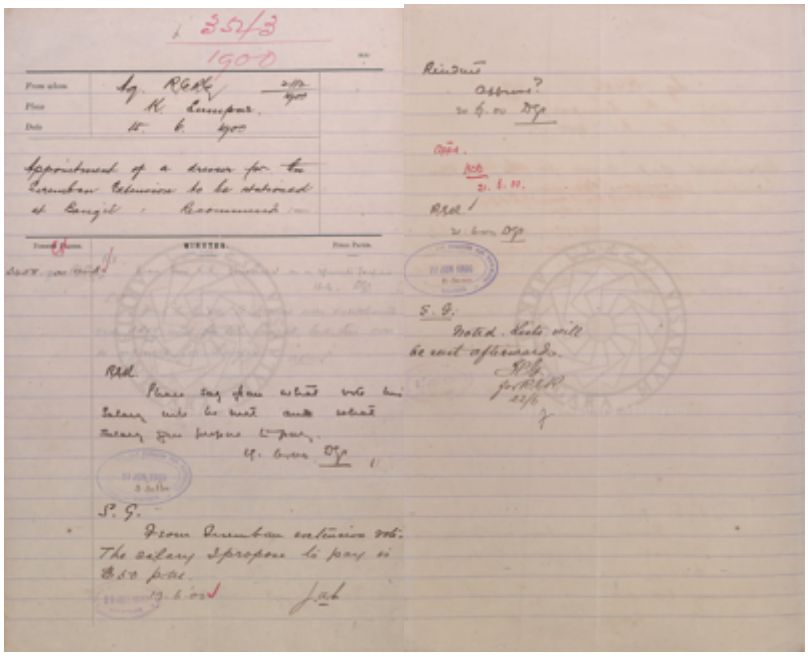
	Tarikh	Butiran Keratan
	1870-1900an	"Sejarah Bangi". Faizal Hj Zainal, 2008

“Tarikh Dibuka: Bangi kemungkinan dibuka sekitar penghujung abad ke-19 iaitu diantara 1870 – 1880an, tarikh ini boleh di yakini kerana semasa ini juga kawasan-kawasan sekitar Bangi mula diterokai seperti Sg.Kembung, Rinching, Teras Jernang,Sg. Buah, Dengkil juga dibuka sekitar akhir abad ke 19. Dalam catatan usahawan Kuala Lumpur terkemuka Hj.Abdullah Hukum dalam akhbar Warta Ahad pada 1935, beliau pernah berkubu di Kuala Sungai Bangi pada sekitar 1870an semasa beliau menjadi juak - juak kepada Raja Mahmud (anak kepada Sultan Selangor). Kedatangan penghijrah dari tanah seberang (Sumatera) daripada suku Minang, Mendailing, Rambah, Jambi, Bengkulu, Palembang, Kerinci, Bugis, Jawa, Rawa dan sebagainya melalui Kuala Linggi, Jugra dan Kelang telah membuka banyak penempatan awal pekan-pekan dan kampung-kampung bukan sahaja di Daerah Hulu Langat tetapi di juga di seluruh negeri Selangor.
** Nama Bangi paling awal dijumpai pernah tercatat adalah dalam Selangor Journal pada 1896.*
** Bangi tercatat dalam peta dalam naskah British Malaya yang diterbitkan pada 1905 oleh Frank Swethanham.”*

LATAR PERISTIWA: Sejarah Awal Bangi: 1870-1900-an: Pembukaan Perkampungan Bangi.

1900-06-15: Dresser di Bangi

	Tarikh	Butiran Keratan
	1900.06.15	| "APPOINTMENT OF A DRESSER FOR THE SEREMBAN EXTENSION TO BE STATIONED AT [BANGI] : RECOMMEND:-". PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR @ Arkib Negara Malaysia



Perlantikan seorang *"dresser"* di kawasan Bangi, dengan gaji $50 sebulan.

CATATAN: *"Dresser"* ialah jururawat am di zaman kolonial British, yang ditugaskan memberi perkhidmatan rawatan bagi warga sesuatu kawasan. Sedikit perihal keadaan kerjaya mereka ketika itu: *"The FMS were formed in 1895, with little co-ordination of medical provision between the states and no uniformity in provision until 1911. ... Prior to the arrival of colonial nurses, the FMS medical department was staffed by European surgeons and Chinese or Indian apothecaries, the majority being Chinese or Indian dressers and apprentices; the entire staff was male. Male dressers performed a role similar to that of nurses, but their responsibilities included additional tasks such as microscopy. Therefore, the role of a "dresser" was not equivalent to the role with this title in Britain at that time, which described medical students on surgical placements. This system of using dressers for the care of patients became unpopular with the British doctors and Residents (the term used for the representatives of the British government in each of the states comprising the FMS). In the 1893 Perak report, the Resident commented that patients in hospitals were only being looked after in the daytime and were left without nursing at night, when "many of their lives depend on being fed and attended to every hour." In Negri Sembilan, dressers were learning and being slowly promoted on the job, but the Resident bemoaned the fact that they were "plunged straight away into the mysteries of surgery and medicine and the prescribing of drugs of whose action they know nothing." In Pahang, the Resident was concerned that the Malay community did not generally attend hospitals, as they viewed the Chinese and Indian dressers with suspicion. In 1896, he suggested training Malay dressers to encourage the Malays to attend. However, he noted that the situation was still complicated as Malays wanted to be treated by female family members, and Malay families would not allow women to be treated in hospital."* (Rosemary Wall and Anne Marie Rafferty, Oct.2017:

|

"Translating the Body: Medical Education in Southeast Asia, Chapter 2: Trouble with "Status": Competing Models of British and North American Public Health Nursing Education and Practice in British Malaya", m.s.69-70).

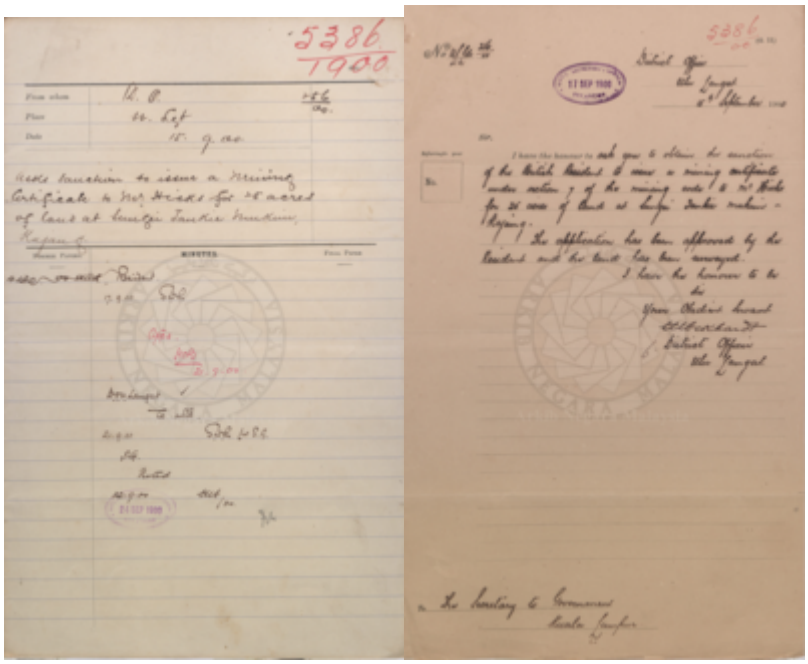
1900-07-13: Lombong Sungei Tankie (Tangkas?)

	Tarikh	Butiran Keratan

	Tarikh	Butiran Keratan
	1900.07.13	"APPLICATION FROM MR. HICKS TO MINE 25 ACRES OF LAND AT SUNGEI TANKEI IN THE MUKIM OF KAJANG"

Mr. Hicks, salah seorang pemilik ladang West Country Estate, memohon untuk melombong di tanah seluas 25 ekar di Sungei Tankie, mukim Kajang.

Permohonan beliau telah diluluskan oleh Residen Selangor pada 15 September 1900: *"I have the honour to ask you to obtain the sanction of the British Resident to issue a mining certificate under section 7 of the mining code to Mr Hicks for 20 acres of land at Sungei Tankie mukim Kajang. The application has been approved by the Resident and the land has been surveyed. ... - H. C. Eckhardt, District Officer, Ulu Langat"* (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 15/09/1900: "ASKS SANCTION TO ISSUE A MINING CERTIFICATE TO MR. HICKS FOR 25 ACRES OF LAND AT SUNGEI TANKIE MUKIM, KAJANG").



CATATAN: Mungkinkah "Sungei Tankie" ini merujuk kepada Sungai Tangkas?

LATAR PERISTIWA: West Country Estate

1902-1905: Pembukaan Pekan Bangi

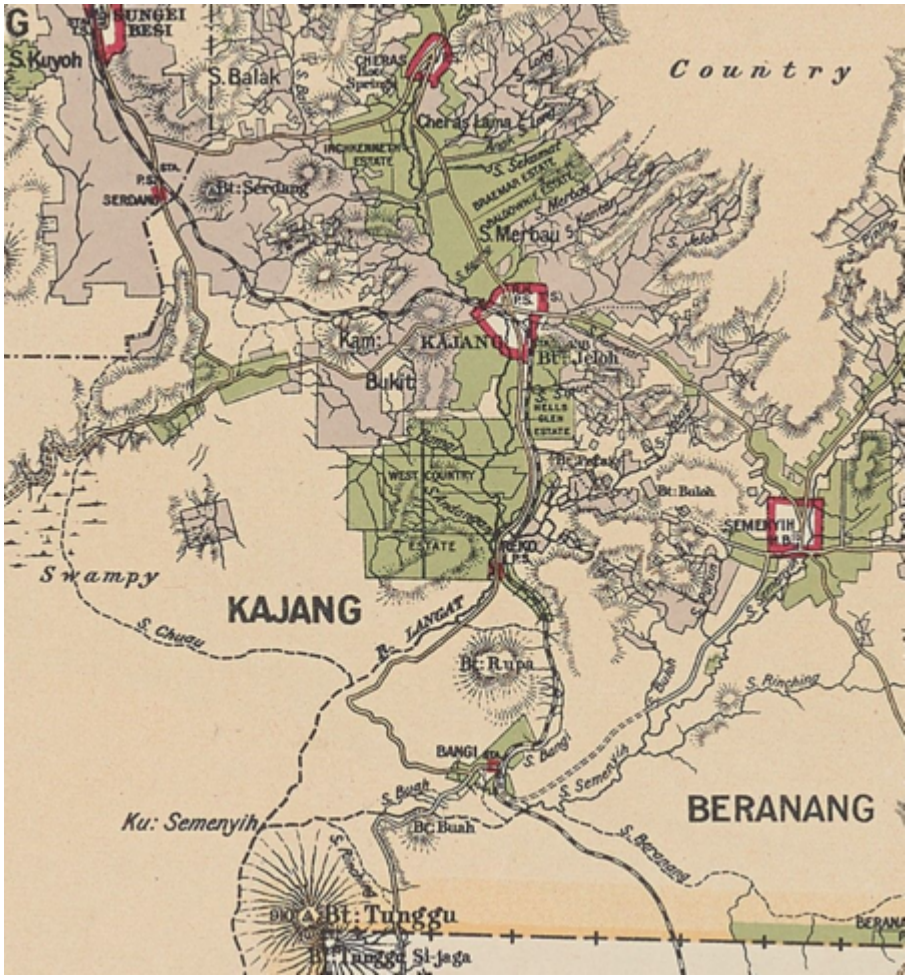
	Tarikh	Butiran Keratan
	1902-1905	"Sejarah Bangi". Faizal Hj Zainal, September 14, 2008

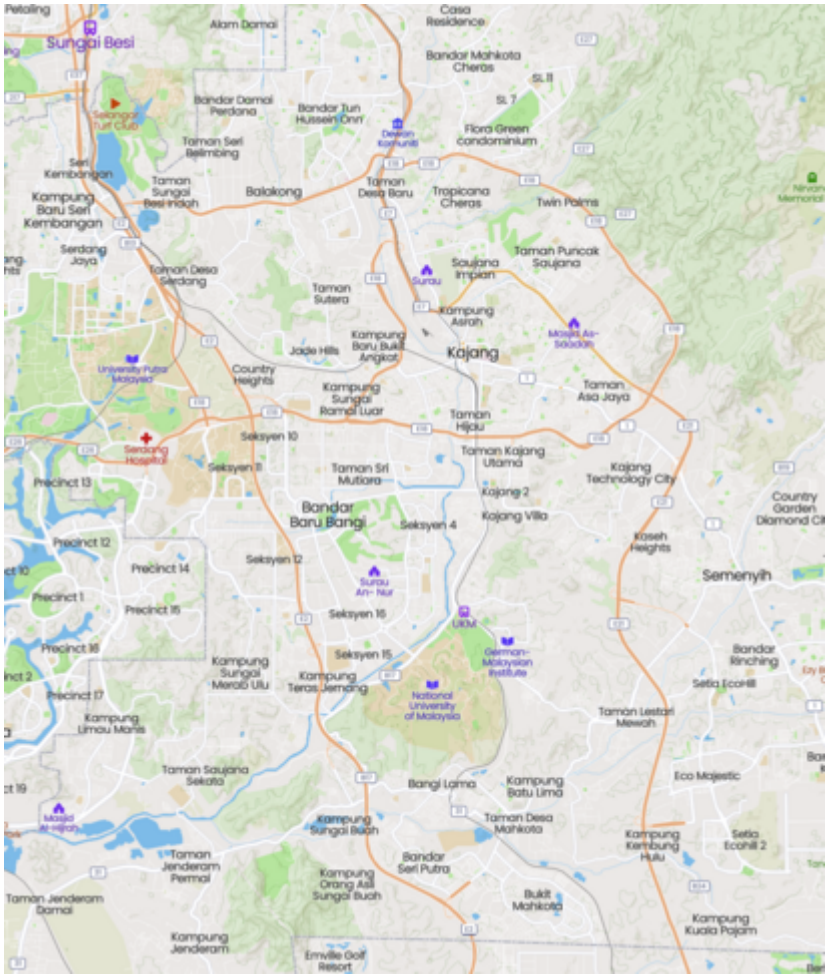
"Pekan ini dibuka pada abad ke-20, kemungkinan pada sekitar tahun 1902 - 1905 . Pekan asal ini terletak bertentangan dengan stesen keretapi Bangi (sebelah dewan MCA Bangi mengunjur sampai ke sekolah lama Cina) , terdapat 18 buah kedai-kedai orang Melayu, India & Cina seperti kedai runcit, kedai songkok dan capal, kedai kopi, kedai candu, kedai timah, kedai getah dan sebagainya. Pekan ini mula berkembang serentak dengan pembukaan estet - estet getah & pembinaan stesen keretapi

Bangi.

.....

Stesen Keretapi Bangi dibina pada tahun sekitar 1902 -1905 . Stesen ini dibina untuk memudahkan pengangkutan hasil getah dan bijih timah di kawasan ini. Stesen Baru pula dibina pada 1994 terletak 100 meter dari stesen lama. Kesan stesen lama boleh lagi dilihat sehingga kini yang terletak bersebelahan restoran Cina jalan menghala ke Sekolah Bangi. Laluan rel kereta Kajang - Bangi mula dibina pada 14 jun 1902 dan laluan Bangi - Batang Benar pula mula dibina pada 1 Feb 1903."





Kiri: Kawasan Sekitar Bangi-Reko-Kajang, 1904 (Edinburgh Geographical Institute, 1904 @ Yale University Library - Digital Collections:

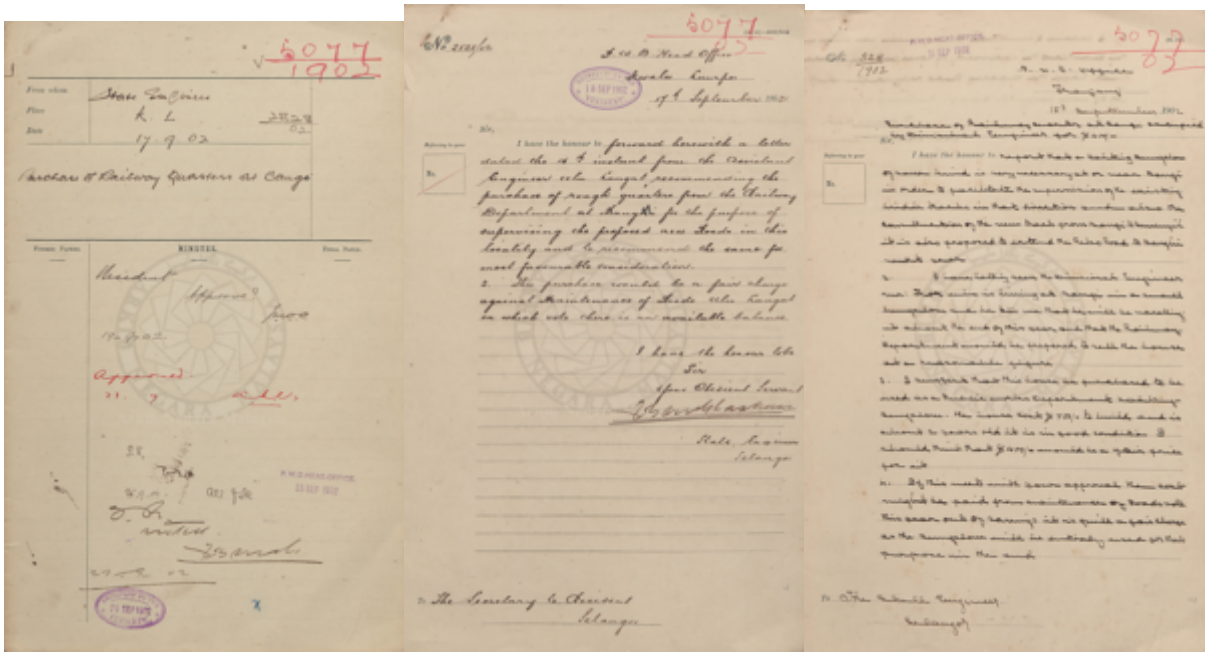
|

"Selangor, Federated Malay States, 1904 / John Bartholomew & Co ; W.T. Wood, chief draftman").
Kanan: Kawasan Sekitar Bangi-Reko-Kajang, kini (Mapcarta).

LATAR PERISTIWA: Sejarah Awal Bangi: 1902-1905: Pembukaan Pekan Bangi.

1902-09-17: Kuarters di Stesen Keretapi

	Tarikh	Butiran Keratan
	1902.09.17	| "PURCHASE OF RAILWAY QUARTERS AT BANGI". PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR @ Arkib Negara Malaysia



Jurutera daerah Ulu Langat mencadangkan agar kerajaan negeri mengambil alih kuarters “small halting bungalow” (rumah persinggahan) milik Stesen Keretapi Bangi, untuk tujuan pemantauan projek pembinaan beberapa batang jalan pedati di sekitarnya, yang bakal menghubungkan Bangi dengan Semenyih serta Jalan Reko.

LATAR PERISTIWA: Landasan Keretapi Rekoh-Bangi.

1902-06-14: Pembukaan Stesen Keretapi

	Tarikh	Butiran Keratan
	1902-06-18	"F. M. S. NOTES". The Straits Times, 18 June 1902, Page 5
	1902-06-19	"FRIDAY, JUNE 13, 1902". The Singapore Free Press and Mercantile Advertiser (Weekly), 19 June 1902, Page 5
	1902-06-19	"MONDAY, JUNE 16, 1902". The Singapore Free Press and Mercantile Advertiser (Weekly), 19 June 1902, Page 9

Stesen Bangi dibuka pada Sabtu, 14 Jun 1902: *“The Kajang Seremban line is really getting on and the first of the new stations, namely Bangee, about twenty-two minutes by rail on the Seremban side of Kajang, has been declared open for traffic. This reminds us that only a very short time ago, we heard that shop-keepers, apparently, found it cheaper to get their stuff brought to Seremban either by steamer to Malacca, and from that point on by bullock cart to Seremban, a distance of over—miles; or else by steamer to Kuala Klang, from thence by rail to Kajang, and from Kajang to Seremban by road, as long strings of bullock carts were constantly seen on this latter route conveying goods to the aforementioned town. We can only conclude that this method of transport is adopted, on account of high rates on the S. U. R. Surely it would pay the Company to keep all this goods traffic in their hands by lowering their rates.”* (The Straits Times, 18 June 1902, Page 5:

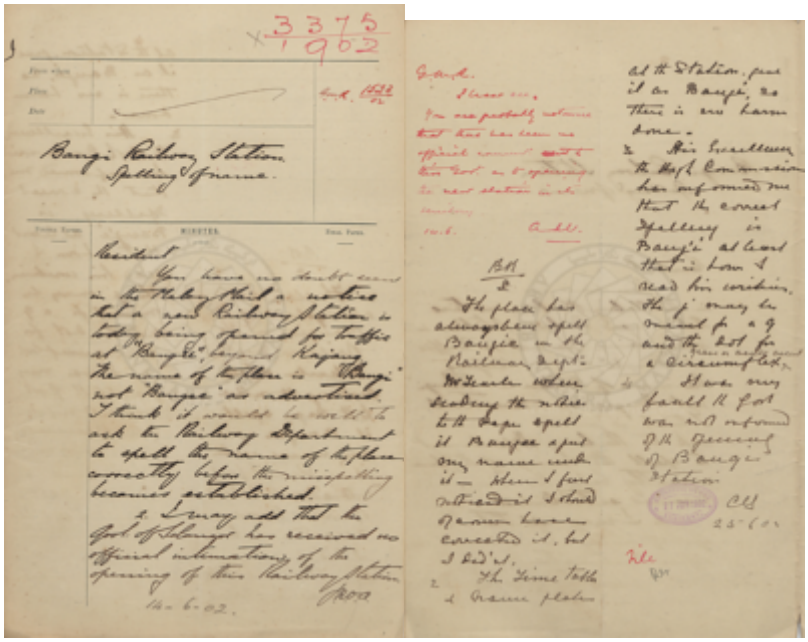
|

"F. M. S. NOTES").

LATAR PERISTIWA: Landasan Keretapi Rekoh-Bangi

1902-06-25: Pembetulan Nama Stesen Bangi

	Tarikh	Butiran Keratan
	1902.06.25	"BANGI RAILWAY STATION - SPELLING OF NAME". PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR @ Arkib Negara Malaysia



Pejabat residen Selangor mengesyorkan pembetulan ejaan stesen keretapi *"Bangee"* sebagaimana yang telah dilaporkan di akhbar Malay Mail Singapura, kepada ejaan yang betul iaitu *"Bangi"*. Kesilapan ini dikhuatiri akan kekal, sekiranya tidak dibetulkan segera: *"You have no doubt seen in the Malay Mail a notice that a new Railway Station if today being opened for traffic at "Bangee", beyond Kajang. The name of the place is "Bangi" not "Bangee" as advertised. I think it would be well to ask the Railway Department to spell the name of the place correctly before the misspelling becomes established."*

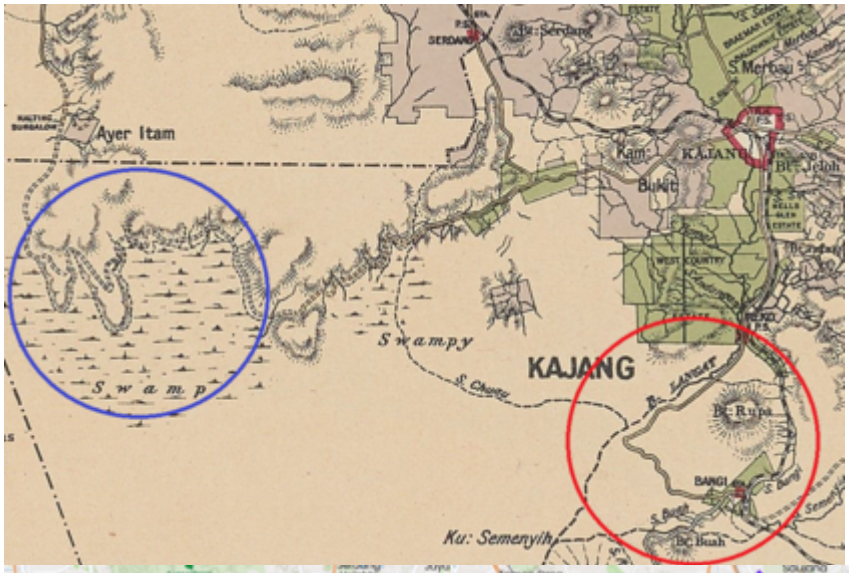
LATAR PERISTIWA: Landasan Keretapi Rekoh-Bangi

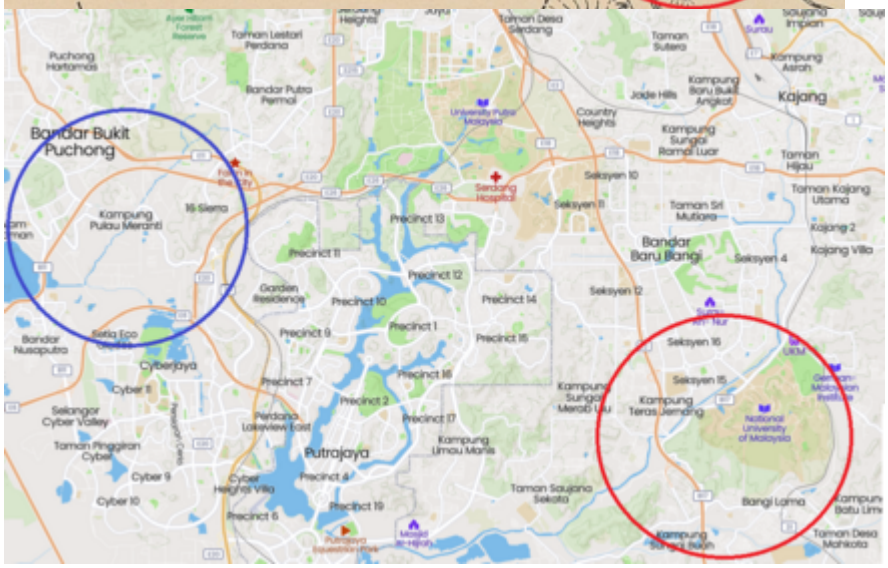
1905-12-07: Harimau

	Tarikh	Butiran Keratan
	1905.12.16	"A Man-eater Killed.". Straits Echo, 16 December 1905, Page 2
	1905.12.21	"MAN-EATER KILLED AT ULU LAN GAT". The Singapore Free Press and Mercantile Advertiser (Weekly), 21 December 1905, Page 397

Berakhirnya riwayat seekor harimau yang berkeliaran di sekitar Ayer Itam (kini Kampung Pulau Meranti - Bukit Puchong) dan Bangi, hasil usaha seorang pemburu yang dikenali sebagai "Mr. Hay".

CATATAN 1: Gambaran lokasi secara kasar:-





Kemungkinan kawasan kejadian.
Kiri: Kemungkinan kawasan-kawasan kejadian, di sekitar Kampung Pulau Meranti dan Bangi, 1900-an (Edinburgh Geographical Institute, 1904 @ Yale University Library - Digital Collections:

|

"Selangor, Federated Malay States, 1904 / John Bartholomew & Co ; W.T. Wood, chief draftman").
Kanan: Kemungkinan kawasan-kawasan kejadian, di sekitar Kampung Pulau Meranti dan Bangi kini (Mapcarta).
Bulatan biru:-

- **7/12, 8 pagi**: Harimau menyerang 3 orang pemotong kayu di sekitar Jalan Ayer Hitam (13.5 batu / 21.7 kilometer dari Kajang - kemungkinan sekitar Kampung Pulau Meranti), ditetak di kepala, lalu melarikan diri. Semua terselamat.
- **7/12, 11.30 pagi**: Harimau yang sama mengekori salah seorang pemotong kayu tersebut, kemudian menyerang lalu membunuhnya. Mayatnya dibawa lari.
- **8/12**: Mayat pemotong kayu dijumpai. Jerat “spring gun” dipasang di sekitarnya. Jerat mengena: Bunyi das tembakan kedengaran selepas tengah malam.
- **9/12 (pagi)**: Terdapat kesan darah di lokasi, dan bangkai harimau ditemui beberapa ela dari situ.
- **9/12 (malam)**: Bangkai harimau dibawa ke Kajang.

Bulatan merah:-
Ukuran panjang badan harimau: 8 kaki 8 inci. Berdasarkan kesan luka tetakan di kepala dan kaki

harimau tersebut, serta tiada lagi kes seumpamanya setelah itu, kemungkinan harimau yang sama telah menyerang seorang lagi pemotong kayu di Bangi 1-2 bulan sebelumnya (beliau menetak kaki harimau dengan kapak ketika menyelamatkan diri). Sepanjang tahun tersebut (1905), di sekitar lokasi yang sama di Jalan Ayer Hitam, sejumlah 16 orang mangsa harimau telah dicatatkan. Mungkin sebahagian daripadanya adalah mangsa harimau ini juga.

CATATAN 2: Mr Hay, individu yang berjaya membunuh harimau ini, dianugerahi upah sebanyak $50 (kadar biasa: $25) oleh pihak pentadbiran British, sebagaimana budaya lazimnya ketika itu: *"There appears to be no doubt that this was a man-eater, judging by the account published in The Malay Mail. ... The D.O. may pay the double reward. $50."* (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR @ Arkib Negara Malaysia, 11/12/1905:

|
"REWARD TO MR. HAY FOR KILLING A TIGER - RE :-").

CATATAN 3: Menurut laporan di atas, kulit harimau ini dibawa ke Muzium Kuala Lumpur, yang telah menjadi sasaran pengeboman ketika zaman pendudukan Jepun, dan kini digantikan dengan Muzium Negara. Kemungkinan kulit harimau ini sudah tidak ada lagi?

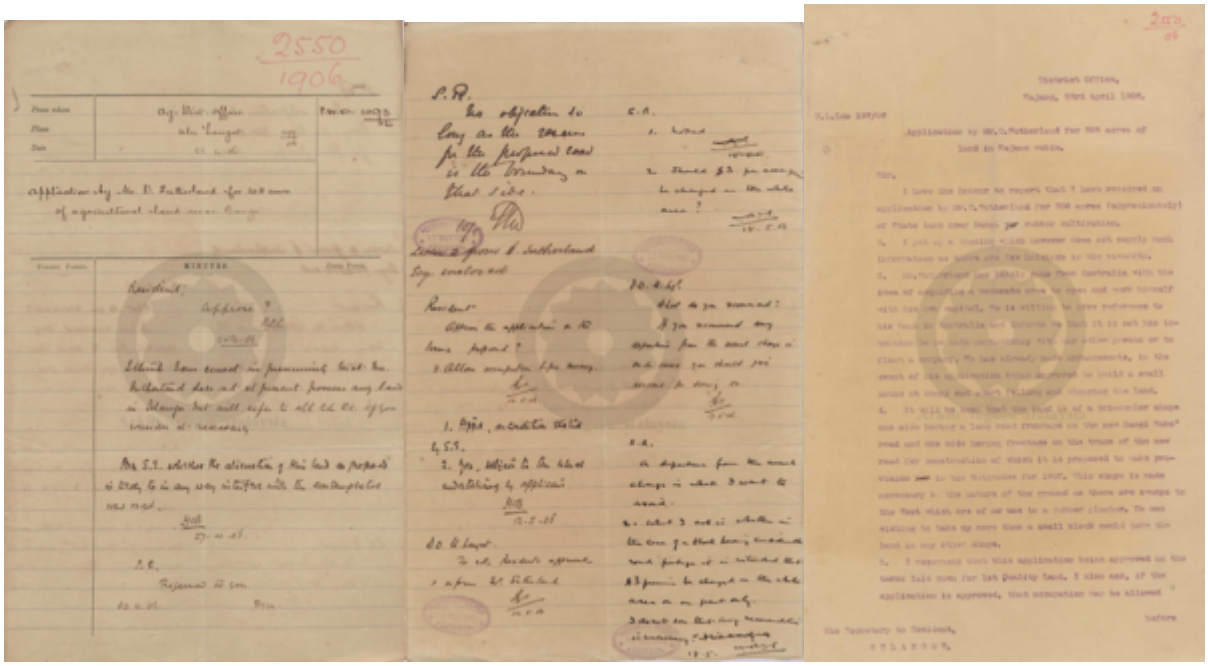
LATAR PERISTIWA: Jalan Ayer Itam

LATAR PERISTIWA: Muzium Kuala Lumpur / Muzium Negara

LATAR PERISTIWA: Harimau Malaya

1906-04-23: Ladang Getah D. Sutherland

	Tarikh	Butiran Keratan
-	1906.04.23	| "APPLICATION BY MR. D. SUTHERLAND FOR 308 ACRES OF AGRICULTURAL LAND NEAR BANGI". PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR @ Arkib Negara Malaysia



Permohonan sebidang tanah seluas 308 ekar di Bangi, oleh seorang usahawan dari Australia, D. Sutherland, untuk tujuan penanaman getah. Beliau telah pun membina sebuah rumah di sekitarnya, serta mula menebang kawasan hutan di situ. Tanahnya berbentuk segi tiga, diapit oleh Jalan Reko di sebelah timur, tapak jalan baru (kemungkinan Jalan Bangi-Salak (Dibina sekitar 1907) di sebelah selatan, dan kawasan paya di sebelah baratnya:-

"...I have received an application by Mr.D.Sutherland for 308 acres (approximately) of State land near Bangi for rubber cultivation.

2. I put up a tracing which however does not supply such information as there are few holdings in the vicinity.

3. Mr. Sutherland has lately come from Australia with the idea of acquiring a moderate area to open and work himself with his own capital. He is willing to give reference to his Bank in Australia and informs me that it is not his intention to go into partnership with any other person or to float a company. He has already made arrangements, in the event of his application being appoved to build a small house at Bangi and start felling and clearing the land.

4. It will be seen that the land is of a triangular shape one side having a long road frontage on the new Bangi Reko' road and one side having frontage on the trace of the new road for construction of which it is proposed to take provision in the Estimates for 1907. This shape is made necessary by the nature of the ground as there are swamps to the West which are of no use to a rubber planter. No one wishing to take up more that a small block could take the land in any other shape.

5. I recommend that this application being approved on the terms laid down for 1st Quality Land. I also ask, if the application is approved, that occupation may be allowed before survey, and that the land may be surveyed in the shape shown on the tracing.
... - A(ctin)g: District Officer,
Ulu Langat."

CATATAN: Lokasi tanah ini belum dapat dikenalpasti, kemungkinan lokasinya di kawasan bertanda biru di dalam peta-peta di bawah. Ada kemungkinan ini adalah antara kawasan ladang getah terawal di Bangi, dan bakal menjadi sebahagian daripada Broome Estate. Kini kawasan ini telah dimajukan

oleh Mah Sing Group Berhad, sebagai Southville City.

Kemungkinan kawasan ladang D. Sutherland (ditanda biru), 1924-kini.
Kiri: Berdasarkan Peta negeri Selangor, tahun 1900-an (Edinburgh Geographical Institute, 1904 @ Yale University Library - Digital Collections:

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"Selangor, Federated Malay States, 1904 / John Bartholomew & Co ; W.T. Wood, chief draftman").
Tengah: Berdasarkan Peta negeri Selangor, tahun 1929 (Edward Stanford @ F.M.S. Survey Department, 1929:

|

"1929 F.M.S. Wall Map of Selangor (Kuala Lumpur)").
Kanan: Berdasarkan Mapcarta, kini.

LATAR PERISTIWA: Broome Estate

LATAR PERISTIWA: Getah di Malaya

1906-11-05: The Bangi Rubber and Tin Properties

	Tarikh	Butiran Keratan
	1906.11.05	"New Rubber Company". The Straits Times, 5 November 1906, Page 7
	1907.05.06	"Page 7 Advertisements Column 1". The Singapore Free Press and Mercantile Advertiser, 6 May 1907, Page 7

Pendaftaran Syarikat **The Bangi Rubber and Tin Properties**, bagi memperolehi tanah kerajaan negeri Selangor seluas 705 ekar di sekitar Rekoh, untuk tujuan perladangan getah (Kajang Rubber Estates) serta perlombongan bijih timah.

CATATAN: Ladang di Rekoh ini pernah dilengkapi dengan sebuah hospital, namun ianya ditutup setelah hospital Kajang dibuka untuk semua (mungkin setelah bangunan barunya siap dibina pada tahun 1910 (Hospital Kajang, 2016:

|

"Sejarah")). Ladang Bangi Rubber kemudiannya bergabung dengan Ladang Balgownie, kemungkinan sekitar tahun 1908-1909 (The London Gazette, December 1, 1908:

|

"JOINT STOCK COMPANIES").

LATAR PERISTIWA: Getah di Malaya

1906-12-31: Pewartaan Hutan Simpan Bangi

	Tarikh	Butiran Keratan
	1906.12.31	Federated Malay States Government Gazette – notification no. 827 (31 December 1906) (Dato' Shaharuddin Ismail @ Asia Engage 2012 - Regional Conference on Higher Education-Community-Industry Engagement, 7-8 May 2012)

"Gazetted as Bangi Forest Reserve Federated Malay States Government Gazettee – notification no. 827 (31 December 1906) - Total area 2338 acres ... 'The Bangi-Sepang road was under construction and to reach the southern boundary of Bukit Tunggul reserve, which was then being demarcated, one had to plough over miles of latterite earth-work and camp at Jenderam, a vile place for mosquitoes. On the other side of the reserve the boundary was formed by the Bangi-Salak bridle path and there was a halting bungalow on it, not far south of Bangi, at which one stayed. He also narrated the sighting of a tiger.'"

(Sumber: Dato' Shaharuddin Ismail @ Asia Engage 2012 - Regional Conference on Higher Education-

Community-Industry Engagement, 7-8 May 2012:

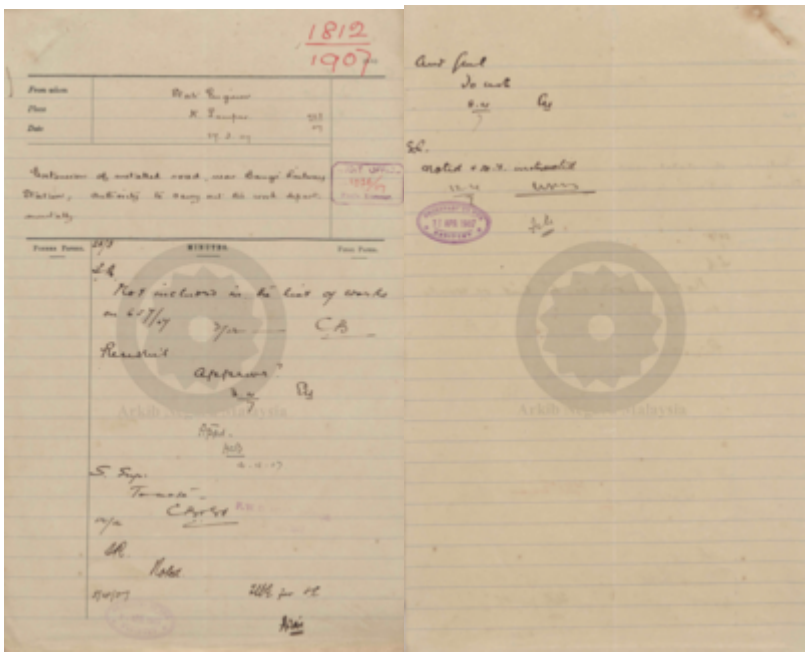
|
|

"Nurturing Eco-Volunteers for UKM Sustainable Campus: A Case Study of the Rainforest Discovery Journey Programme", m.s. 2-3).

LATAR PERISTIWA: Hutan Simpan Bangi

1907-03-27: Tambahan Jalan Stesen Bangi

	Tarikh	Butiran Keratan
	1907.03.27	| "EXTENSION OF METALLED ROAD, NEAR BANGI RAILWAY STATION, AUTHORITY TO CARRY OUT THE WORK DEPARTMENTALLY". PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR @ Arkib Negara Malaysia



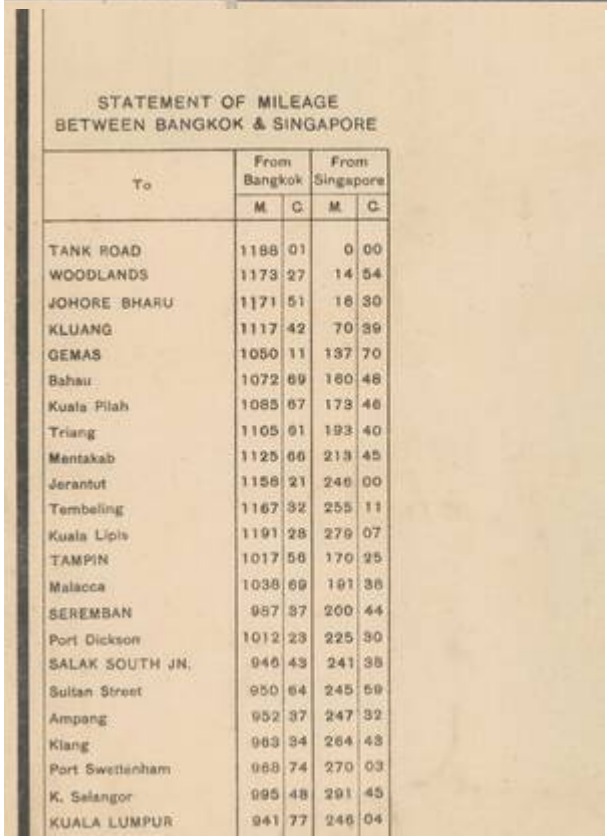
Permohonan pembinaan tambahan jalan di stesen Bangi, oleh jurutera negeri.

1909-07-05: Keretapi Singapura-KL

	Tarikh	Butiran Keratan
	1909.07.05	"THROUGH JOHORE". The Straits Times, 5 July 1909, Page 7

Perjalanan sulung keretapi Singapura-KL, terkandas beberapa jam di Bangi.

CATATAN: Ketika ini stesen keretapi Bangi kecil sahaja, dan hanya untuk tujuan pengangkutan hasil getah dan bijih timah. Malah, peta landasan Bangkok-Singapura tahun 1918 masih tidak menyenaraikan stesen keretapi Bangi sebagai hentian utama.



STATEMENT OF MILEAGE
BETWEEN BANGKOK & SINGAPORE

To	From Bangkok		From Singapore	
	M.	C.	M.	C.
TANK ROAD	1188	01	0	00
WOODLANDS	1173	27	14	54
JOHORE BHARU	1171	51	16	30
KLUANG	1117	42	70	39
GEMAS	1050	11	137	70
Bahau	1072	69	160	48
Kuala Pilah	1085	67	173	46
Triang	1105	61	193	40
Mentakab	1125	66	213	45
Jerantut	1158	21	246	00
Tembeling	1167	32	255	11
Kuala Lipis	1191	28	279	07
TAMPIN	1017	56	170	35
Malacca	1038	69	191	36
SEREMBAN	957	37	200	44
Port Dickson	1012	23	225	90
SALAK SOUTH JN.	946	43	241	38
Sultan Street	950	64	245	59
Ampang	952	37	247	32
Klang	963	34	264	43
Port Swettenham	968	74	270	03
K. Selangor	995	48	291	45
KUALA LUMPUR	941	77	246	04

“Peta memaparkan laluan dan hentian keretapi dari Bangkok ke Singapura bagi tahun 1918 yang di keluarkan oleh Waterlow & Sons, Limited bagi pihak Malaya Survey Department Kuala Lumpur : Central Survey Office.”
(Sumber gambar: Izmal Karim @ Facebook, 4 April 2021:

"Peta & Sejarah: Jajaran Landasan Keretapi dari Bangkok ke Singapura - 1918")

LATAR PERISTIWA: Landasan Keretapi Rekoh-Bangi.

Pengakuan penting: Kami bukan ahli sejarah! Sila klik di sini untuk penjelasan lanjut.

Laman Utama	1900-1909	1910-1919	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999

Siri Cebisan Sejarah:	Bangi	Kajang	Kuala Lumpur	Kuantan	Gambang	Ipoh	Hutan	Hubungi Kami		

Selain petikan dan sumber yang dinyatakan, rencana ini telah diusahakan oleh TMK Pulasan, di bawah kelolaan Syahrul Sazli Shaharir <sazli@pulasan.my>. Pengakuan penting: Kami bukan ahli sejarah! Sila klik di sini untuk penjelasan lanjut.

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