A REPORT BY THE CHIEF SECRETARY TO GOVERNMENT, FEDERATED MALAY STATES, ON A VISIT TO CAMERON'S HIGHLANDS IN MARCH, 1925, WITH SPECIAL REFERENCE TO COMMUNICATIONS WITH, AND DEVELOPMENT OF, THE HIGHLANDS.

1. The late Mr. William Cameron, a Government surveyor, in a letter dated the 4th September, 1885, addressed to Mr. (later Sir) Cecil Clementi Smith, then Officer Administering the Government, Straits Settlements, reported his discovery of a wide area of level country, at a high elevation, in the mountain range, which is the backbone of the Malay Peninsula, and forms the watershed between the States of Perak and Pahang. This letter was, by my directions, reprinted in Volume XII, No. 5, of the "Malayan Agricultural Bulletin" of May, 1924. Mr. Cameron's account of his discovery is as follows:

I have discovered Pahang to be a much larger territory than even I imagined, and I always knew it to be larger than was generally supposed. It impinges right up to the ulu of the Kinta and the Raia close into Perak just as it does at Ginting Bidei, and there is no intermediate nobody's land, except that this portion is totally unknown even to the Pahangites or to any Malays.

There is in this place a sort of central hill country, a sort of vortex in the mountains, where for a wide area we have gentle slopes and pamah (plateau) land with round hills shut in all round by loftier ranges but which from the mean elevation of this vortex appear comparatively low, but the mean of the valley for many miles is 4,500 to 4,750 feet above sea-level by aneroid. Streams of considerable size glide along easily from all around and go to feed one large stream eventually, and this is the Telom—the real ulu of the Jelei.

I ascended one mountain at the N.E. corner of this central land and looked down on the N.E. side to the real ulu (upper reaches) of the Kelantan, further east again behind a lofty range, Pahang, octopus-like, shoots out another arm to the north impinging on Kelantan. The mountain which I ascended was 6,300 feet by aneroid, probably considerably higher real altitude, and stands in somewhere about 49°38' North Latitude 10 degrees North of East. Of this a lofty mountain range rises closing in the vortex (to continue the simile) to the East (the vortex being the Telom). This lofty range I estimated to be over 8,000 feet, perhaps considerably more. I dared not ascend it, for not knowing what stream or system of streams I was on, I was obliged to hold on to the watershed till I brought me right into Pahang known. I had no one who could give me any information, and the Sakias all fled before us, so that I had to be my own guide, and thus, as I say, was tied to this watershed till I could make sure what it was, as I felt certain it would settle the question of the central watershed about which there have been various conjectures and it has solved the question, at least up to this point and a good way north of it.

I should have stated generally that my route was up the Raia which I explored, the Ulu (upper reaches) being unknown, as well as the Penoh which is an anak (tributary) of the Kinta. I crossed a mountain by a pass 5,300 feet by aneroid lying exactly at the Ulu of the Kinta, Penoh and Telom. This I have called Gunho Pass. I took the elephants over with me, explored this new country and followed the Telom till I got to within a day's sail of the place where it joins the Jelei. Long ere this all our stores but rice had been exhausted so for the purpose of supplies, and also because a rumour had got abroad in Pahang that I was a much (enemy) with forty elephants and four hundred men come down to harry and to raid, I had to reassure the authorities: I went down to Toh Kaya's and to Penjum by sampans, then back again and then crossed southerly all the rivers of Upper Pahang, keeping close to the foot of the main ranges and coming out over mountains 6,000 feet high at the ulu of a tributary of the Slim, and thence on to Bernam.
2. Mr. V. A. Löwinger, Surveyor-General, and Captain C. J. Perkins, Assistant Surveyor-General, have made the most careful examination of the records, bearings, and sketches left by Mr. Cameron, and are satisfied that it is established beyond all possible doubt that the area visited by him lies between the point marked on the map as Gunong Pass (Mr. Cameron’s “Gunho Pass”) and Gunong Siku, and that it is situated some five or six miles N.N.E. of Gunong Irau, whereas the centre of the area now known as “Cameron’s Highlands” lies some three miles to the south-east of Gunong Irau. Apart from Mr. Cameron’s bearings, which closely agree with the trigonometrical observations of the Survey Department, examination of Map I, which accompanies this report, shows that Mr. Cameron, by ascending the Valley of the Kinta, could not possibly have reached “Cameron’s Highlands”, which are situated at the head of the Kampar Valley, and separated from Gunong Pass by lofty mountain peaks. It will be seen, too, that the place visited by him is in the Valley of the Telom, a tributary of the Jelei (itself a tributary of the Pahang river), whereas “Cameron’s Highlands” are situated in the Valley of the Bertam*, which joins the Telom many miles lower down, where both streams have reached comparatively low ground. Both Mr. Löwinger and Captain Perkins are satisfied that the area visited by Mr. Cameron is far smaller than “Cameron’s Highlands”, and that, as it is shut in between Gunong Pass and Gunong Siku, there does not appear to be any hope, even in the most favourable circumstances, of its area exceeding 1½ miles in length, one mile in breadth, and 1,000 acres in extent.

In 1923, Mr. A. C. Twyford, of the Topographical Branch of the Survey Department, saw, from the top of Gunong Irau, what he describes as a flat ledge which he estimated at about 300 acres. I quote the following passage from the Surveyor-General’s annual report for that year.

During May, a reconnaissance was made of the country north of Gunong Irau as far as the Ulu Telom Valley in Pahang and the Ulu Kinta in Perak. The valley of the Ulu Telom lying at an altitude of 5,000 feet appears suitable for agricultural purposes, but as a hill station less suitable than the area selected on the Ulu of the Bertam, referred to as Cameron’s Highlands.

The existence of a ledge of fairly flat land of about 300 acres at an altitude of 6,000 feet was observed, north-east by north from Gunong Irau, which agrees in bearing with the area noted by the late Mr. Cameron. This may be the legendary plateau, but until the country still further to the north and north-east is explored, the existence or non-existence of the plateau cannot be regarded as settled.

Arrangements are being made to send a reconnaissance party to investigate, and report upon this area, but it is beyond all doubt that, however valuable it may prove to be for cultivation purposes, it is far smaller than “Cameron’s Highlands”, and, at present, less accessible. The party will visit it from the Telom side.

3. It is not known how or when the area which is now known as Cameron’s Highlands, and which throughout this report is referred to as such, first obtained its name. A sketch-map, compiled from observations made by the State Engineer and Messrs. Williams and Woodgate under his instructions, and signed by Mr. F. St. G. Caulfield as State Engineer on the 14th November, 1894, shows Cameron’s Highlands as situated at the place which we now know, but shows it as being drained by the Sungei Telom, whereas it is really drained by the Bertam. From that date onwards until 1904, when a curious mistake was made, this area was always regarded as being the Highlands, or at any rate a part of them.

* Bertang is perhaps more correct, but Bertam seems now to have been accepted.
4. The area to which the name of "Cameron's Highlands" is now given is situated in the mountain range which forms the backbone of the Malay Peninsula. It is on the east, that is the Pahang side of the range, but the easiest access to it is at present from the Perak side on the west coast. As has been already stated, a small stream, the Bertam, flows through it, and falls into the Telom. On the Perak side, the Highlands are bounded by the valleys of the Kampar and the Batang Padang. The distances and bearings to Tanah Rata (the Malay equivalent to "level land") are as follows:

- From Gopeng town to Tanah Rata, distance (by air line) 14½ miles, bearing 87° 45'.
- From Kampar town, distance 19 miles, bearing 52° 30'.
- From Tapah town (Batang Padang), distance 21 miles, bearing 21° 30'.
- From Kuala Lipis town (Pahang), distance 50½ miles, bearing 294°.

Gopeng is the nearest town, but the mountains are so precipitous at the head of the Kampar Valley that a road would probably be impossible, and would almost certainly be extremely dangerous. An important point is that Gopeng is about 12 miles from the railway stations at Ipoh and Kampar, whereas Tapah is served by Tapah Road railway station, which is only six miles distant. The road from Tapah can be constructed in country that offers no difficulty. Moreover, as is shown below, 12 miles of the road have already been made, and are under maintenance.

5. I would describe the place as being somewhat oval in shape, with a length from north to south of about three and a half miles, and a width from east to west of about three miles. This area, which excludes the steep upper slopes of the encircling mountains and ridges, comprises level and gently undulating ground, and lies at a mean elevation of 4,800 feet above sea-level. It is drained by the Bertam River, of which the main tributaries inside this area are the Rotan on the east, and the Ruil and the Jasar on the west. Except at the point at which the Bertam leaves the Highlands, the area is surrounded by a circle of mountains, of which the highest points are Jasar (5,565 feet) and Ruil (5,680 feet) on the west, Berinchang (6,685 feet) on the north, and Berembun (6,050 feet) on the east.

These four great peaks are connected by ridges, and encircle the valley. The lower slopes at the foot of these peaks and of the connecting ridges appear, so far as could be judged by observations from various distances, to be fairly easy. The area thus circumscribed is traversed by a natural barrier formed by a ridge of land which, even at its lowest point, is sharply marked, and which, at its two extremities, runs up into the foot-hills of Berembun on the east, and of Jasar on the west. The Highlands are thus sub-divided into the area north of the barrier, and the area south of it. The total area lying in the basin encircled by the mountains may be estimated as being 3,500 acres north of the barrier, and 1,880 acres south of the barrier. The Rotan and the Ruil join the Bertam above the barrier, whilst the Jasar flows into it below the barrier. As soon as it escapes from this more or less level area, the Bertam River plunges downwards in a series of waterfalls and cascades, and falls about 850 feet in the course of the next half mile or so.

6. The following notes of the history of the road and path construction in the direction of the Highlands are interesting. The Perak Estimates for the year 1888 contained an item of $60,000 as 'First instalment for the construction of a cart-road from Tapah to Pahang
Pass, 35 miles”, and, in June, 1888, Mr. F. St. G. Caulfeild, State 
Engineer, submitted in an interesting report his recommendations 
relative to the trace of the proposed road. It must be remembered 
that, at that time, Tapah had no road communication with Kinta, 
Teluk Anson or Tanjong Malim; that a railway had not been thought 
of; that the British residential system in Pahang had not started; 
and lastly that Cameron’s Highlands are in Pahang territory. The 
object of the road appears to have been one of development of 
areas in the Batang Padang Valley suitable for agriculture, together 
with access to Pahang. There was no idea, of course, of taking the 
road beyond the frontier. In the report, Mr. Caulfeild mentioned 
incidentally that, “at an elevation of about 4,000 feet, the high level 
country discovered by Mr. Cameron is reached”. As a matter of 
fact, however, this is not the case.

7. In a minute dated the 29th September, 1888, Sir Hugh Low, 
British Resident, Perak, expressed his opinion that a good sanatorium 
might be found at Cameron’s Highlands. “It might,” he wrote, 
“develop into a settlement where Europeans from the Straits Settlements 
and other places might like to build resorts for health or pleasure 
or farming or gardening purposes.” He also pointed out that the place 
lay “near the pass into Pahang to which we are now constructing a cart-
road”; and called for report from the State Engineer.

8. Mr. Caulfeild’s report was considered so important that an 
extract from it was published in the Perak Government Gazette of the 
27th November, 1888. The notification was as follows:

No. 179. CAMERON’S PLATEAU, KINTA.—Extract from a Report on the elevated 
tract of country known as Cameron’s Land, furnished at the request of the British 
Resident.

It's area may be roughly estimated at from sixty thousand to a hundred thousand 
ares. The valleys run nearly east and west so that both slopes catch the morning 
sun, and the soil, judging from the small portion explored, is of excellent quality; the 
temperature in the valleys is mild and equable, the warm air retained between the 
ridges preventing those rapid and dangerous changes which occur on our mountain 
tops.

This country will be brought within easy reach of invalids by the Tapah-Pahang 
cart road, now in course of construction.

TAPIPING, 10th November, 1888.  
(Std.) F. ST. G. CAULFEILD, 
State Engineer, Perak.

9. An item of $96,000 appears in the Perak Estimates for 1889 
for “extension cart-road Tapah to Pahang Pass, 12 miles”. The 
records in the Perak Secretariat show however that in 1889 the pro-
gramme was cut down to one for an eight-mile section of unmetalled 
road, and that all further work stopped when that was completed.

10. Provision was made in the Perak State Estimates for 1896 
(page 96, item 49) for an item of $10,000 for “improving and extending 
bridge-path to Highlands”, and in 1897 another item for $10,000 was 
inserted for “extending bridge-path to Highlands seven miles”. I 
have been unable to find any correspondence recording the intentions 
of the Government in connection with these two items. Nothing further 
appears to have been done until 1902 when, in connection with the 
preparation of a road policy for the State of Perak, the British Resident 
Mr., (later Sir) J. P. Rodger reported that provision had been made for 
“widening the bridge-path from the 8th to the 24th mile, and thence 
clearing it to the 34th mile towards the Highlands.”
A path was made at one time connecting the Perak-Pahang pass with Kuala Lipis, but it was abandoned some 15 years ago, and is now wholly obliterated.

11. In a minute dated 12th September, 1902, Mr. Caulfield wrote:

“"It is quite unnecessary to make the cart-road to Cameron’s Highlands more than 14 feet wide, with bridges 12 feet wide, or to do more than gravel the surface for some time to come. The whole road to the Pahang boundary at the Ulu of the Sungei Singum was traced to a maximum gradient of 1 in 30, and when 16 miles more of the road are open for cart traffic, access to the elevated valley of the head waters of the Temom will be so easy that it should rapidly become a favourite health resort.""

12. On the 6th December, 1902, Mr. (later Sir) W. H. Treacher (Resident-General) addressed the High Commissioner on the subject of the road policy for the State of Perak, and, in his letter, wrote as follows:

“The extension of the road to Cameron’s Highlands should be a gravel road only. In the Perak Estimates for 1903, Your Excellency has remarked ‘Enter $15,000 for a 14-foot earth road as far as the money will take it, and get estimates for the whole 16 miles of the same class of road. There are many excellent earth roads in Malacca and elsewhere where there is little wheel traffic.’”

13. In a minute dated 6th December, 1902, Sir Frank Swettenham (High Commissioner) wrote as follows:

“I agree about the road to Cameron’s Highlands, and I think that it may well be pushed on now, and a rough rest-house be built at the end of it. Before any land is given out on the Highlands, the Director of Public Works and a Surveyor should select (and the latter mark out) Government reserves sufficient for probable future requirements.”

The result of this correspondence was that an item of $20,000 was inserted in the Perak State Estimates for 1903 for “extension of cart-road to 23rd mile towards Cameron’s Highlands” (first instalment on a probable estimate of $700,000). The Perak State Estimates for 1904 contained an item of $70,000 for “extension of cart-road to 23rd mile towards Cameron’s Highlands” (second instalment on a probable estimate of $700,000).

14. Work on the road was thus successfully re-commenced, and good progress had been made, when, in March, 1904, the question of surveying the proposed reserves at the Highlands was taken up by the Government. In a letter dated the 29th March, 1904, the Director of Public Works informed the British Resident, Perak, that the Resident-General had approved of Mr. Hemmy, a licensed surveyor, being “employed on the demarcation and survey of Government reserves in ‘Cameron’s Highlands’, for which service a special provision of $1,000 had been made. On the 26th April, 1904, the Director of Public Works reported as follows to the Resident-General:

“I have the honour to report that I visited Cameron’s Land in the upper valley of the Temom with the State Engineer, Perak, Mr. Anderson, who is to act for the State Engineer, Perak; Mr. Hemmy who has been engaged to cut out and survey the Government reserve in Cameron’s Land, and Messrs. Blatherwick and Gibson, who are working on the cart-road now under construction.

2. Leaving Tapah at 7.30 a.m. on the 13th, we arrived at Jor Camp at 5 p.m. having walked about 124 miles; leaving Jor at 8 a.m. on the 14th we arrived at the Temom Camp at 3 p.m. having walked about 15 miles; on the morning of the 15th I took Mr. Hemmy and party nearly to the Kuala Bertang and returned to the Temom Camp having walked about five miles, and forded the Temom River four times after breakfast. We returned to the Jor Camp which we reached at 4.30 p.m., returning to Tapah on the following day; I have supplied you with these particulars of our marches in view of the report of the Conservator of Forests recently referred to me for any remarks I might see fit to make.

3. I arranged with Mr. Hemmy to cut out and survey the upper valley of the Temom between the kualas of the Bertang and Ringlick the permanent marks to be put in by the Public Works Department, and recommend that should the area not exceed 800 acres the whole of this portion of the valley be reserved by the Government
together with the slopes on both sides of the valley as far as the watershed; the streams from these slopes afford an excellent supply of water independent of the Telom River; and the valleys of the Ringlock and Bertang contain large areas of fairly flat land suitable for planting or horticulture, the whole of the valley being as far as I can judge favourably situated for raising cattle and sheep.

4. I forward herewith a rough sketch map which has no pretensions to scale but will enable you to form a better idea of the lay of the land than I can give you otherwise and have shown on it the probable line in red of the only untraced portion of the cart-road between Cameron's Land and the Perak Railway, re the location of which there had been some difficulty.

The sketch map shows "Cameron's Land" as lying between the junctions of the Bertam and the Ringlet* with the Telom. On the 11th October, Mr. R. O. N. Anderson, Acting State Engineer, Perak, addressed the Government as follows:

"I have the honour to forward a plan showing the survey by Mr. Hemmy of Cameron's Plateau reserve. There are 200 acres of flat land, but it is also necessary to reserve land up to the slopes. The total is about 318 acres. The Director (Mr. Caulfeild) considered this ought to be reserved, and I would request that this may be done."

The Government was naturally concerned by the discrepancy between this pitifully small area and the huge area described in the Gazette Notification quoted in paragraph 8 of this report; and as a result the Acting State Engineer was informed that the estimates for 1905 would contain only a sufficient amount of money for the termination of the existing contracts. No attempt appears to have been made to investigate the extraordinary discrepancy. The area pointed out by Mr. Caulfeild to Mr. Hemmy, and surveyed by Mr. Hemmy is at Lubok Tamang, a place referred to in paragraph 20 of this report, and some miles away from "Cameron's Highlands," which Mr. Hemmy obviously never saw. The mistake is almost inexplicable, for, as mentioned in paragraph 3 of this report, there is on record an excellent plan of the Highlands dated the 14th November, 1894, and prepared under Mr. Caulfeild's instructions. Mr. Hemmy's plan shows a long, narrow block of land in the valley of the Bertam, some two miles in length, and a quarter of a mile wide, of which the lowest extremity is at the junction of the Bertam and the Ringlet. This area is coloured blue in Map II.

15. On the 16th December, 1904, Mr. J. Trump (Acting Director of Public Works) wrote to the Resident-General as follows:

"I have the honour to ask that I may be informed of the intentions of Government with regard to the proposed road from Tapah to Cameron's Highlands for which no provision seems to have been made in the 1905 Perak Estimates.

"2. Eight miles of this road were constructed some years ago but its extension was postponed pending completion of the railway; work on it was however resumed, by special instructions of His Excellency the High Commissioner, in 1903 and has been in hand up to the present time.

"3. There is now a good labour force employed departmentally on the second section of five miles of which two miles have been completed whilst the remainder is well advanced and could be put through in a few months.

"4. Messrs. Aylesbury and Garland have a contract at schedule rates for most of the work on the next eight miles (to Sungei Jor); on this the greater part of the earthwork is done; they have made arrangements for putting the bridges and culverts in hand, and have got some stone broken for metalising.

"5. I have just inspected the road and find that excellent progress has been made since May last on the second section above mentioned; and bungalows, coolie lines, cattle-sheds, etc., have also been erected nearly sufficient for completion of both the sections in hand which along with the materials and labour collected will be useless, whilst the contractors will no doubt demand compensation, if the work does not go on.

"6. This road was intended, I believe, to open the hill country generally, for planting or other enterprise, and to provide a sanatorium for the Federated Malay States. It is being made to easy gradients and I was able to motor to the 10th mile, where the metalising ends, although a portion of the first section, to restore which a special vote was asked for in next year's estimates, is somewhat out of repair.

* Ringlet seems to be the accepted spelling now, but Ringlik is possibly more correct.
7. The only reason I have heard suggested for the change of policy which stoppage of the work would indicate is that the area of flat land at a possible site for a sanatorium, in the Telom Valley, selected by Mr. Caulfield, is less than he had supposed. There are however many other excellent sites and other flat land is to be found in the valley of the Ringlick adjacent to that mentioned, whilst beyond the Telom Valley there would appear to be vast stretches of land suitable for cultivation of the usual hill products.

8. Should Government not desire to continue so large a scheme as that contemplated when the sum of $700,000 was approved as the estimate for this work I would beg to suggest that the road be completed to some definite point where it would be useful and that the formerly existing bridle-path, which it has obliterated, be restored and extended along the trace to the Telom Valley.

9. There is a good site for a small sanatorium at the 17th mile, where the contractors' bungalow stands, the elevation of this being, I believe, 1,650 feet above sea level and about 150 feet above the road at that point. There is also a suitable site for a rest-house and some good, fairly flat land at 11½ miles where the Assistant Engineer has his present quarters.

10. I have asked the Acting State Engineer to give me an estimate for completing the work now in hand, mile by mile, but cannot at present give figures for the cost to any particular point.

11. In the meantime it is necessary that funds should be provided for continuing the work or that it should be stopped at once, when about $100,000 worth of what is done will have been wasted, and it will be necessary to meet outstanding liabilities as well as to pay various sums by way of compensation to those employed on it.

12. The former Resident, Mr. Rodger, was, I believe, in favour of the construction of this road and I think I am right in saying that Mr. Birch holds the same views.

16. It will be seen that Mr. Trump particularly referred, in his paragraph 7, to Mr. Hemmy's survey, and confined his enquiry to the road from Tapah to Cameron's Highlands. The reply to his letter, however, was headed "Tapah-Kuala Lipis Road", and Mr. Trump was informed that "so far as the Resident-General knows the work of construction of the road from Tapah to Kuala Lipis is not to be continued. The Resident-General has already forwarded to His Excellency the High Commissioner a representation from the British Resident, Perak, on the subject, and is now sending on a copy of your letter under reply."

17. It had been decided (as stated above in paragraph 14) in connection with the Estimates for 1905, that no money beyond what was necessary to terminate existing contracts was to be provided. Eventually, in 1905, it was arranged that the contractors should be allowed to work until the 31st August, 1905, the date of completion of their contract; that the Public Works Department was to complete the work to the 13th mile; and that all work beyond the 13th mile was to be abandoned. A special item was approved for this purpose in 1905. In 1906, the British Resident, Perak, made further representations with a view of re-opening the subject, but the Resident-General was firm, and declined to consider any further expenditure. In the abandoned section beyond the 12th mile, a great deal of earthwork had been done, metal broken, and culverts and bridges partially made.

18. There is no record of any further investigation of Cameron's Highlands, or of any further action in connection with this road until 1920, when a programme of road construction in Perak was under consideration (Federal Council Paper No. 26 of 1921). In that paper, there is the following note:

"Road to Cameron's Plateau. Conversion of 12 miles of second-class road to first-class, and construction of about an additional 28 miles. On this 28 miles, the earthwork was made some years ago, and was later abandoned. This should await a report upon the suitability of Cameron's Plateau as a Hill Station."
19. The financial crisis in 1920 prevented any further discussion of road programmes in general, or of Cameron's Highlands in particular; and matters remained in abeyance until 1922, when I arranged to take an expedition to Cameron's Highlands. At the last moment, I was compelled, by pressure of official work, to let the expedition go on without me, and Mr. H. C. Robinson, Director of Museums, was put in charge. The other members of the expedition were Mr. J. B. Scrivenor, Government Geologist, Mr. W. N. Sands, Assistant Economic Botanist, and Dr. H. P. Hacker, Malaria Research Officer. A report signed by all four officers was published as Federal Council Paper No. 19 of 1922; and a further paper in which Mr. Scrivenor reported on the place from the point of view of geology, Mr. Sands from that of agriculture, and Dr. Hacker from that of health, was published as Federal Council Paper No. 6 of 1923.

20. I visited the Highlands in March, 1925, and my party comprised the following gentlemen: Captain H. M. Pendlebury (Acting Director of Museums), Captain C. J. Perkins (Assistant Surveyor-General), Dr. A. R. Wellington (Senior Health Officer), Mr. F. G. Souter (of Messrs. Wilde & Co.), Mr. R. F. V. Leech (Executive Engineer, Batang Padang), and Mr. W. L. Blythe (Private Secretary). At Cameron's Highlands we were joined by Mr. S. G. G. Kelliher (Meteorological Observer). We left Tapah on the morning of the 9th March, and arrived at the 12th mile (1,100 feet) by motor-car. Here some eighty Sakeis (aborigines), men, women and children, were in readiness to take our baggage. From this point we walked eight miles along the abandoned earth road to Jor Camp (1,900 feet), where we stayed the remainder of the day and the night.

Leaving Jor Camp the next morning, we reached the watershed (4,100 feet) between the east and the west coast at the 28½ mile, and then dropped down some 600 feet to a camp on the Ringlet stream at the 30th mile. We stayed here for the night.

On the third day we passed through Lubok Tamang (the centre of the area surveyed by Mr. Hemmy) at the 32nd mile, and reached Tanah Rata Camp (4,750 feet) at the 36½ mile. In the last 2½ miles a steep ascent of some 1,200 feet was made alongside the Robinson Falls.

On the fourth day we visited "Rhododendron Hill" (5,120 feet) from which, as it is at the southern extremity of the Highlands area, we obtained a wide view over the open basin to the northward. We then walked through the valley of the Highlands to "Salvia" Camp, which is now abandoned.

On the fifth day, we visited "Myrtle Hill", and an observation point below Gunong Berinching, and, from these two northern limits had a good view over the basin to the southwards. There is a camp at the foot of Berinching, at the 39th mile.

On the sixth day we ascended a hill (marked as 5,037) in the centre of the basin, and, from an observation point up in the trees, had a clear view of the country on all sides.

On the seventh day we walked back to the Ringlet Camp, reaching Jor Camp on the eighth day, and Tapah in the morning of the ninth day. I take this opportunity to convey to Captain Pendlebury the thanks of all the members of the expedition for the admirable arrangements made by him.

21. It will thus be seen that it took us three days to cover the distance between the 12th mile, where we left our motor-cars, and Tanah Rata at the 36½ mile. We went fairly easily, for we were
constantly stopping to discuss various subjects connected with the problem of improving the communications. Mr. Leech, the Executive Engineer, is accustomed to reach Ringlet Camp at the 30th mile in the first day from Tapah; and Mr. Kelliher, on the day of our departure, walked the whole distance from Tanah Rata at the 36th mile down to the 12th mile, where a car was waiting for him, thus reaching Tapah in a single day from Cameron’s Highlands. This, however, was a feat which should now only be attempted by a man in robust health and good training. The track at present is very fair in most places, but in others it is bad and the going is heavy. In a year’s time, or perhaps even less, as I shall show in a later paragraph, it should be quite easy to do the journey comfortably in one day. The camps at Jor, Ringlet, Tanah Rata and Berinchang are rough, but comfortable. Each has six small bed-rooms (unfurnished at present) on the earth floor, with a verandah connecting them with a common sitting and dining room.

22. The configuration of Cameron’s Highlands would appear to be not unlike that of Newara Eliya in Ceylon and of Baguio in the Philippine Islands; and the following facts in regard to those well-known hills is, I think, interesting and instructive.

23. Newara Eliya is described in a guide-book as nestling in an amphitheatre of mountains; and I am indebted to Mr. F. G. Souter, who lived there for some years and who, as I have mentioned above, was a member of the recent expedition to the Highlands, for the following description of it. It will be seen that the area of that hill station is considerably less than that available at Cameron’s Highlands.

“The town of Newara Eliya lies in a valley between Pedro Peak—8,300 feet high, and a shoulder of the Great Western Range—probably 7,000 feet high. The valley starts very narrow at the head of the Newara Eliya Stream and widens out where the stream joins the lake near the race course, about half a mile below the town. Above the town the average width of the valley would be under half a mile, and 12 of the 18 holes of the golf course, as it was ten years ago, were in this valley along the stream on both banks. The length of valley above the town in the residential area would be about one mile, but round the lake and race course the valley is broad, and extends out towards the Moon Plains, which are part of a flat country about 6 miles × 3 miles. The residential area is all in the valley and round the lake and race course, with tea estates cutting into it in places. The valley above the town, the town, lake and race course, with surrounding land occupied by bungalows and hotels would not be more than 1,000 acres, the Moon Plains not being included as there were ten years ago no bungalows except those on tea estates in that direction. The stream is not as large as the Bertam at Tanah Rata, and has no very large deep pools. The lake is about half a mile long by quarter of a mile broad, and the race course is, I think, a nine-furlong course. The golf course is independent of the race course and is all upstream from the lake. Apart from the 12 holes above the town the rest of it is down one side of the town on open ground between the shops and the Hill Club and Gravel Hotel.

“The average elevation of the town is 8,200 feet, and the distance between the town and the top of Pedro, 8,800 feet, is about four miles by a good riding road. It rises up very steep above the town, and across the valley, Sembis and Westward Ho! Estates run up to nearly 7,000 feet on steep land as steep as the upper slopes of Berembun in places.

“By the lake and race course there is wider open ground than Cameron’s Highlands, but the valley above the town is much narrower and more enclosed by mountains. A road comes in through a gap at the head of the valley leading from the Kandy side, another comes in at the foot of the Sembis Estate with the railway following it, and there are two other roads into the town from the north and east from Udu Passellawa and Uva districts. The last road rises up from 4,000 feet in about seven miles. The railway is narrow gauge—five miles in length from Namoya Station, 5,000 feet, on the main line.”

24. The town of Baguio occupies a hollow about one mile wide by one and a half miles long in the centre of a circle of surrounding mountains. Thus, though the town is a pretty one and is well laid out,
there is no view from it. But the motoring roads circling around the town over the mountains afford magnificent views over the surrounding country. The following quotation is taken from an official report entitled “The Climate and Weather of the Philippines, 1903 to 1918”:

“That the plateaus of Baguio, about 1,450 metres above the sea level and 175 miles from Manila, enjoy climatic conditions which are greatly beneficial to the health, not only of the Europeans and Americans, but also of the Filipinos, has been repeated over and over again in many medical reports. The following statements of Colonel William H. Arthur may be of interest:

Experience has shown that a large number of cases of disease or injury, or patients convalescing from surgical operations, recover much more rapidly in the cool mountain climate of Baguio than in the depressing heat and humidity of the plains. Before the establishment of this mountain refuge from the heat of the plains, many cases of this class were transferred to the United States that are now brought back to health at Camp John Hay and Camp Keithley. The beneficial effect of the change in climate is particularly noticeable in people who have become run down after one or more hot seasons spent at the lower levels.

The great value of a refuge in the mountains from the effect of prolonged heat is shown in medical reports, which indicate the classes of cases especially benefited, but there are a great many others not reported and not actually sick but whose vitality and resistance are more or less diminished and who find great benefit from an occasional sojourn in the mountains of Benguet or the highlands of Mindanao, especially during the hottest part of the year.”

25. The following information regarding the development of Baguio is taken from a publication issued by Messrs. Thomas Cook and Son. The development at Baguio began in 1902, when a little sanatorium was opened in a small native house: five rough cottages were constructed in 1903; and in 1905 the Philippine Commission declared its intention “to make the town of Baguio, in the Province of Benguet, the summer capital of the Archipelago, to construct suitable buildings, to secure suitable transportation, to secure proper water supply, and to authorise the making of a plan for a town site for the Municipality of Baguio.” Mr. Burnham made the necessary plans in 1904. A country club was organised in 1906; a modern hospital, and a residence for the Governor-General were completed in 1908; and communication by road and railway was opened in 1909. The following passage is taken from the pamphlet:

“"There is a modern up-to-date hospital, an automobile fire brigade, electric light plant, a water and sewer system, telegraphic communication with the world and a telephone system connecting all parts of Baguio. This telephone system also connects with the lowlands, and with all the mountain rest-houses 200 km. north. Many fine buildings have been erected, including a city hall, a market, an automobile station and a garage, library, theatre, an observatory and a water bureau. Two good schools provide educational facilities for American boys and girls. There are two good hotels, and in connection with the Country Club there are golf links, a gun club, and a polo ground. The athletic fields, tennis-courts and baseball diamonds, and a race course offer every facility for sport and exercise. The Government maintains a large number of well-built cottages which can be rented fully furnished and equipped at quite reasonable rates. The Country Club also owns a number of cottages which can be rented for short or long periods."

I quote this passage in order to show what the Municipality of Baguio, with a smaller area for development, has been able to achieve in the way of developing a mountain hill station.

26. There is a meteorological station at Cameron’s Highlands, with observatories both at Rhododendron Hill (5,120 feet), and at Tanah Rata (4,750 feet). Rhododendron Hill is a small area of high ground rising abruptly from the level area, about a quarter of a mile to the south-west of Tanah Rata. Observations of temperature, radiation, rainfall, sunshine, humidity, wind, clouds, and weather are carried out at both stations. Automatic instruments giving a continuous record of