

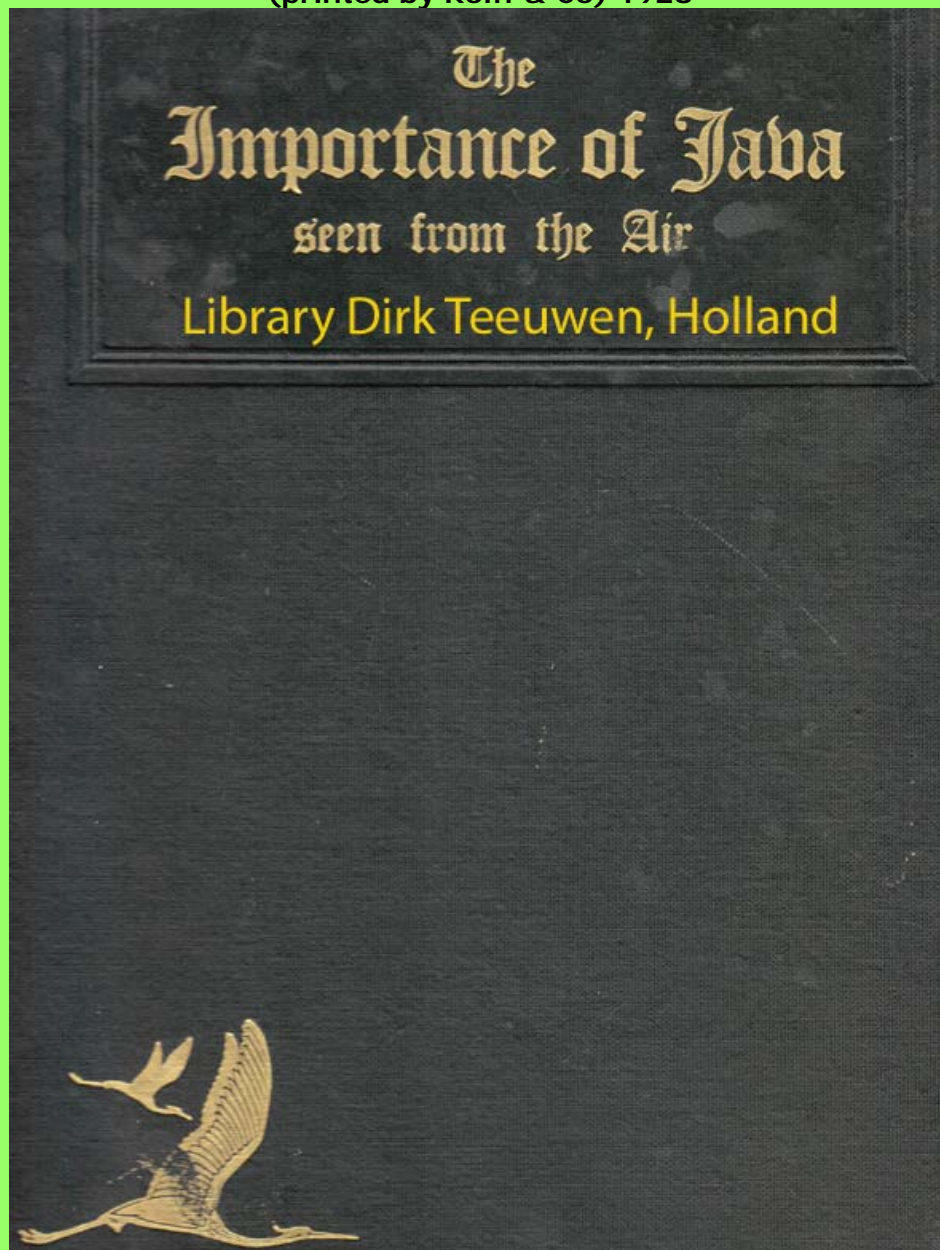
Illustrated economic–social history of Indonesia's Dutch Period, Dirk Teeuwen MSc

The importance of Dutch East-India in 1928

Including a lot of colonial economic, social, geographical, tourist information
from the twenties in the last century as well as population figures from this era
A lot of illustrations and pictures

1. Introduction (pages 1 – 13)
2. The Dutch east-Indies – Indonesia (pages 14 – 29)

From> Vries, de H. M: The importance of Java seen from the air; Batavia
(printed by Kolff & Co) 1928



Written, printed, edited; Batavia - Jakarta 1928
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Preface

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This book is published with the object of drawing attention to the products, activities, interesting sights, possibilities and requirements of the Island of Java; it endeavours to show in words and illustrations what has been accomplished under the Netherlands flag by the joint efforts of the various races concerned.

East and West have co-operated in a mutual effort to make Java what it is to-day. The air photographs, specially made for this book by the Military Air Force give a bird's eye view of the most important objects and although this propaganda-work does not claim to be as complete as an encyclopedia every effort has been made to give as complete a survey as possible of the importance of Java.

May all those who read this book concentrate their thoughts on the many possibilities of Java, more so than has been the case up to now, and realise that the words of Governor General J. P. Coen have been put into practice: "Never despair, never show your enemies any consideration, for nothing in this world can hurt or harm you, because God is with you. Never mind your former mistakes for great work is to be done in the Indies".



Editor and Publisher

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"The Dutch Flag"

"We must recognise the undeniable great and beneficial influence which has been and is exercised by Holland as Ruler, Leader and as Guardian of this extensive island-empire and its various races of divergent grades of civilisation.

It is Holland that brings peace, order and development to the country, and which was able to carry out this work as it found here races that were amenable to these influences.

It is Holland which leads here, a leadership which, for the time being, cannot be missed without risk to the unity of the archipelago, to the great mutual interests of East and West and to those of an international character."

*A. Neytzell de Wilde, LL.D.,
President of the Volksraad.*



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H. M. QUEEN WILHELMINA, OF THE NETHERLANDS,
PRINCESS OF ORANGE NASSAU, DUCHESS OF
MECKLENBURG ETC. ETC.

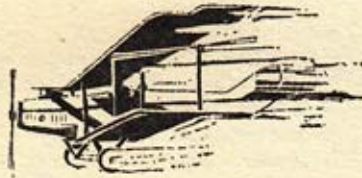
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The IMPORTANCE OF JAVA SEEN FROM THE AIR

A BOOK DEVOTED TO THE INTERESTS OF THE ISLAND OF JAVA

Edited and Compiled by
H. M. DE VRIES, Journalist

With the co-operation of the Military Air Force, the State Railways,
the Municipalities and numerous private concerns



Air-photographs by the MILITARY AIR FORCE

Text by the Editor

with the assistance of data supplied by the Department of Agriculture, Industry and Commerce, the Central Statistical Bureau and the Chambers of Commerce

Translation by H. J. Bridge
Representative at Sourabaya R. Hendrix

II

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1928

PUBLISHED BY H. M. DE VRIES — PRINTED BY O. KOLFF & Co., BATAVIA, D. E. I.

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H. E. JONKHEER A. C. D. DE GRAEFF, LL.D., GOVERNOR-GENERAL OF THE
NETHERLANDS EAST INDIES.

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K. F. CREUTZBERG, LL.D., VICE-PRESIDENT OF THE
COUNCIL OF THE INDIES.

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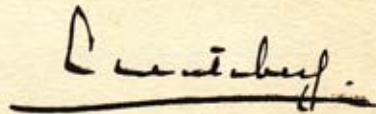
Introduction

by
R. J. Creutzberg **I.I.D.**
Vice-President of the Council of the Indies

It is with pleasure that I comply with the request of the publisher of this book to write a few words of introduction.

The mere fact that anyone has had the courage to attempt such a publication is for me a very favourable sign and it goes to prove that more and more interest is being shown in these islands.

The manner chosen of giving a provisional survey of the importance of Java is, in my opinion, extremely suitable as it rivets the attention of the reader and will move many to complete the picture with the aid of the available data. In recommending this book I do so in the hope that it will be instrumental in causing the interest in these islands to assume more solid proportions and that instead of being limited to a superficial acquaintanceship it will gradually grow into love for this beautiful country based on a thorough knowledge of it, its people, resources, possibilities and activities.



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MESSAGES FROM PROMINENT MEN IN JAVA

The Editor

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"The Importance of Java seen from the Air."

Dear Sir,

YOU ask me to recommend your publication and I have herewith much pleasure in complying with your request. If the ancient Greek has credited the wisdom of knowing oneself the present times which profess the ideal of building up the realm of internationality must on the other hand credit the wisdom of knowing other peoples. Your handbook is a milestone on the way to that wisdom. The material it contains, however condensed and concise, is first hand and authoritative information and it standardizes your book for the stranger who wishes to get an insight within the scope of an air survey, into an interesting and developed country in full activity. May your book find its way to many hands,

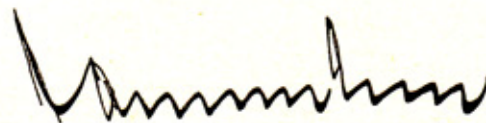
Yours faithfully,

H. S. Jacob

President of the Batavia Chamber of Commerce.

EVERY stranger who visits Java is astounded at the high standard of development encountered everywhere. He who expects to find a country "blessed by nature", inhabited by an extensive, calm and in many ways sympathetic people, but for the rest — like the majority of tropical countries — backward in productivity and prosperity in comparison to what could be attained with the available means, will not have to stay long to convince himself that his expectations regarding the former were justified but as regards the latter he will find that the actual conditions are quite different to what he anticipated. He will encounter agricultural, industrial and traffic conditions which could be held up as an example to many countries. The larger towns, including those in the interior, present a picture, not only outwardly but also as regards their scientific, educational and other institutions, of which he had never dreamt, and all this points to a still greater development to come. The excellent Dutch Government with its corps of refined, well-educated officials who sympathise with country and folk, has succeeded in creating conditions in the Dutch East Indies and especially in Java which open up the opportunity of attracting capital and a trained staff, from other countries — in the first place from Holland — for the development of the country on a basis which would never have been attained by the native population. The result has been a steady increase in the country's finances so that the Government has been able to take extensive measures for the speedier development and the raising of the standard of welfare of the native population. The extensive opportunity placed in the hands of the inhabitants to find employment in the existing industries under Western supervision also contributes towards this in no small degree. In short, the beneficial results of the activity of Western initiative and capital, under a good administration are to be found in Java.

As already mentioned this is quite clear to those who have the privilege to know Java personally. I hope that this publication "The Importance of Java seen from the Air" will succeed in teaching those who do not know Java, something about it and about what is being accomplished there under the present conditions.



Representative of the Handelsvereniging "Amsterdam"

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It has been said, that truth is stranger than fiction and on many occasions the facts have proved, that this saw was certainly based on experience.

Even authors and poets, those privileged members of mankind, who are occasionally permitted to lift a corner of the curtain, that hides the future from us, and to get a glimpse of things yet to come, have been unable to conceive all these novelties, which to us are gradually becoming more and more common matter.

Of these authors even the foremost, Jules Verne, the man who in his imagination created the submarine and the dirigible balloon, floating the one on (and under) the ocean-waves and the other in the clouds, was unable to grant a place therein to air craft, heavier than the surrounding atmosphere, or to the airship, propelled by motors.

And now we, the children of our age, are without ado floating thro' the air in our aeroplane or balloon, propelled by modern machinery whilst, enabled thereto by the perfection of our camera-lenses, we are in a position to fix on the sensitive plate what, from the dizzy height, has drawn our attention, and afterwards, with the help of the graphic art, to demonstrate, how the world seen underneath presents itself to the eye spying from the clouds.

The idea to demonstrate our beautiful island from the air by a series of good photographs, deserves our sympathy, both on account of the special value of the object and of the propaganda thus made — to make man acquainted with this glorious country with its mountains and rivers, its roads and water-courses, the latter irrigating the land and giving a stimulus to fertility, its agricultural estates and manufactories, its harbours and shipping, in one word.....its splendour.

And also for this reason sympathetic, because the idea was embodied in this fine book, which is presented to those interested in the economical development of Netherlands-India and which in particular will show: "The importance of Java".

In this way — and there is need for it in these times — further progress will be made in the best form of advertisement to show the importance in the world's economy of these isles as producers of articles of food and delicacies and of the indispensable rubber and quinine, and also to stand as a monument to the daring and efficiency of a relatively small community of "Hollanders," aided and assisted by the labour of hundreds of thousands of natives.

In no minor degree this publicity will show how — as far as modern traffic is concerned — this country stands at the head in the Orient and can doubtlessly stand a comparison with Europe and America. This equally applies to the traffic by land and by water, and since recently also to the air-traffic. In each respect regarding traffic we possess something worth showing.

Our ships certainly comply with all demands of comfort and speed and their number renders it possible to maintain regular services to the remotest parts of the extensive Archipelago, thus forming many of the connecting links that permit the various inhabitants, peoples and races to participate in the world's common interests. For in truth this inter-insular traffic is strongly connected with the world's traffic, whereby the common interests of the nations are promoted — it might perhaps be said that this traffic even originates from these interests and is continually being reinforced thereby.

For the traffic by land — and in particular this applies to Java — the railroad was the established means of communication for long distances and will remain so for larger traffic, but it may well be predicted that for the shorter distances the many good roads will gradually give a chance to motor-cars, motor busses and trucks. Considering however that the present age — and thereafter to an even larger extent the future — demand speed and still more speed, there is every prospect for air-traffic in these island-regions, even if probably not for the first coming years. For it should be borne in mind that the motor — without which a regular air-traffic cannot be accomplished — does not offer absolute certainty. And altho' this objection may be considerably reduced — perhaps be altogether eliminated — by the use of more than one motor in airship or aeroplane, it cannot in truth be said, that the safety of the traffic by land and by water has already been reached. Still the good work of perfecting the motor is progressing and no doubt the time will come, that it will be just as safe to fly or travel by air as it is now to travel by road or water. Competition between these means of communication will certainly become more severe than is now the case between steamer and railroad. Each of the competitors however has his own sphere of action and for this reason shipowners and railway-authorities gladly welcome the appearance of the new competitor and appreciate the proofs of his activity, so entertainingly laid down in this book.

And if the Government, with the foresight that is the nucleus of reign, will only regulate where necessary and aid, where aid is needed, the community will continue to profit by the co-operation between the leaders of the traffic by water, by land and by air. Under these auspices the air-traffic may look forward to a brilliant future. May this book contribute to bring that future nearer to us.

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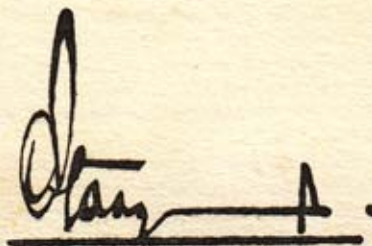
President Director of the K. P. M. and
Chairman of the N.I. Aviation Association.

Weltevreden, September 1928.

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If the 19th. Century brought us the iron road and the iron horse or to use the words of the famous Dutch poet "the twin line with its fiery salamander", the 20th. Century has introduced us to the aeroplane — the human bird and he who is interested in Netherlands India in general and Java in particular cannot fail to be thankful to these two inventions.

The aeroplane — the newest and quickest form of transportation — enables him to view the country in a way unrivalled by any other means of transport and he can realise and appreciate what its forerunner, the railway, has done and is still doing to develop the country for the benefit of the native population and the Mother Country.



General Manager State Railways &
Tramways in Netherlands India

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In and old tourist-book Java is referred to as

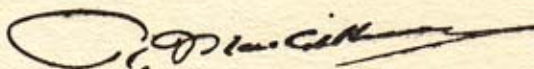
"JAVA THE WONDERLAND"

and so indeed it is. Nature shows the astonished tourist so many of her wonders that a trip to this island is always considered as a first class joy by the many tourists that visit this part of the East. But not only NATURE can boast upon Java as her "Wonderland". Also man, MERE MAN, has wrought wonders in this tropical region, often under very trying circumstances but never content until the task was achieved.

And now Holland can look with pride upon the work established by her sons in Java. Dutch energy, Dutch stubborn tenacity has gradually built up industries, agricultures and commercial enterprises that may indeed be considered to be true wonders, even more worth the admiration of the onlooker than those wonders wrought by Nature itself.

And where NATURE in the course of centuries gradually destroys her own wonderworks, demolishing mountains, extinguishing vulcanoes, the work of man, on the contrary, is bound to grow in importance compared with Nature's work.

To the present generation the task to see to it that the work of our fathers is continued, extended and where possible completed. To the next generation the holy duty to keep up the good work so as to attain that Man's own handiwork may really be called the most important Wonder for which even Nature must bow her head in silent admiration.



Representative of the Royal Dutch-Shell in Neth. India.

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H. S' JACOB LL.D., LATE
PRESIDENT OF THE BATAVIA
CHAMBER OF COMMERCE.



N. VAN ZALINGE, PRESIDENT-
DIRECTOR OF THE K. P. M.,
CHAIRMAN OF THE NETHER-
LANDS INDIAN AVIATION
ASSOCIATION.



IR. W. F. STAARGAARD, CHIEF
INSPECTOR OF THE STATE
RAILWAYS AND TRAMWAYS.



A. VAN DER EYK, REPRESENTATIVE OF THE H.V.A.
IN NETHERLANDS INDIA.



R. MAC GILLAVRY, REPRESENTATIVE OF THE
"ROYAL DUTCH-SHELL"
IN NETHERLANDS INDIA.

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H. E. A. TEN HOECKE BROEK-
STRA, REAR-ADMIRAL, COM-
MANDER-IN-CHIEF OF THE
NAVY.



MAJ. GENERAL H. A. CRAMER,
CHIEF OF THE GENERAL STAFF
AND INSPECTOR OF THE MI-
LITARY AIR FORCE.



H. E. LIEUTENANT GENERAL
H. L. LALAU, COMMANDER-IN-
CHIEF OF THE ARMY.



LT. COL. P. F. HOEKSEMA DE GROOT,
COMMANDER OF THE MILITARY AIR FORCE.

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14 CAPT. G. J. REERINK, CHIEF OF THE PHOTO-TECHNICAL SERVICE WHO MADE ALL THE AERIAL
PHOTOS IN THIS BOOK, WITH ST. GIEBEL WHO PILOTED THE MACHINE ON MOST OF THE FLIGHTS

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THE NETHERLANDS INDIES

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GENERAL REMARKS.

THE DUTCH EAST INDIES is the collective name for the islands scattered between the continents of Asia and Australia. They form the most southern part of the chain of islands which extends down along the East coast of Asia from Siberia in the north to a point opposite the Straits Settlements (Singapore) in the south. Their Dutch name is "Nederlandsch Oost Indie", but another name often applied to them is "Insulinde" (Island Empire), which was first used by the noted Dutch novelist and philosopher, Eduard Douwes Dekker, whose fame is inseparably bound to the modern history of the colony. In English the islands are known as the Malayan Archipelago, or the Netherlands East Indies, in German as "die Malayischen Archipel" or "Niederländisch Ost Indien", and in French as "l'Archipel Asiatique" or "les Indes Neerlandaises".

AREA. The total area covered by all the islands of the Netherlands Indian Archipelago measures 1,900,152 K.M². (190,015,200 H.A. or 733,681 sq. miles) which equals about half the size of Europe, excluding Russia. In order to give some idea of the size of the islands we mention the following details:

Java, including Madura, which for administrative purposes forms one unit, has an area of 131,508 K.M². or 50,762 sq. miles, i.e. about the same size as the State of New York.

Sumatra with the surrounding islands, has an area of 420,384 K.M². or 162,268 sq. miles, i.e. about the same size as the State of California, but it exceeds the area of Great-Britain.

Borneo. The whole island covers an area of 736,500 K.M². or 284,289 sq. miles of which approximately 5/7ths. is Dutch territory. This part which covers 553,341 K.M². or 213,589 sq. miles is as large as France or Cape Colony.

Celebes and the small islands in the immediate neighbourhood cover an area of 185,914 K.M². or 71,763 sq. miles; it is much larger than the State of Washington and about the same size as New Zealand and Ceylon together.

New Guinea. The Dutch territory of this island measures 397,204 K.M². or 153,321 sq. miles; consequently it has the same area as Japan proper.

THE GEOGRAPHICAL DIVISIONS usually followed are: the Greater Sunda Islands, that is Sumatra, Java and Madura, Borneo and Celebes and the smaller islands scattered between them, the Lesser Sunda Islands, that is the islands situated between Java and Timor, the Moluccas, formerly known as the Spice Islands and the Western or Dutch part of New Guinea. It is generally believed by scientists that the eastern part of the Archipelago once formed part of the Australian continent, and that the Western part was connected with the continent of Asia with the deep Banda sea as dividing line between them. Evidence of this is found in the flora and fauna.

As to economical and general development Java is by far the most important island of the Archipelago. This finds expression in the term "Buitengewesten" or "Buiten Bezittingen" (Outer Possessions) applied to all the other islands of the Archipelago except Java and Madura. Especially during the last decade however the economical development of some of the other islands has been taken in hand, and e.g. Sumatra has made rapid strides in this regard, so that that island is now often referred to as "the island of the future".

INHABITANTS. These are of Malay stock but in the Eastern part Polynesian influences are evident. There is a wide range of different tribes and nationalities, each as far apart from the other as a Frenchman from a German. The islands have always attracted immigrants from abroad, first the Hindus from India, and afterwards Arabs who spread the Mohammedan faith. Throughout the centuries Chinese have also settled here, but never obtained political power. The Hindus founded mighty empires in Java and Sumatra (Modjopait) and from them again colonists went out to found settlements in the other islands and the neighbouring countries. It should be noted that the Hindu domination was quite different from the modern European form of domination, as the Hindus assimilated with the original inhabitants, especially the Javanese and they have left their ineffaceable imprint on the people, physically as well as mentally. Already during the Hindu period Java has been the nucleus of the Archipelago, and its inhabitants have built up a remarkable civilisation

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which is as far removed from the primitive state of the wild tribes of Borneo and Celebes, as the civilisation of the white man is. Although it has suffered greatly during the centuries from various influences, and to the superficial observer it might even seem to be extinct, there are signs that the remnants of the past may once again serve as a basis to build up a new civilisation in harmony with elements borrowed from the West. Apart from the native inhabitants there are the foreigners who include Europeans and Americans, Japanese, Chinese, Hindus, Arabs and other Asiatics. The first three groups are in a class by themselves, the others are known as "foreign Orientals", and to each applies a different code of law, which differs again from the code of law applied to the natives. The Chinese are far superior in number to other foreigners, and they are on the whole extremely prosperous, and economically a powerful unit. The Arabs are not so numerous, but as they are very wealthy and greatly revered by the native population for religious traditions they have great influence.

Political power and the large scale capitalistic enterprises are as yet entirely in the hands of the Europeans.

POPULATION FIGURES. The total area of Netherlands India measures, as mentioned above, 1,900,152 K.M². or 733,681 sq. miles, and this area is inhabited by 51,013,878 souls. (1st. January 1926).

The Island of Java which is correctly referred to as "the most precious jewel in the emerald girdle which encircles the Equator", has a population of 36,403,833 souls i.e. about 277 souls per square kilometre or 717 per square mile, while all the other islands together have a population of 14,610,045 souls or only about 8 per square kilometre or 21 per square mile. The following table shows the number of inhabitants divided over the above-mentioned 3 groups:

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	Europeans	Natives	Foreign Orientals
Java and Madura	176,806	35,745,089	481,938
Rest of Neth. India	33,128	14,103,572	473,345
Total	209,934	49,848,661	955,283

The principal towns of the Netherlands Indies are:

Bataviawith 354,737 inhabitants of which 37,053 Europeans
 Sourabayawith 248,961 inhabitants of which 23,620 Europeans
 Samarang.....with 150,952 inhabitants of which 18,954 Europeans
 Surakarta.....with 151,273 inhabitants of which 2,144 Europeans
 Bandung.....with 136,016 inhabitants of which 15,943 Europeans
 Jogjakartawith 110,120 inhabitants of which 9,604 Europeans
 Macassarwith 56,718 inhabitants of which 2,742 Europeans
 Medanwith 45,246 inhabitants of which 3,128 Europeans

HEALTH. The standard of health in the Netherlands Indies may, generally speaking, be considered favourable for a tropical country.

Owing to the fact that the inhabitants are yet in a comparatively low stage of development and have few wants, hygiene is a strange notion to them so that they are more exposed to epidemics than the Europeans and better-educated Foreign Orientals.

The death-rate varies according to the district but 20⁰/₀₀ can be regarded as an average. The child death-rate is very high but there is always a higher birth-rate. The average European death-rate is 8.5⁰/₀₀. As a rule, the coastal districts are less healthy than the hill and mountain districts.

SOIL. The subterranean soil of all the islands of the Netherlands Indian Archipelago consists of very ancient rock broken in numerous places by more than 300 volcanoes. In Java this is the case to such an extent that the upper layers are for the greater part composed of volcanic material, generally of recent

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origin. The rest of the soil on this island consists of alluvial and tertiary lime and chalk formations. On the other islands there are proportionately fewer volcanoes than in Java.

There the other formations come to the surface on a large scale. These grounds are, as a rule, much less fertile than the volcanic soil. In the Outer Islands this is clearly illustrated by the sparse population. The population is much denser in the volcanic districts than elsewhere.

As a result of the important differences in the average temperature on the lowlands, in the hills and the mountain districts, vegetation and also agriculture is extremely varied.

The alluvial lowlands of Java are for the greater part cultivated, as also the hills up to an altitude of 1500 metres above sea-level. Higher up, and this is especially the case in West Java, the mountain tops are covered with tropical jungle. In Central- and East-Java there are a number of mountains which have been stripped of their forests, but which are being assiduously replanted by the Forestry Service. These forests are indispensable from a hydrological point of view.

The products cultivated on the highest altitudes in Java as well as in some parts of Sumatra are: cinchona, tea and coffee in addition to European vegetables and flowers.

In the hill districts rice is grown both on sawahs (irrigated fields) and on dry soil. Furthermore many other crops are grown both on high and lowlands. The principal are maize, cassava, ground nuts and tobacco.

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There are also numerous large estates which cultivate coffee and especially rubber, while the sugar plantations occur almost exclusively in the lowlands. The native population further cultivates sweet potatoes, various leguminous plants and native vegetables such as cayenne pepper etc. The principal compound crops are coconut palms, kapoc, fruit trees and various annual crops such as cassava etc. Native agriculture is carried on in Java with great enthusiasm and this especially applies to the cultivation of rice.

In the Outer Islands the native agriculture is usually much more scattered which is easily explained by the presence of a much larger area reserved for agricultural purposes.

CLIMATE. The tremendous mountain chains, which intersect the islands, spread in all directions, assuming the most fantastic outlines. They influence the climate to a large extent and for this reason it is rather difficult to give a general description of the climatic conditions.

The characteristics of the climate of the lowlands are: a plentiful rainfall, slight winds, a high temperature and great humidity. This however, only applies to general conditions and in particular to those districts situated close to the Equator. Deviations from this general scheme are however not insignificant.

Owing to the influence of the neighbouring continents of Asia and Australia, the Archipelago is a territory subject to monsoons *par excellence*, i.e. the winds which change their course according to the seasons, and which cause an annual change which is felt less strongly in the Northern parts and more intensely in the South and South East. Besides, there are the local differences which are more marked in the neighbourhood of the Equator than is the case in the moderate zones, as it is not so much the great atmospheric disturbances which influence the changes in the weather but casual and local activity. These local changes are intensified by the high mountain ranges which intersect the islands and cause the rainfall and the clouds to be influenced by the direction of the wind. Apart from the fluctuations in the rainfall, the weather in the Archipelago is characterized by the regularity in the changes from day to day. Owing to the uniformity of the temperature, the differences, which the mountain climate offers when compared to the coastal regions, are all the more striking. Whereas in the lowlands the temperature sometimes rises above 37° C. (98.5° F) there are places situated near the summits of the mountains where it falls below freezing point.

Besides a fall in temperature, other climatic changes are likewise noticeable when climbing the mountains. In the mountainous regions the sky is more clouded while initially it also rains more frequently.

On the plains as well as on the hills the monsoons exert a strong influence on the climate. The heat during the day is greatest during the South-East monsoon: sometimes a thunderstorm will bring some relief but the nights are beautifully cool. The West monsoon is accompanied by heavy rains which continue for days and sometimes for weeks, causing the rivers to overflow their banks and inundate the lowlands. The period of minimum rainfall in Java is between May and August, while the maximum rainfall is between November and January.

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FAUNA AND FLORA. The fauna of the Archipelago belongs partly to the Asiatic and partly to the Australian continent. Again the deep sea of Banda above mentioned forms the dividing line. Of the mammals belonging to the Asiatic class we mention tigers, panthers, bantengs, (a kind of wild buffalo) elephants and tapirs, Malay bears, deer and wild boars. The Australian class is represented by a wide variety of opossums, which abound in New Guinea and the neighbouring smaller islands. Snakes are generally met with but not all are poisonous, and crocodiles are also very numerous. It should be understood however that one has to go into the interior of the country to meet with wild animals and the like as in the larger and smaller towns they are as unknown as in any town in Europe.

The flora is typically tropical and extremely rich and varied. In the mountainous districts of Java sub-tropical vegetation is also met with, but this is of course not representative of the country.

GOVERNMENT. Practically the whole of the Archipelago is under direct Dutch government although in some parts native rulers still retain a semblance of independence under Dutch control. As the colony forms part of the Kingdom of the Netherlands they are ruled by the Crown as the executive power in the state, but under the control of the legislative body in Holland, the States General. The Minister for the Colonies is responsible to the latter for the conduct of the Government in the Indies. The highest executive power in the colony is the Governor-General, who is appointed by the Crown. He has also certain legislative powers and is assisted by an advisory body, the Council of the Indies, composed of five members. The Council of the Heads of Departments, may be looked upon as his cabinet, although there is no parliament to whom they are responsible. A post of great importance is furthermore that of General Secretary, who is in fact the executive secretary to the Governor-General and head of the General Secretariat at Buitenzorg. Since 1916 a beginning was made to gradually introduce some form of representative government and the first step was the institution of the „Volksraad” or People's Council, at present consisting of 49 members some of whom are appointed by the government and some elected by local assemblies. It should be understood however that this council is merely an advisory body, and that only in a limited number of cases is the executive compelled by law to consult the Council, whilst it has no legislative power and neither the budget right or the right of interpellation.

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ADMINISTRATION. Up to the present the islands of the Archipelago have been divided into residencies, at the head of which stand Netherlands officials known as residents, who are assisted by „assistent residents” and „controleurs”. Alongside of them exists a hierarchy of native officials, the highest of whom is the regent. In 1925 a start was made to introduce another administrative division, several residencies being merged into a government, with at its head a Governor, who is assisted by residents and “assistent residents”, etc. They are generally known as „resident new style” to distinguish them from their colleagues in the past. As this change is still in progress there is at present no administrative unity in the Archipelago.

Throughout the country there are provincial and municipal councils, which consist either of natives exclusively or of natives and Europeans combined. Since the introduction of the policy of decentralisation in 1903 the legislative powers of the Civil Service have been curtailed and transferred to the above mentioned councils, and it is especially in Java that this policy has been carried out most thoroughly.

PUBLIC FINANCES. The property, debts, income and expenditure of the Netherlands Indies are separate from those of the Kingdom of the Netherlands.

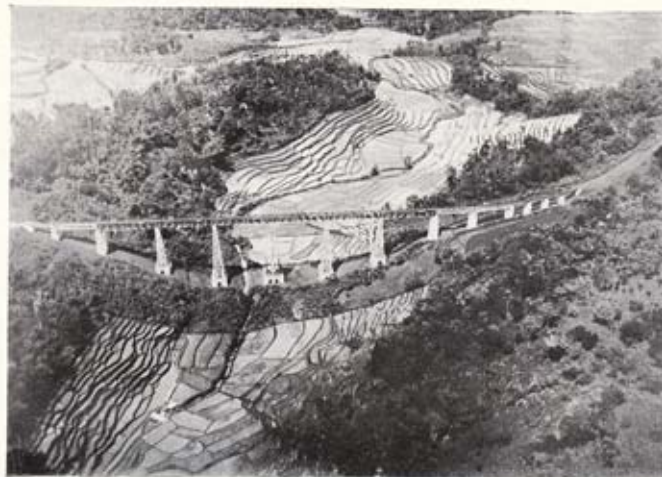
The income is derived, amongst others, from direct and indirect taxes, from State Monopolies such as salt, opium and pawnshops, from Government Industries, such as railways, post, telegraph and telephone services from harbour works, water power stations etc.; from the mines (tin, coal, gold and silver) the estates (cinchona, rubber, gutta percha), from forests exploited by the Government, and from various licences. The taxes are, generally speaking, fairly high. The most important taxes are those on occupied houses and property, income tax, company tax, the ground tax and land rent (for native landowners).

Among the indirect taxes are the import and export duties and excises, the tax on transfer of property, succession rights and stamp and statistical duties. Under the influence of the economic conditions, resulting from the world war and the crisis years which followed it with their high prices for all imported goods, a period set in in 1917 during which the State-expenditure exceeded by far the budgets and State-income.

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Those who have had the good fortune to travel on the State Railways through the Preanger Regencies can realise to some extent the natural difficulties with which the railway pioneers had to contend, but let us not forget that Dutch engineers are world-famous and it is they who have made the seemingly impossible possible.

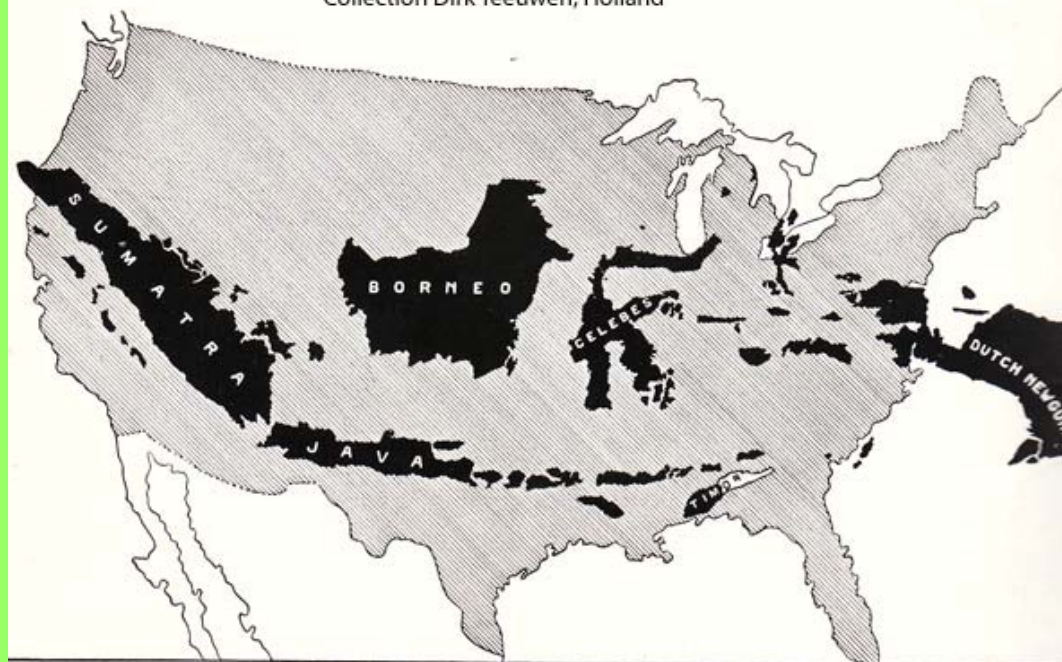
When we pass over the bridges, mighty steel structures spanning gorges hundreds of feet deep, where far below the mountain torrents are racing in their mad rush to the sea, we cannot fail to offer a word of thanks and praise to those who have brought this wonderful region of "The Granary of the East" within the reach of all.

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COMPARISON OF COAST LINES AND AREAS OF THE NETHERLANDS INDIES AND EUROPE.

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COMPARISON OF COAST LINES AND AREAS OF THE NETHERLANDS INDIES AND THE UNITED STATES OF AMERICA.

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As a result the Government was obliged to issue loans for a fairly large sum in order to meet these deficit difficulties; several of these loans found a ready market in England and the United States of America. The consolidated debt now amounts to about Glds. 1,000,000,000 (about £ 83,000,000 or \$ 400,000,000.—) which cannot be regarded as excessively large, considering the possessions of the Government and the wealth and possibilities of this ever-developing country.

By introducing economical measures, the Government succeeded in 1925 in making both ends meet and in returning to pre-war conditions of a balancing budget.

AGRICULTURE. Netherlands India, favoured as it is by climate and soil, is one of the most important agricultural districts in the tropics. In no other country in the tropics is such a variety of produce grown, nor is the cultivation of export crops on such a high level.

It is therefore no matter of surprise that, generally speaking, up to now agriculture was the principal factor which contributed to the economical development of this country.

In Netherlands India it is possible to divide the agricultural industry into two distinct groups, i.e. the estate agriculture and the native agriculture. The chief object of the latter is the supply of foodstuffs for the inhabitants but in addition it also supplies an important part of the export trade. This is especially the case in the Outer Islands. The estates work almost exclusively for export.

Europeans and other non-indigenous residents (such as Foreign Orientals) can only obtain ground under certain conditions.

Purchase of ground from natives by non-indigenous residents is not allowed. The latter can therefore as a rule only apply for ground which still belongs to the free Crown lands.

It is, however, allowed to lease ground either for short or long periods from the natives. Generally speaking, non-indigenous residents can obtain ground in five different ways, whereby the Government takes care that the interests of the natives, both present and future, are not injured.

These five systems of land tenure, or in short the various legal conditions, are the following:

1. Leasehold for a maximum of 75 years.
2. Agricultural concessions (practically equal to leasehold but encountered only in the Outer Islands).
3. Private lands, which date back to the time of the East India Company and the British interregnum of Raffles.
4. Hired lands in the so-called "Vorstenlanden" (Principalities) of Java.
5. Lands rented voluntarily from the native population.

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The private lands have still a few manorial rights with regard to the inhabitants living on them. They are little by little being repurchased by the Government; those planted with estate produce are returned to the late owners on lease.

The hired lands in the "Vorstenlanden" are based on agreements with the Native rulers in Central Java and give the right to lease the ground necessary for the estates.

These two forms are not being extended.

Hereditary tenure as well as agricultural concessions give the holder the permanent possession of the grounds on long term. Ground rented voluntarily from the natives however, can only be for a maximum period of 21 years with periodical interruptions, during which the natives regain possession of the ground for their own agricultural purposes.

All these rights can be made over to third parties so that it is possible to obtain possession of ground by applying for new sites or by buying existing estates with their ground rights.

Estate agriculture is carried on on ground obtained in one of the above-mentioned manners.

As already mentioned above, the main object of the native agriculture is the food supply, but in addition the cultivation of produce for the market is coming more and more to the fore, and in this connection it is often more advantageous to import the foodstuffs and apply the labour to growing export crops. This process is especially noticeable in the Outer Islands. Great quantities of rice are therefore imported annually which are not only destined for the coolie population of the estates but also for the native inhabitants in Java and elsewhere. These imports are paid for by the revenue from the export crops and the wages earned in the agricultural and other industries. Rubber, pepper and coffee, all of which are

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principally grown in the Outer Islands, figure among the export crops produced by the native population, while both in Java and in the Outer Islands coprah, native tea, kapoc, and tobacco are grown, the three latter commodities mainly in Java.

There are also important food crops, of which in favourable years the surplus is exported, such as maize from Celebes and Java, peanuts and products of cassava (flour, flake and pearl) from Java. Yet others consist of fancy varieties of certain products such as the export-rice of West Java.

Rice is the main foodstuff in Java. Next comes maize and cassava while secondary crops, such as sweet potatoes, potatoes, peanuts etc. are also planted in large quantities.

The European estates apply themselves exclusively to agricultural produce for the export trade. The principal products are: sugar, rubber, coffee, tea, cinchona, tobacco, products of cassava, and agava fibres. Other estate-products which are grown on a smaller scale are coca, cocoa beans, spices, essential oils, gambir, vanilla etc.

The total number of productive estates in Netherlands India is over 2050 of which 1235 are situated in Java and 918 in the Outer Islands. According to their legal status they are divided as follows:

Leasehold ground,	1169
Agricultural concessions,	481
Rented from the native population,	253
Hired lands,	479
Private lands,	110
Government estates,	19

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Total 2064

The total area of these estates amounts to-day to 2.703.498 H.A. of which 993.528 H.A. are planted. Of this latter area 616.473 H.A. are situated in Java (63%). The sugar industry, which is confined to Java, belongs together with the rubber industry to the most important branches of agricultural industry. Furthermore, tea, coffee, tobacco and cinchona cultivations also belong to this category. The following details give some idea of their importance.

S u g a r. During the crop-year 1926, sugar was milled in Java by 178 factories representing the production of 179.676 H.A. or about 2.300.000 metric tons (reduced to head sugar). This record quantity was obtained owing to the fact that the production per given area was exceptionally high, about 12.780 K.G. per H.A. The average planted area per sugar factory has risen to nearly 1000 H.A.

R u b b e r. (Hevea) At the beginning of 1927 the rubber estates in the Netherlands Indies numbered 922 of which 507 were situated in Java and 415 in the Outer Islands. The total planted area of these estates measured 445.887 H.A. on January 1st. 1927. Of this area 194.720 H.A. were situated in Java and 251.167 H.A. in the Outer Islands. The producing area increased from about 226.794 H.A. in 1921 to 327.215 H.A. in 1926. In addition to estates planted with Hevea there are 23 planted with Ficus and 3 with Guttapercha.

C o f f e e. In the beginning of 1927 the total number of estates cultivating coffee amounted to 361 of which 271 were situated in Java and 90 in the Outer Islands. These 361 estates had a total planted area of 117.351 H.A. of which 92.482 H.A. were in production. For Java these figures amounted to 95.284 and 77.647 H.A. respectively.

The 1926 estate-crop yielded 38.978 tons.

T e a. This cultivation is for the greater part carried on in Java, i.e. principally in the Priangan districts (West Java). Of the 285 tea estates 260 are in Java and only 25 in Sumatra, (mostly on the East Coast of this island). The total planted area under tea amounted to 103.382 H.A. in 1927, of which 15.802 H.A. are situated in Sumatra.

T o b a c c o. On January 1st. 1927 a total area of 46.468 H.A. was occupied by tobacco estates, of which 19.088 H.A. in Sumatra and the rest in Java. The world famous Deli wrapper leaf (for cigars) is produced exclusively on the East coast of Sumatra. Java-tobacco in general, and the tobacco which is grown on the estates in the Vorstenlanden and Besuki in particular, is a product of excellent quality and is therefore in great demand both for the wrapper and filling of cigars.

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Cinchona. The island of Java possesses, practically speaking, a world monopoly in the export of cinchona, more than 90 % of the cinchona placed on the market originating from this island. A comparatively small quantity of this bark is produced in Sumatra. In 1927 the total number of cinchona estates in Netherlands India was 138; of these 125 were situated in Java and 13 in Sumatra (all on the West coast of the island). The planted area under cinchona amounted to 19.318 H.A. of which 17.137 H.A. in Java.

The above particulars show conclusively the preponderating importance occupied by the European estates in Netherlands India. Generally speaking, the cultivations consist of crops, the produce of which can only be harvested after many years, or of which the raw material requires a lengthy and expensive preparation before it is ready for the market. Capital, endurance, technical knowledge and mercantile spirit are therefore essential factors for the success of European agriculture. The agriculture carried on by the native population, on the other hand, consists chiefly of annual crops which for the greater part possess a market value without being subjected to a complicated preparation, and which can often be mortgaged or sold while still standing in the field. Yet the native population has, especially during the last few years, a more or less effective share in the export of most of the above produce. The standard of quality of this produce, however, stands naturally considerably below that of the European estates.

So for instance, the sugar factories in Java produce exclusively crystal sugar while the native manufactures only very primitive and practically unrefined brown sugar cakes. These are chiefly destined for home consumption. As far as rubber is concerned, the native population produces a poorly prepared product which is mixed with a large quantity of water and which has to undergo further preparation before it is ready for the market. The raw product may however form a remunerative source of income for the native, owing to the minimum expenditure incurred in its preparation, while this rubber after further treatment finds a ready market among the Western industries. In addition to estate coffee, a large quantity of Robusta and nearly as much Java-coffee (*Coffea arabica*) is grown by the natives in the Outer Islands. The latter product is put on the market as so-called „Fancy coffee”. Tea is also planted to a large extent by natives, this is especially the case in West Java. The produce is sold in wet condition to the estates, where it is prepared together with their own product. Tobacco is divided into three sorts viz. leaf tobacco, krossok and cut tobacco. The first-mentioned is produced almost exclusively by the estates but krossok is for the greater part, and cut tobacco almost exclusively a product of native cultivation.

The above shows that the export produce of Netherlands India is by no means exclusively obtained from European estates.

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FORESTRY. As contrasted with the other islands of the Netherlands Indies, practically all the ground in Java, which is suitable for cultivation, has already been cleared so that it has been found necessary to regulate the forest reserves by law, with a view to the hydrological interests of the country.

On the other hand the Outer Islands are for the greater part still covered with forests; yet here and there clearing has progressed to such an extent that there as well, the necessity of forming forest reserves became obvious.

Extensive forests consisting solely of teak are chiefly found in Java. They occupy an area of about 777.000 H.A. (round 1.900.000 acres) and are usually situated at lower altitudes in Central Java. In West- and East Java teak forests are found occasionally but they cover small areas only.

CATTLE BREEDING. The principal occupation of the native population is agriculture but, in addition, cattle breeding should also be regarded as a highly important factor in their welfare. Horses, cows and buffaloes are the most important animals raised, and in some places hog-breeding is also carried on extensively.

The horse stock in Java and Madura is showing a tendency to decrease during the last few years but in the Outer Islands an improvement is noticeable.

Cow-breeding is of far greater importance and a constant improvement is noticeable both in quantity and quality. Cow-breeding in Java is carried on practically everywhere next to agriculture. In the Outer Islands breeding is carried on for the export trade. Exports from Madura in 1926 amounted to 60,000 bulls while 35.000 head of oxen were exported from Bali.

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The native hog, which is distributed over the whole of the Archipelago is a small animal requiring very little attention. In Bali and Lombok hogs are bred and fattened for export. The enormous export from Bali, which in 1926 amounted to 130.000 hogs, provides an important source of income for the population.

The hog farms on these two islands are in the hands of Balinese but elsewhere it is usually the Chinese who go in for pig-breeding.

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FISHERY. Sea-fishery is practised by the native population all along the coast of the Archipelago.

Along the North coast of Java sea-fish breeding in ponds is done on a large scale. This line of trade is especially carried on in the neighbourhood of the larger cities such as Batavia and Sourabaya, and for the greater part this business is in hands of the Chinese. It is principally „bandeng”, a fish somewhat akin to herring, that is reared in this fashion.

Rearing of fresh water fish has become a fairly regular industry in the interior. It is mainly practised in the Priangan, West-Java, where goldfish are reared on irrigated rice-fields during the interval between two harvest-seasons. „Guramee”, a labyrinth fish, is raised in special ponds.

In order to promote the fishing-industry, Government established a Laboratory of Maritime Research which forms a part of the Botanical Gardens. The salt water aquarium which belongs to the Laboratory is on of the most remarkable sights of Batavia.

MINING. In the soil of the various islands many mineral treasures are hidden.

Of the mineral deposits, petroleum, natural asphalt, iron ore, coal, tin, gold and silver are the most important but besides these many other minerals are found in more or less large quantities such as nickel, bauxite, manganese, wolframite, copper, zinc, lead, platinum, diamonds, sulphur, iodine etc.

Sumatra is richest in petroleum, coal, gold and silver deposits, while iron and manganese ores and tin are also found in commercial quantities.

Tin with some wolframite is found abundantly in the islands of Banka and Billiton and in a few islands of the Rhio-Lingga Archipelago; Borneo is rich in petroleum, coal and iron. Diamonds, platinum and gold are also found in this island. These two precious metals, however, have become scarcer of late. In Celebes large deposits of nickel and iron ores and of asphalt rock have been discovered. A few gold mines have been exploited, while copper was found as well, though the available quantity does not pay the cost of exploitation.

Java supplies petroleum, and this is about the most important mineral of the island. The importance of iodine, manganese and sulphur is, however, steadily increasing. Rich silver and gold ores have recently been discovered in Bantam (West Java).

The coal mines at Sawah Lunto (Ombilin mines) and Tandjong (Bukit Asem or Lematang mines) in Sumatra and the Pulu Laut mines on the island of the same name on the S.E. coast of Borneo, belong to the Government. In Sumatra, the Government has also taken in hand the working of silver and gold mines, while the most important Government mining concern is the tin industry on the Island of Banka and, jointly with a private company, on the Island of Billiton.

By far the most important private mining industry is the winning of petroleum, carried out on a large scale by the „Royal Dutch” with all its affiliated companies on the islands of Sumatra, Borneo, Ceram and Java. The „Nederlandsche Koloniale Petroleum Maatschappij” also works several fields.

Furthermore a number of gold and silver mines are found in Sumatra and Celebes; these are worked by private companies, while in Borneo the coal mines are also owned by private concerns. The tin mines of Singkep are also worked by private enterprise.

All the other riches of the soil, besides which marble and other building materials, „tras” (natural cement) and lime-stone deserve to be mentioned, are exploited by private concerns.

INDUSTRY. Generally speaking the Dutch East Indian manufacturing industry is still in its first stage of development, but agricultural industries, such as cane-sugar, rubber, tea, cinchona, oils and cassava products, the petroleum and tin industry, machine repair works and metal construction shops, a cement factory, a paper mill, the alcohol and arack distilleries, the varnish and paint works, the tin packing and triplex chests works, the aerated water and lemonade factories, the ice factories, the soap factories, the printing offices,

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the cigar and cigarette factories, a large motorcar assembly plant and a few large brick and tile works, shipyards, the sulphuric acid, oxygen and explosive factories and a few large tanneries etc. have reached such a stage of development, that they deserve to be placed on equal lines with similar industries in Western countries. These are also large repair shops of the State Railways, the Naval Works at Surabaya and repair shops of the Royal Packet Navigation Co.

The only branches of industry, carried on by the native population, which cater for export trade are the hat and battik industries.

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Millions of native plaited hats are exported every year from Batavia and the Preanger Regencies to all parts of the world. So for instance during the year 1925 as many as 2.960.000 bamboo- and nearly 11.110.000 pandan hats were shipped to foreign ports.

The battik industry supplies the bulk of local requirements, but the battik centres of Batavia, and Central and East-Java also ship considerable quantities of battiks to the Straits Settlements, Siam, and British India. Other native industries are brick and tile works, potteries, tanneries, coconut oil mills and several other industries of lesser importance in a general sense. Between the European and the essentially native industries we distinguish yet a third category, that carried on by Chinese and small European industrials. These include rice mills, chiefly in Chinese hands, lime kilns, cement tile factories, cabinet making (also practically exclusively in hands of the Chinese), etc.

WATERPOWER. Of great importance to the future and further development of industry in the Netherlands Indies is the Government activity in tracing and making use of the waterpower in this country. According to a rough estimate, about 3.5. million H.P. are available in the Archipelago. This power is divided as follows:

Java787.280 H.P.
Other islands.....2.633.700 H.P.

At the beginning of 1925 the total generative power of 151.200 KW, installed in the Neth. Indies, was divided as follows:

	Water power	Caloric central	Total
Public Electrical Works	5,000	32,000	37,000
Government enterprises	33,150	21,550	54,700
Private industries	12,000	47,500	59,500
Total	50,150	101,050	151,200

LABOUR. In contrast with the densely populated island of Java where the labour supply exceeds the demand there is as a rule a lack of native skilled labour in the greater part of the Outer Islands, so that employers are compelled to import the necessary hands from Java and also from foreign countries (China).

SHIPPING. Inter-island communication is almost entirely in the hands of the Royal Packet Navigation Co. which works under contract with the Government. Communications with Europe are maintained by the Royal Dutch mail liners, whilst there are furthermore steamers under Dutch flag plying between the Indies and Australia, the Philippine Islands, Japan, China, Singapore, Siam, Rangoon and India.

To the three last mentioned countries sailings are not frequent, but there are also sailings under foreign flag. British, Japanese and American shipping is well represented in Dutch East Indian waters, especially for freight service. The most important harbours are Tandjong Priok (for West Java), Semarang, (for Mid Java) and Sourabaya (for East Java), Macassar in Celebes, Belawan Deli and Padang in Sumatra and Pontianak and Bandjermasin in Borneo. A very important oil harbour is Balikpapan in Borneo (Royal Dutch Shell).

Native shipping is only of local importance and the Chinese shipping from the China coast with proas and tonkangs is almost a thing of the past.

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Inland shipping is only of importance in the Outer Possessions, as the rivers in Java have too short a course to be of much use for navigation purposes. In Borneo however there is an important proa traffic on the Baritu river and the same applies to the Moesi in Sumatra (Palembang).

Light houses and buoys have been built throughout the Archipelago, and everything has been and is being done to protect shipping against the dangers of the sea.

PORTS. The installation and equipment of the chief ports have kept pace with the development of shipping. At present the principal large ports meet all requirements of the present day shipping traffic.

The ports in Java are well connected with the commercial, producing and consuming centres in the interior by a system of railways, canals and roads.

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COMMERCE.

Nearly all factors have contributed to make the Netherlands Indies an international centre of common interests. Agriculture, the outstanding feature of this country, has brought about a lively export trade in all kinds of agricultural products, while it is owing to this very circumstance that all industrial necessities have to be imported into the country.

In addition to the growing of agricultural products for the world market, the mining industry, especially the winning of petroleum products and tin, is a factor of importance in the export trade of the Netherlands Indies.

In the course of years an important and lively commercial intercourse has resulted in the establishment of a number of export and import firms, a significant exchange and credit system and a shipping traffic of no small importance. The large capital required for the development and exploitation of the Neth. Indies was only partly available in the country itself, so that it proved necessary to supply what was wanting from abroad.

THE OPEN DOOR. It has always been customary for the Government to follow the so-called "open door" policy which means that the Neth. Indies have always made it a habit to welcome all nations which sought a field in which to display their business activity, without putting any impediments in the way of non-Dutch firms or non-Dutch capital.

For this reason the Neth. Indies have grown to be the international centre *par excellence*, in which the interests of many nations meet in common and this all-round development is displayed in nearly all branches of industry and commerce.

The most important exports are : rubber, sugar, petroleum products, tobacco, copra, tea and tin (about 90 % of the total exports) but in addition, tapioca, pepper, kapoc, nutmegs and other spices likewise occupy a more or less important position in the export trade of this country. Furthermore the so-called forest products (timber, rattans, gums, oil-containing seeds etc) are all fairly important articles of export. Finally products shipped to foreign ports of lesser significance are shells, birdskins, maize, rice, gold and silver either coin or bullion, tanning materials, cocoa, essential oils, vanilla etc.

As to imports, these may be divided into three different groups, viz. (1) textiles, (2) foodstuffs and other articles for consumption and (3) requisites for estates and public works. Other categories of imported goods are only of minor importance. Since olden times already, textiles occupy the most prominent position among the articles imported into this country and the Neth. Indies have always been an attractive outlet for the textile-industry in different countries. Thus this industry has largely contributed towards imprinting an international stamp on the trade of this Archipelago. In this connection the steady increase of imports from Japan deserve special attention.

WHOLESALE TRADE. With a few exceptions, the head offices of large commercial concerns and banking institutions are established in Europe and in the U. S. A.; as a rule these are limited companies. Nearly all are import as well as export houses. A small number have limited themselves chiefly to the export trade, i.e. general export. Among these there are firms which have specialised in certain products such as sugar, tea etc.

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In the course of time, but especially during the last few years, a remarkable change occurred in the nature of the export trade, although the principle of sending products on consignment to Amsterdam, where they are sold on auction, was maintained in the main. Gradually however matters changed as markets were established here from which i.a. North-American and Australian buyers could issue their orders. Likewise the Neth. Indian Government kept abreast with changed conditions and stipulated that Government products such as rubber and tin should no longer be sold through intermediary of the „Nederlandsche Handel Maatschappij” (Netherlands Trading Society) in Amsterdam but should be offered for sale in Neth. Indian markets.

Owing to these circumstances the Neth. Indies have little by little become a market for staple products which occupies an independent position in the world's commerce. Thus quotations from all parts of the world are received daily, while the bulk of transactions are concluded here. In this connection it is worthy of mention that sugar producers in Java have their own organisation for selling their product.

The link between import and export trade is formed in the Neth. Indies by firms who do business in articles of import as well as in products for export. These firms provide Chinese dealers in the interior with goods on credit while in return they receive the native products to be exported.

Generally, importing firms specialise in a certain article, i.e. there are those who deal exclusively in textiles and others again in hardware, technical articles or haberdashery etc. Collection Dirk Teeuwen, Holland

INTERMEDIATE TRADE. As already mentioned, wholesale trade is almost entirely restricted to the European section of the population although in latter years Chinese and Japanese have displayed distinct efforts to come to the fore in this line of business. On the other hand the intermediate trade is mainly in hands of the Chinese. They form the link between the European wholesale trade on one side and the native population on the other. Arabs too, act as intermediate traders but to a lesser degree. This is especially the case in the battik trade. In coastal towns trade is chiefly carried on by the Chinese with Singapore and Hong Kong, trade with British India is of minor importance.

In the Neth. Indies, Chinese are intermediate traders *par excellence* as they have learned wholly to adapt themselves to the peculiar needs of the native population as for instance in the piece goods trade. Chinese are frequently encountered in the interior where they trade as pedlars, shopkeepers etc. but in the main coastal towns chiefly as owners of stores of more or less importance. Not only do they have a share in the distribution of imported articles but they collect products for export in the interior as well, either for their own account or for account of third persons. To this end they either make advances on crops in the field or accept products from the natives in exchange for their imported goods.

RETAIL TRADE. The retail trade, as it is carried on in the native „passars” (markets) is almost entirely in hands of the native population. Practically speaking native wholesale trade does not exist in the Neth. Indies, at the very most there is an incidental intermediate trade. A very large portion of the population is still chiefly occupied in exchange trade, however a change is noticeable. In Java, native retail trade is chiefly restricted to the local markets where it supplies the population in their daily needs. In some parts of the Outer Islands conditions are slightly different owing to the fact that certain products are cultivated and sold in large quantities by the natives themselves.

COMMERCIAL ORGANISATION. The different groups of wholesale, retail and commission businesses have organized themselves in different associations with a view to protecting their common interests.

In the first place we should mention the Trading Associations which represent the interests of the wholesale trade. These are established in Batavia, Samarang, Sourabaya, Bandung, Macassar, Medan, Padang, Manado, Palembang and a few more commercial centres of minor importance. Besides these purely private organisations which include importers, brokers and shopkeepers associations there are also official Chambers of Commerce and Industry which are intended as a link between private commerce and Government.

The Government organisation whose task it is to advise private trade in the interest of the community is the Division of Commerce of the Department of Agriculture, Industry and Commerce, established at

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Buitenzorg. On request this Division supplies any one interested, with all desired information regarding the commerce of the Neth. Indies while it also acts as an intermediary in establishing new commercial connections. This Division likewise issues various publications in English, French and other languages.

IMPORT AND EXPORT DUTIES. Duties levied on imports and exports in the Neth. Indies are of a purely fiscal nature. As far as import duties are concerned these are rated at resp. 6-10% and 12% of the value according to the classification of the goods concerned.

Temporary export duties on field products are dependent on the selling prices which are periodically estimated and published at the beginning of every quarter of the year.

Petroleum and petroleum products are dutiable while excise duties are levied on alcoholic beverages, kerosene, volatile petroleum compounds and matches.

BANKING AND CREDIT SYSTEM. The Java Bank is the central credit institution of the Netherlands Indies. This institution's paid up capital amounts to Glds. 9,000,000.—Banknotes issued by the Java Bank are legal tender throughout the country. Furthermore the bank acts as a mediator to the Government in the distribution of standard coin, small currency and notes. The Head Office is established in Batavia with agencies in the larger towns of the Archipelago. In addition to the Java Bank, there are still several other Dutch and foreign banks. Generally these Dutch banking institutions are agricultural banks, which means that they either own estates or are largely interested in estates or again they have business relations with them, based on so-called consignment contracts. Besides agricultural business, these banks carry on the usual banking business, while agencies are spread all over the Netherlands Indies.

The Dutch banks established in N. I. are: the Netherlands Trading Society, The Netherland Indian Commercial Bank, the Neth. Indian Discount Bank and the Colonial Bank. Foreign banking institutions having branch offices in the Neth. Indies are the Chartered Bank of India, Australia and China; the Hong Kong and Shanghai Banking Corporation; the National City Bank of New-York; the Yokohama Specie Bank Ltd., and the Bank of Taiwan, besides some Chinese banks.

In addition to the above-mentioned institutions, several Savings-banks are established in the D. E. Indies. Of these the Postal Savings-Bank, having its Head Office in Weltevreden (Batavia), ranks foremost. The activities are carried out by the post offices and in some provinces by the Government pawnshops as well.

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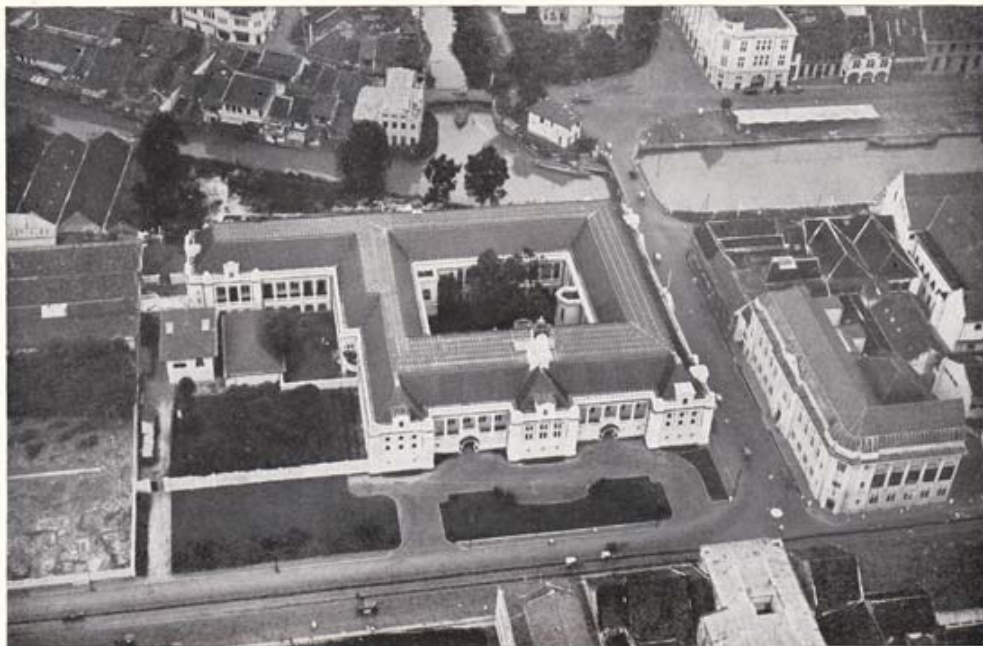


THE PALACE OF H.E. THE GOVERNOR GENERAL AT BUITENZORG.



THE KRATON (PALACE) OF H.H. THE SUSUHUNAN OF SOLO.

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HEAD OFFICE OF THE JAVA BANK BATAVIA
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THE BUSINESS QUARTER OF SOURABAYA SHOWING THE RED BRIDGE AND SEVERAL WELL KNOWN BUILDINGS.

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End