

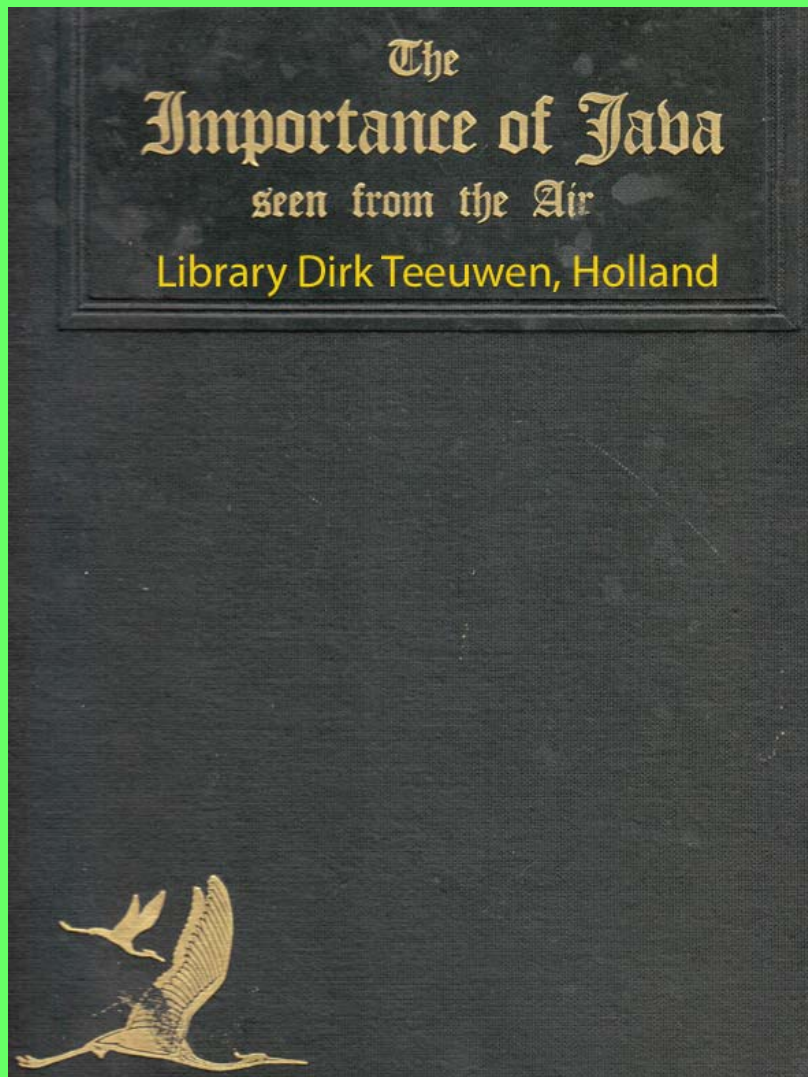
# Illustrated economic–social history of Java, Dirk Teeuwen MSc

## The importance of Java 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: administration, geography, flora and fauna, religion, inhabitants)
2. The Dutch east-Indies – Indonesia (Pages 14 – 25: economic-social information)

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



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# J A V A

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**GEOGRAPHICAL.** Although from an economical and political point of view Java is by far the most important island of the Archipelago, as to size it is the smallest of the Greater Sunda Isles. It has an area of 50,745 sq. miles, which is about  $4\frac{1}{2}$  times the size of Holland, a length of 1,065 Km. and from North to South a width of 130 Km. measured along the axis. It is traversed by a range of volcanoes which forms part of the mountain ridge which extends from Burma in the North down to the Moluccas in the South. The total number of volcanoes in Java exceeds one hundred, but not all of them are active. In West Java the most important mountains are the Salak and Gedeh near Buitenzorg, the Tangkuban Prahú, the Papandajan, and the Tjikuraj near Bandoeng and Garoet, in Mid Java the Merapi and Merbabu near Sourakarta, and in East Java the Ardjuno, the Smeru and the Bromo. A plain extends along the north coast of the island, whilst in most places the south coast is steep, the ports all being situated on the northcoast, i.e.: Batavia (Tandjong Priok), Cheribon, Pekalongan, Tegal, Samarang, Rembang, Sourabaya, Pasuruan, Probolinggo, Besuki, Panarukan. The only port worth mentioning on the South coast is Tjilatjap. The rivers of Java are very important in connection with the proper irrigation of the land for the rice and other cultivations, but not so with regard to shipping, as their course is short and the presence of many rapids makes them unnavigable except for the smaller native craft. The largest river is the Solo river in Mid Java which is 540 Km. long. It flows into the sea near Grissee to the East of Sourabaya. The next largest river is the Brantas, which flows into the sea at Sourabaya.

**FAUNA AND FLORA.** The most common wild animals in Java are black and spotted panthers, bantengs, small species of deer, wild boars and tigers. Of the domestic animals we mention the caraboes, cows and goats. Snakes and crocodiles are also abundant but only in the interior away from the large towns. It might be mentioned here also that it was in Java that Professor Dubois found the fossil remains from which he reconstructed the so-called Pithecanthropus, the anthropoid ape most closely resembling man, usually referred to as the missing link.

The flora of Java is typically tropical and very much resembles that of Ceylon except in the mountain regions where a sub-tropical vegetation is met with. The family of palms is extremely well represented, and many of them supply material for building and other purposes. There is a peculiar and very attractive tree which greatly resembles the European fir tree, the "tjemara," which is usually planted in European cemeteries, whilst another remarkable tree which one meets with in Mohammedan cemeteries is the "Sembodja" or death tree.

**INHABITANTS.** The native inhabitants of Java are of the Malay stock, and are nowadays often referred to as belonging to the group known as Indonesians. They may roughly be divided into Sundanese in West Java, Javanese in Mid Java and East Java and Madurese in East Java and the island of Madura. Along the coast there is a sprinkling of pure Malays, closely related to the Malays of West and East Sumatra and the Malayan Peninsula. The total native population is estimated at 40 million. It should be understood however that from olden times down to the present there has been a continual influx of foreign blood and intermarrying between Hindu, Chinese and other settlers with the autochthonous population. This is still going on at the present time especially as regards the Chinese.

As to foreign inhabitants they include two groups: the Europeans, Americans and Japanese and the foreign Orientals, by which is meant Arabs, Chinese, British Indians, etc. Of the latter the Chinese are the most numerous, and exceed half a million. Next come the Arabs with some 300,000.

Of the white population, numbering some one hundred and fifty thousand the Dutch dominate in numbers, but Germans, Britishers, Danes and Swiss are also well represented. Next come the Japanese and Americans. The French, Italian and other Southern European nationalities are numerically very poorly represented.

**THE HISTORY** of Java and the Malay Archipelago in general is, previous to the advent of the Europeans, rather vague. Powerful Hindu-Javanese empires have existed in Java, the most important of which

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was that of Modjopait. During the Modjopait era Javanese settlements were also founded on many of the other islands of the Archipelago and on the coasts of Indo-China and Malaya.

The Hindu era was followed by the Mohammedan era, the Mohammedans coming as preachers and merchants from Arabia and not as conquerors. It was only towards the latter part of this era that collisions occurred between the surviving Hindu states and the new Mohammedan states whose rulers had been converted to the new faith, and whose people soon followed suit. Although some temples and other buildings were destroyed by the new converts it was the peaceful penetration of a new faith.

In 1511, when the conversion of Java to the Islam had been completed, the Portugese came to Malacca for the first time and from there they conducted the spice trade with the Moluccas.

As a result of the rebellion of the Netherlands against Spanish rule Philip closed all Spanish and Portugese ports to Dutch traders. This caused the Dutch to set out and find the route to the Orient themselves. Houtman with four vessels was the first of the Dutch seafarers to reach the Archipelago in 1596. The English under Drake and Middleton had however been there before him in 1579 and had established connections in the Moluccas.

In 1602 the Dutch East Indian Company was founded which monopolised the trade of the Archipelago with, in the long run, disastrous results to the country. J. P. Coen, one of the first Governors General of the Company, founded Batavia in 1618 and this town soon became the centre of Dutch trade in the Orient instead of Bantam where the first "factory" had been established. At first a purely commercial body the Company gradually obtained political powers and negotiated with the Javanese princes on the foot of a sovereign. It absorbed during the course of years the political authority over the whole of Java except for the so-called principalities where its influence was only indirect. The princes of the Empire of Mataram, the Mohammedan empire which still existed when the Dutch arrived in Java, however became wholly dependent on the Company.

The English had established themselves in Sumatra after being ousted from the Moluccas where Drake had laid the foundations of British trade. There were continual bickerings between the Dutch and the English in the Malayan waters which did not end until the 19th. century.

In 1811 the Dutch lost Java as a result of Napoleon's domination in Holland. An expedition under Lords Minto and Raffles sailed from India and established British rule on the island. Raffles became Governor General and was the first to introduce enlightened rule to the colony.

The Dutch East Indian Company had in the meantime been liquidated and when on the downfall of Napoleon the colonies were returned to Holland they became a national possession. The English settlements in Sumatra were exchanged for Malacca which had been Dutch territory.

In the 19th. Century the Java War was fought and several expeditions were sent to the other islands of the Archipelago such as Sumatra (Acheen), Lombok and Bali. It was under Governor General van Heutsz that direct Dutch rule was established in many parts of the Archipelago where up till that time the Dutch rule had only been nominal.

Towards the end of the 19th. Century a start was made with the introduction of practical political reforms, the tendency being to allow a larger measure of independence to the colonies and the participation of intellectual natives in the conduct of affairs. At the present the colonies are in a state of transition, which may still last for many years but everything points to a course which has already been outlined in British India.

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**RELIGION.** Except for a few remains of Hinduism in two secluded spots, one in West and the other in East Java, the native population as a whole professes the Mohammedan faith. However in their civilisation there are many features which point to the Hindu influence of the past and even to the crude beliefs of the pre-Hindu time. As compared with the total number of inhabitants the few hundred thousand converts to Christianity may be disregarded. The Islam was introduced into Java in the 13th century and some two centuries later it had completely been introduced throughout the island. The influence of the priests on matters

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HERTOGS-PARK, WELTEVREDEN, WHERE THE BUILDINGS OF THE "VOLKSRAAD" AND THE COUNCIL OF THE INDIES ARE SITUATED.



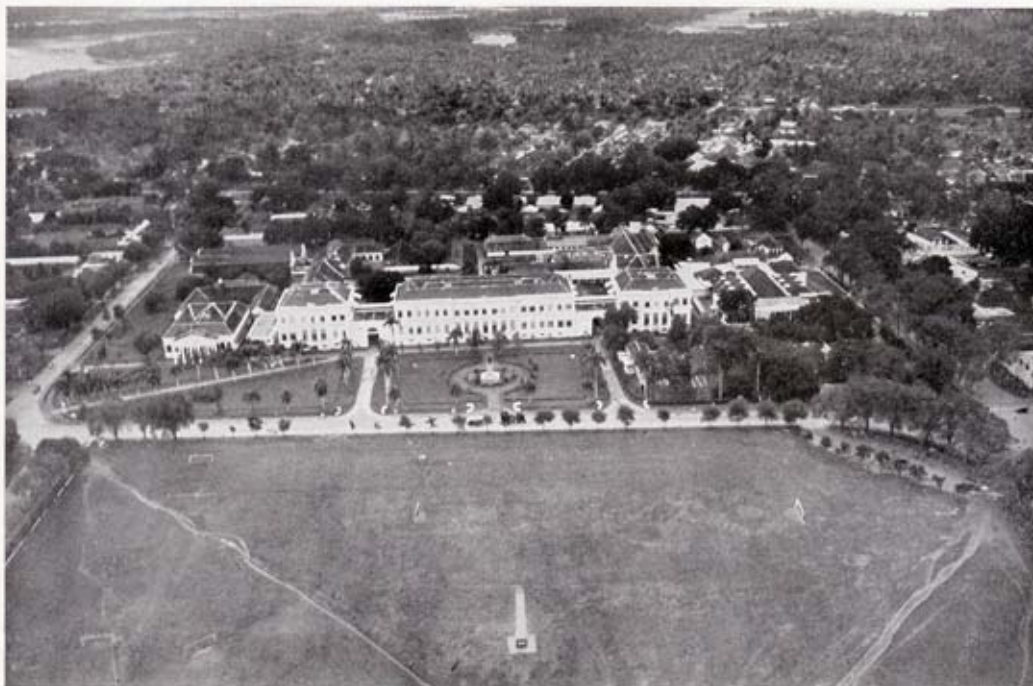
NEW ANITA-BOULEVARD AND DARMO HOSPITAL AT SOURABAYA.

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THE ROMAN CATHOLIC CATHEDRAL AND WATERLOO SQUARE, WELTEVREDEN.



DEPARTMENT OF FINANCE AND HIGH COURT OF JUSTICE, WATERLOO SQUARE, WELTEVREDEN.

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of state as well as mind has always been considerable and is so still, and the number of pilgrims to Mecca exceed annually a figure of thirty thousand.

Since the beginning of the 19th century the Dutch government introduced perfect freedom of religion, and since that time the former quarrels between Protestants and Catholics have subsided or at least been led into more peaceful channels

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**ADMINISTRATION.** Up till the present Java has been divided into residencies, each controlled by a resident, with various subordinate officers under him. Supporting the Dutch officials are the native ones, the highest being the regents, who belong to the former feudal families who were subordinate only to their Sultans or Susuhunans. At present a new division has been inaugurated dividing Java into three provinces, each controlled by a Governor. The group of Europeans and their legal equals was formerly under the direct control of the European civil service, but since the introduction of the municipal councils in most of the larger towns of the island many of the functions of the former have been passed to the latter, and the same applies to the native population in the large towns. In the villages however the natives are largely controlled by their own chiefs the Dutch civil service only supervising the native government.

The central administration rests with the Governor-General and the departments viz: the Civil Service, the Department of Public Works, of Justice, of Education and Public Worship, of Commerce, Industry and Agriculture, the Department of War, the Naval Department, and the Department of Government Industries.

**LAW.** The classification of the population of Netherlands India into Europeans, Natives and Foreign Orientals has a very marked influence on the legal system of the Islands.

The statutes which regulate the administration of the country (Regeeringsregelement) so far as Europeans are concerned, provide that their rights must be similar to those which they would enjoy in Holland, except in so far as the particular conditions of the country, or the desirability of enforcing a law at the same time for another section of the population, may necessitate a variation.

Consequently the civil, commercial, and criminal codes for Europeans are almost the same as those in the Netherlands.

For natives and Orientals the same criminal code is in force as for Europeans while the civil code is based on the principle that, so far as their social standing permits, they are subject to the same law as Europeans, their „adat” or native law being respected as much as possible.

Generally speaking, Chinese and other Foreign Orientals in most of the provinces are subject to the European property law, but their family laws are still ruled by their „adat”

The natives are almost entirely ruled according to their „adat”.

**COURTS.** Europeans are brought to trial before one of the Courts of Justice, of which there are three in Java, two in Sumatra, and one in Celebes.

Appeal can be made to the High Court of Justice (Hooggerichtshof) of the Netherlands East Indies, which is also a Court of Cassation, with its seat at Batavia.

Minor civil cases are handled by the Residential Court (Residentiegerecht), which is presided over by the local president of the „Landraad”. The Court for the native population and Foreign Orientals in Java is the „Landraad”.

To each „Landraad” is attached an advisor of the same nationality or religion as the accused, who gives information regarding the adat (native law). Appeals against decisions of the „Landraad” are made to the Courts of Justice (Raad van Justitie). Minor offences for all groups of the population are dealt with by the „Landgerechten” in Java, and recently also in the East Coast of Sumatra and Macassar. There is no appeal in cases of minor offences, but all sentences passed must be registered and are open to inspection by the High Court at any time. In Java and Madura the Regency or District Court consisting of the Regent or Chief of the District, tries minor legal cases and native legal offences, the „Landraad” being the Court of appeal. Generally speaking, legal procedure for the Europeans is much the same as in Holland, while for natives it is simpler and less expensive.

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EDUCATION. It was towards the end of the 19th century, when the duties of a colonial government towards the autochthonous population became generally recognised, that the foundation of an educational system was commenced, and an effort was made to make up for the deficiency in this regard in the past. The organization of an educational system which embraces the mass of the population is however, still far from completed, which need not be a matter for surprise considering that in the Netherlands Indies we have a forty million population ruled over by a small country like Holland, with a population of a little over 7 millions. With occasional set backs the organization is progressing however at a fair rate, and nothing can now prevent the gradual intellectual development of the masses. Below is a description of the present organization. The system can be divided into four main groups of schools: 1st. General primary education, 2nd. more advanced primary education, 3rd. college and preparatory university education, and 4th. university education.

The first group can again be divided into schools with Dutch as the medium of instruction, and those with a native language as a medium. The former include European primary schools, Dutch-Native primary schools, Dutch-Chinese ditto, and special courses like those conducted by the National Dutch League. (Algemeen Nederlandsch Verbond).

The latter group includes village schools, native 2nd. class and special native schools, special schools for Chinese, Arabs, Klings, etc., and Mohammedan religious schools. The more advanced primary schools include ordinary and special so-called Mulo schools, which may best be compared to the American high schools. The third group embraces the High Schools, best to be compared to American colleges, at least as far as the curriculum is concerned, and preparatory schools to the universities. Finally the last group consists of the Technical University, the Law College and the Medical College.

Alongside of these schools for general education there are a number of schools where certain professions are taught, like the courses for native teachers, for medical attendants and nurses in general, industrial and commercial schools, military courses as well as courses for non-commissioned positions in the Navy and agricultural courses. With all these schools a distinction is made between those where Dutch is used as the medium for instruction, and those where a native language is used for that purpose.

The bulk of these schools is run by the Government, but they are supplemented to no mean extent by schools under the management of religious and other private institutions. To encourage such schools the Government subsidizes all those which come up to certain standards. The control of all educational institutions however, remains with the Government through the Department of Education.

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POSTAL, TELEGRAPH, AND TELEPHONE SERVICES. The postal service was inaugurated in 1862, and originated as a government monopoly. In 1877 the Netherlands East Indies joined the Universal Postal Union and from that date the service has been steadily extended, including postal money collections since 1881, foreign and domestic money orders since 1892, and parcel post service since 1893.

Special postal conventions were entered into with Great Britain in 1905, with the Straits Settlements in 1911, with the Australian Commonwealth in 1912, and with China in 1919, all of which tended to facilitate the despatch of special mails.

Internally the mail service is regulated partly on the city delivery system and partly on the rural delivery system. Places not situated on seaboard, or on railways or tramways, are served by automobiles, post-carts, pack-horses, mail-carriers, on foot, etc. Even the smallest places, away up in the mountains, are included in and served by this system.

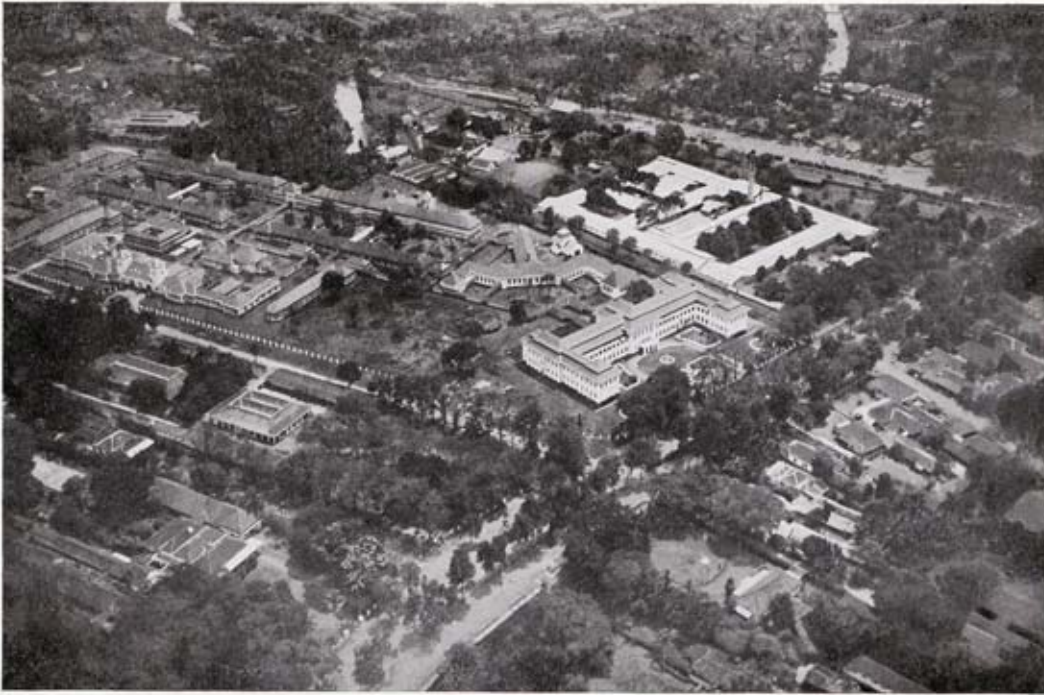
Five times every two weeks the foreign mails are dispatched, or about once every three days.

In 1926 the post-offices in Insulinde handled 3,172,000 letters for foreign countries, besides 342,000 post cards, 612,000 pieces of printed matter and 111,000 samples, all outgoing mail. In the same year the service handled, as incoming mail from abroad, 4,546,000 letters, 468,000 post cards, 7,029,000 pieces of printed matter and 136,000 samples, besides money orders, etc.

The domestic mail service carried during the same year 21,193,000 paid letters, 7,873,000 post cards, 9,546,000 official letters 17,589,000 newspapers, and 9,300,000 samples. In addition it handled 1,670,000

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MEDICAL UNIVERSITY. WELTEVREDEN.



POST OFFICE AT BANDOENG.

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EDAM ISLAND IN THE BAY OF BATAVIA, WITH LIGHTHOUSE.



VIEW OF THE HARBOUR OF CHERIBON.

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official letters and 2,073,000 general pieces of registered mail, 1,785,000 postal money orders to the value of 73,857,000 Glds., and 195,000 samples.

Except for the higher executive positions the vast majority of the employees engaged in this service are natives. The first telegraph line completed in Java was a short line between Batavia and Buitenzorg in 1858. Since that time lines have been extended in every direction, while cables unite the principal islands.

In 1926 there were about ten thousand kilometres of telegraph lines and about twelve thousand kilometres of submarine cable in service. There has been a cable connection between Java and Singapore since 1870, one between Java and Australia since 1872, between Penang and Medan since 1891, and between Batavia and Cocos Island since 1908. There has also been a cable from Menado via Yap, to Shanghai and Guam, and from there to San Francisco since 1904. There has been one between Pontianak, Borneo, and Saigon since 1916. Besides several minor radio stations, one was erected near Bandung, (the well known Malabar station) in 1919, for direct wireless communications with the Netherlands. This connection has since been effected, and experiments in wireless telephony with Europe have also been successful, so that at present it is possible to talk with Holland by wireless telephony for 3 minutes at the rate of Glds. 30.— In 1912 the Netherlands East Indies joined the International Radio-Telegraph Convention of London. Elaborate plans to facilitate broadcasting are under consideration and will soon be carried out.

In the year 1926, 11,501,000 private domestic telegrams were handled, besides 1,334,000 government messages, while incoming and outgoing telegrams to the number of 27,380,000, were received or sent.

In 1883 a beginning was made with the construction of telephone lines by private companies, but it soon became apparent that the main trunk lines could be successfully operated only by the government. Since 1901 the main lines have been so operated, and this service is also being continuously extended.

The telephone lines extend in every direction.

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**HARBOURS, ROADSTEADS, AND SHIPPING.** The care of the harbours and roadsteads and of foreign and domestic shipping, has had the full attention of the government for many years, but especially in late years problems of great magnitude have presented themselves.

In former centuries it was not difficult to take care of the inter-island and foreign shipments. Some places like Tjilatjap, Java, had natural harbours, but as shipping was carried on in very small vessels, of light draught (judging by modern standards), the mouths of rivers and creeks could be used everywhere. When shippers began to use larger vessels, it was still possible to use sheltered stretches of water near the river mouths. These stretches were sheltered by small islands, coral reefs, and the like, and a lighterage system was maintained from the ships to the shore. While this is still done in some places, foreign commerce has developed to such an extent that new means had to be devised.

The combined coastline of these islands is, of course, enormous; a lover of statistics has figured that it exceeds in length the circumference of the earth.

In 1926 there arrived at the various harbors and roadsteads a total of 102,323 ships. This includes large and small steamers, sailing vessels, and lighters, with a net capacity of 62,171,000 cubic meters.

The largest harbours in Java are Tandjong-Priok (Batavia) and Surabaya. The harbour of Tandjong-Priok (Batavia) is a system of harbour basins constructed since 1877. In various years thereafter it was improved and added to. The harbour is connected by a canal, suitable for small vessels, with Batavia proper at a distance of about six miles. In 1917 the second inner harbour was completed, and a third inner harbour has followed. This last admits ships drawing thirty-six feet of water. The harbour of Tandjong-Priok is well worth visiting and studying. Fine railroad accommodations are immediately adjoining, and model quarters for native labourers and dockworkers have likewise been constructed.

Besides a proa harbour, Surabaya, which is the principal shipping point for East Java, is provided with an excellent and safe roadstead. Since 1910 very important works, such as a broad breakwater, warehouses, etc., have been constructed. The outer quay, from the north pier, called the Rotterdam Quay, is three thousand six hundred feet long, with a water depth of forty-four feet, while the inner quay, called the Amsterdam Quay, is two thousand-four hundred feet long, and admits ships with a draft of twenty-five feet.

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Convenient railroad-tracks have been constructed, and a magnificent harbour, with all modern facilities, has been created here.

Among the other large harbours in Java may be mentioned that of Samarang, with its magnificent lighterage harbours, docks, warehouses, and roadsteads. Through this a large commerce flows, mostly derived from Central Java and the principalities of Djokjakarta and Surakarta.

Shipping has also the attention and encouragement of the Home and Colonial Governments, although it is almost entirely in private hands. The „Nederland” Steamship Company, the Rotterdam-Lloyd, the Ocean, the Java-China-Japan line, and the Royal Dutch Packet Company are the principal steamship companies doing foreign and inter-island shipping. In 1926 there arrived under the Netherlands flag 4,551 steamers; under foreign flags 15,895. Next to the Netherlands shipping interests the British are the most important. While in 1911 only 15 ships under the Japanese flag arrived in the Netherlands Indies, this number had increased to 144 in 1926.

Ocean traffic with the United States has likewise increased enormously, and is participated in by the Robert Dollar Company, of San Francisco, the Roosevelt Line, the Kerr Line, and the Prince Line.

Netherlands steamship companies are now maintaining two direct routes to the United States, one called the Java-Pacific Line, the ships of which are plying between the Colonies and San Francisco and other Pacific ports; and the other, known as Java-New York Line, which goes by way of the Suez Canal, from Batavia to New York. The Royal Packet Company, besides maintaining a direct service to Australian ports sends its ships to China, Siam and Saigon and between all inter-island points. It has a contract for carrying the inter-island mail, and over one hundred and thirty steamers fly its house flag. A Regular service is also maintained by the Java-Bengal Line, to India.

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**THE DEVELOPMENT OF FOREIGN TRADE.** The government maintains a Division of Commerce, of the Department of Agriculture, Industries, and Commerce.

This Department, working along general lines, occupies itself principally with the gathering of data and statistics, the furnishing of information, etc.

The government has likewise founded chambers of commerce, seven in Java and five in the outlying possessions. It publishes a most interesting weekly, in which market reports, lists of importers and exporters, and other valuable information are given. Furthermore, it maintains a regular registration office for trade and factory marks, and gives foreign trademarks adequate protection when properly registered.

**MINING OPERATIONS.** There is a general mining service which includes many activities, such as geological surveying, prospecting, and research work, all of a mineralogical and metallurgical nature. The service publishes a *Year Book* containing valuable information.

Connected with the mining office at Batavia is a mineralogical and geological museum, open to all interested parties. Private mining companies are encouraged by the grant of mining concessions on reasonable terms.

**WATER-POWER AND ELECTRICITY.** The government's activities in this branch of the service are controlled by the Department of Water-Power and Electricity. This bureau was instituted in 1917. Originally the problems involved were studied for the purpose of the possible electrification of the State Railways but since that time the scope of the service has been greatly enlarged, and the whole problem has been taken in hand, including concessions for hydraulic power, the supervision of water-power works, etc.

The great hydraulic energy of the Netherlands Indies still lies dormant, for the most part, in the different islands. It is the duty of the central office established at Bandung to develop this dormant power in the interest of the state and of private industry. This office has three divisions: the Division of Electricity, the Division of Building and the Division of Hydrotechnical Power.

Two great completed water-works have already been put in operation, while the work of locating the great sources of water-power in the outlying possessions has the active attention of the organisation.

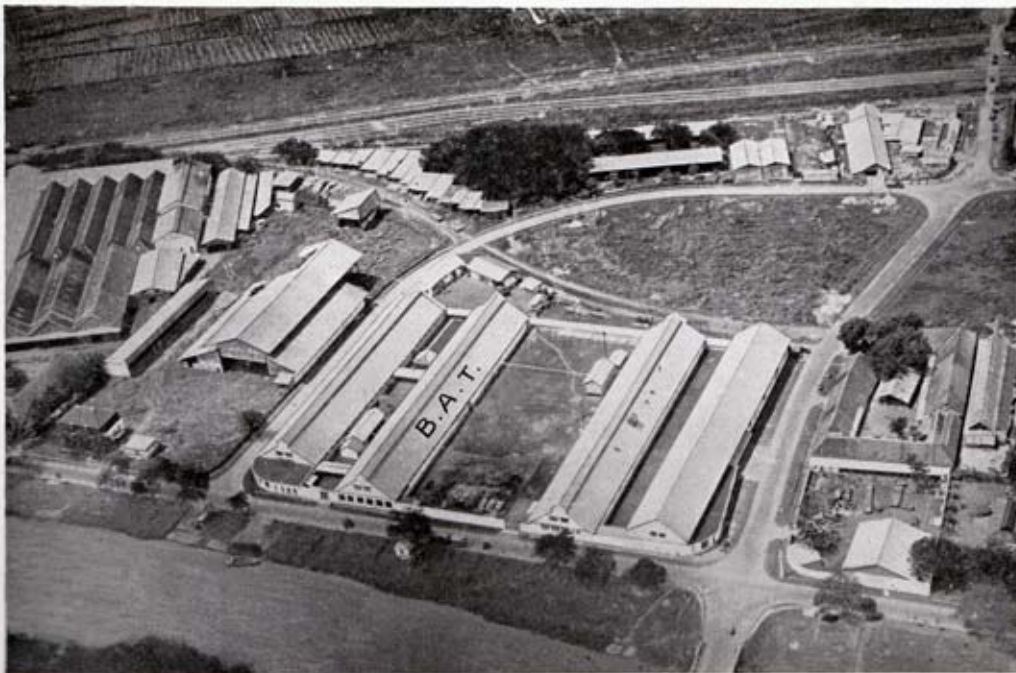
The work done by this bureau is highly scientific and technical as well as practical, and this department promises to develop into one of the most important of the government's activities. The work is done so effectively that there is very little occasion for "water litigation," which has been so vexing to the owners and promoters

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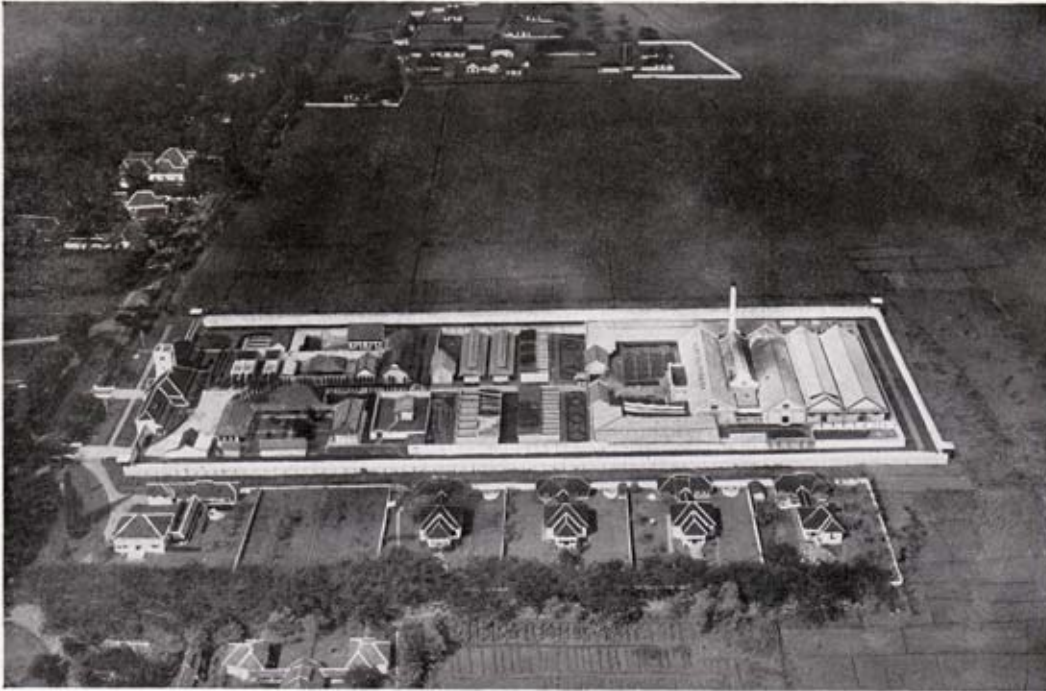


EXTENSIVE MOTOR CAR ASSEMBLY PLANT OF GENERAL MOTORS JAVA, TANDJONG PRIOK.



THE CIGARETTE FACTORY OF THE BRITISH AMERICAN TOBACCO CO. NGAGEL, SOURABAYA.

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PRISON AND TEXTILE FACTORY AT CHERIBON.



THE WELL KNOWN PASTEUR INSTITUTE, BANDOENG.

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of hydraulic projects in many countries. The ancient rights of the natives to water for their rice lands are scrupulously respected.

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According to a very rough estimate which does not include the smaller islands, and the as yet little known Dutch New Guinea, the minimum capacity of hydraulic power to be developed in the Archipelago is 5,500,000 horsepower.

The Netherlands East Indian government is very alert to ascertain the newest developments in scientific industrial fields. Its trained scientists are constantly visiting foreign countries for the purpose of studying foreign methods and comparing them with those applied in the colonies.

**THE POLICE SYSTEM.** The foregoing pages must have brought to the attention of the reader the great difficulty under which the government is laboring to properly police a country of such an extent and complexity.

The municipal police functions of course in the large cities. The higher police officials known as the police commissioners and deputy commissioners, are generally Dutch while the members of the department, detectives, and street police are both natives and whites.

The provincial police corps consists largely of natives, the heads being *wedanas*, with assistant *wedanas*, *mantris* police, detectives, post commanders, and general policemen. There is a special school for training and graduating police officers at Soekaboemi.

The armed police corps is a semi-military organization, always ready at the call of the civil authorities, and its main duty is to maintain peace, order and safety throughout the Archipelago. It is under a rigid military discipline, is commanded by retired army officers, and its activities cover a field lying between ordinary police duties and the duties of the military forces. It is, however, entirely under the civil branch of the government, and has been of immense value to protect the law-abiding population against raids or other irregularities by evil elements.

**HEALTH REGULATIONS.** The health regulations of the Netherlands Indies are under the supervision of the Public Health Service, and are divided into: (1) the general government medical and sanitary supervision; and (2) the care of the sick.

The first branch is under the direction of an inspector-in-chief, who in turn is assisted by health inspectors. A large staff of Dutch and native physicians assists the inspectors, whose first duty is to prevent the spreading of contagious diseases.

The first line of defence includes the harbour health authorities and quarantine stations. These quarantine regulations are not only directed against ships of foreign countries but also against those engaged in the inter-island traffic. The second line of defence is the interior health inspection. The service is entrusted with the combating of local epidemics, the improvement of sanitary conditions, etc.

Statistics of mortality are kept by the district physicians in charge, and as soon as the charts show an unusual rise in the mortality of a district or village, the cause is investigated.

At Bandoeng a general vaccine and serum institute is maintained, where various sera are prepared, including those against hydrophobia, typhus, snake bites, tetanus, dysentery, cholera, etc.

In years gone by smallpox was a scourge of these islands. Now the institute prepares and distributes a weekly supply of vaccine throughout the Archipelago which is sufficient to keep the whole population vaccinated at proper intervals. In 1918 nearly eight million natives were vaccinated, and this work is continued at the rate of over a million vaccinations annually. Special native vaccinators operate under the supervision of the Dutch and native physicians. In addition, a rigid pharmaceutical inspection is maintained under the direction of a graduate inspector. Europeans as well as natives fall under the rules of these different inspection services.

This institute has developed out of the original Pasteur institute.

The second branch of the service — care of the sick — is fostered by the establishment and maintenance of government hospitals and polyclinics.

In the smaller towns native hospitals are found, where indigent native patients are treated free of charge, while central municipal hospitals are maintained by the government in Batavia, Samarang, and Surabaya.

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They compare favorably with great modern medical institutions and at each a training school for native nurses is maintained. At Batavia the students of the Medical University find an opportunity for practical training as native physicians.

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**CIVIL VETERINARY SERVICE.** The health of live stock has the very careful consideration of the government. This service is under the direction of an inspector-in-chief, whose staff consists of four assistant inspectors, forty veterinary surgeons, twenty-four assistant veterinary surgeons, four native veterinary surgeons, two hundred and thirty-seven native inspectors, and one special instructor of shoeing.

The live stock, whose health is in the keeping of this service, consists of 4,000,000 head of cattle, stock animals and dairy cows 2,500,000 buffaloes, 300,000 horses, 3,000,000 goats, 2,500,000 sheep, and 1,000,000 hogs. Besides the actual care of the health of these animals, of which more than 90 per cent belong to the natives, it is the duty of the inspectors to improve the strain of the stock by the importation of thoroughbred stallions, bulls, cows, etc. This is done on a large scale; for instance, in 1914, five hundred thoroughbred cows were imported from Ongole (Madras). These soon gave two hundred young thoroughbred bulls for breeding, etc. Sandalwood stallions were likewise imported for the Preanger Regencies and for the island of Sumatra. The inspectors use quarantine measures wherever necessary, and the beneficial result of the activities of this service is observable throughout the archipelago.

**IRRIGATION.** Irrigation is considered of such importance that each resident has the immediate supervision and management of it in his residency. The technical part of the work is in charge of a special government department, the Irrigation service. It is the duty of the engineers of this department to divide the water so that each district will receive its fair share; the distribution within the district is left as far as possible to the farmers themselves.

In Java there are several distinct irrigation districts, and the water is so divided that native farmers have a sufficient supply to be used mostly for their rice crops, and the large agricultural industries of the Europeans are furnished with enough water for the sugar and tobacco crops. New irrigation works, such as reservoirs, dams, intakes, etc., are constantly being constructed. In 1919 twenty-four important irrigation works were under way, while plans were projected for several more. Since then many have been constructed. In Bali there are some works which were constructed solely by the natives, but generally speaking Dutch hydraulic engineering skill is the leading factor in the situation.

#### **THE OFFICIAL TOURIST BUREAU OF JAVA.**

*Founding.* Some 30 years ago Java was only known to a favoured few as a tourist resort. This changed when Miss Scidmore's account of her travels was published in 1897.

The vivid description — so well related in "Java, the Garden of the East" — of one of the most beautiful countries of the universe, induced a good many travellers to include Java in their itineraries and tourist traffic to Java increased, if only in moderate numbers.

The importance of inducing foreign tourists to visit a country, goes without saying. It is not only a source of income for the native population, but it also brings the consumer of its products into personal contact with the producing country itself, and in many cases lasting business connections are the result. At the same time it creates a better understanding between nations which have previously been comparative strangers.

This fact was not unobserved by Governor-General van Heutz who held the reins from 1904 till 1909 and some 18 years ago, through his initiative a meeting was called in Batavia with the object of considering the best steps to be taken in order to encourage tourist traffic to Java from abroad. This led to the founding of the Official Tourist Bureau.

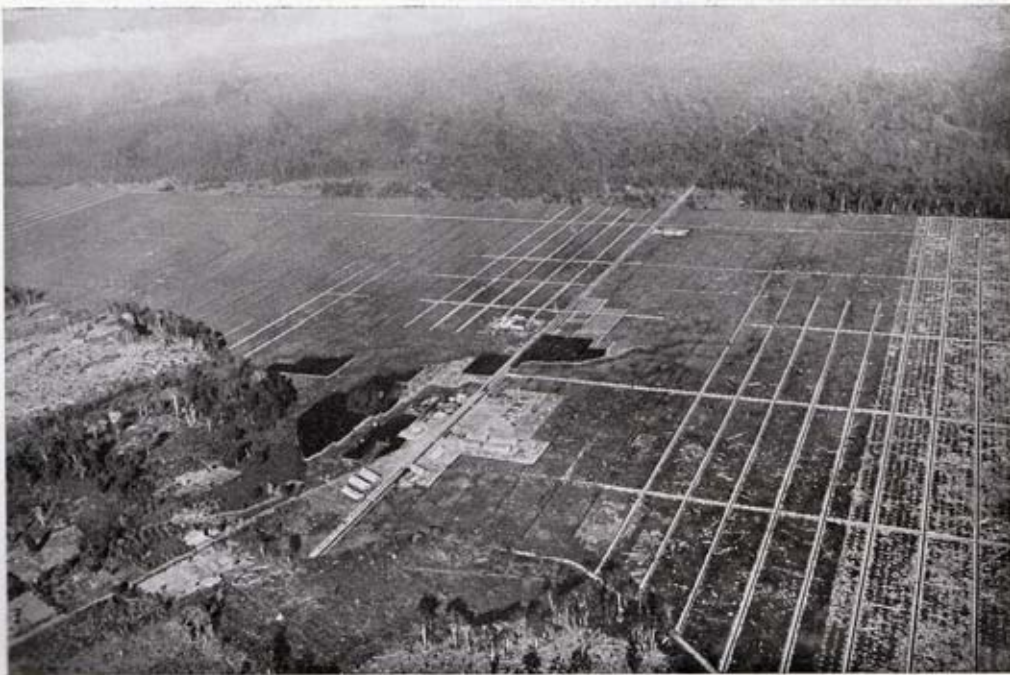
*Aim and objects.* Established for the promotion of tourist traffic it renders every possible service to the travelling public by the publishing of time tables, guide books etc. and the supplying of information as regards the best means of travel, points of interest and the preparing of detailed itineraries.

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IRRIGATION WORKS NEAR KRAWANG. THANKS TO IRRIGATION WORKS OF THIS KIND 90% OF THE RICE CONSUMED BY THE 39,000,000 INHABITANTS OF JAVA IS GROWN ON THE ISLAND

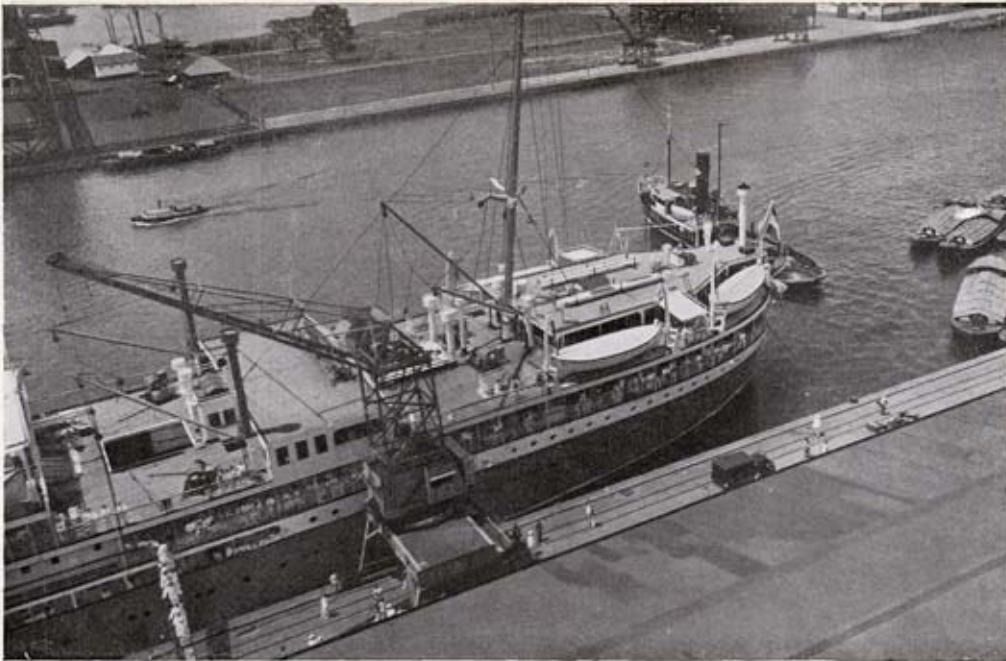


CLEARINGS AND YOUNG PLANTATION ON THE RUBBER ESTATE "KAWOENG"  
DIRECTORS TIEDEMAN AND VAN KERCHEM

45



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DEPARTURE OF A MAIL STEAMER FROM THE QUAY AT TANDJONG PRIOK



CORAL ISLAND AND QUARANTINE STATION IN THE BAY OF BATAVIA

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The attention of travellers is drawn to the fact that there is only one Official Tourist Bureau in Java which is situated at Weltevreden, 36 Noordwijk, and that it is the only non-profit institution existing, supported and under control of the Government and not working on a commission basis. It is the only one supplying tourists with impartial and up to date information and issuing guide books, maps, folders, plans of towns etc. at a nominal charge.

The Official Tourist Bureau has no other agents than those mentioned in the list hereunder and in their own interest tourists are earnestly invited to note the correct address.

*Head Office of the Official Tourist Bureau:*

Weltevreden—Java. Noordwijk 36. Telephone 443 Weltevreden, cable address "Touring" Weltevreden.

Office Hours From 8.30 a. m. to 1 p.m.; 5 to 7 p.m. Those desiring information when the Office is closed are requested to ring up Weltevreden 1795 or Menteng 986.

*Agencies.* The only agencies of the Official Tourist Bureau are as under:

Djokja, Central Java: Miss S. Gobee, Malioboro 6.

Sourabaya, East Java: The Passenger Agent of the K(oninklijke) P(aketvaart) Maatschappij), (Royal Packet Navigation Company), Office on the premises of said Company.

Singaradja, Bali: Official Tourist Bureau, Singaradja.

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Medan: The Passenger Agent of the K. P. M.

*Branch Offices:*

For the Continent of Europe: The Official Tourist Bureau of Holland, 102 Lange Voorhout the Hague, Holland. For the United Kingdom: D. H. Drakeford Esq. 60 Haymarket, London.

*Honorary Correspondents and Representatives*

For the United States and Canada: D. H. Vink. 444 Market Street San Francisco and R. H. Kaak 32 Broadway New York. For the Philippine Islands: Java China Japan Line. For Japan: The Agent, Java China Japan Line, Kobe and Osaka; Japan Tourist-Bureau, Station Buildings Tokyo. For Shanghai: Java China Japan Line. For Hongkong: The Agent, Java China Japan Line. For French Indo-China: Messrs. Diethelm & Co., Saigon. For Siam: Messrs. Diethelm & Co., Bangkok. For the Straits Settlements and the Federated Malay States: The Agent, Royal Packet Navigation Co., Penang and Singapore. For Burma: Messrs. Trading Co., late Hegt & Co., Rangoon. For India: The Agent of the "Java-Bengal Line" Calcutta. For Ceylon: Messrs. Aitken Spence & Co., Colombo. For Australia and New Zealand: The representative of the Royal Packet Navigation Company, 255 George street. and Major F. H. Wrigh, Consul for the Netherlands, 21 Queenstreet, Melbourne.

In addition pamphlets and information on the Netherlands East Indies can be obtained at the principal offices and the Oriental and Australasian offices of the following tourist Bureaux:

Messrs. Thos. Cook & Son Ltd.

The travel department of the American Express Co.

**CUSTOMS.** The customs house officers are generally very polite to the Tourist and never unnecessarily examine passengers luggage. Tobacco and liquors are taxed, whilst drugs containing opium are not allowed to be imported unless a satisfactory reason is given. Fire arms cannot be landed unless permission is granted by the authorities and therefore had better be left in custody at the harbour during the stay of the tourist. Cameras and motor cars which are to be re-exported may be imported after making a deposit of 12 pCt. ad valorem which deposit will be refunded when the camera or car is taken out of the country again. Tourists in possession of their own cameras are not as a rule forced to comply with this regulation.

**IMMIGRATION FORMALITIES.** Persons of foreign nationality who visit the Dutch East Indies must provide themselves with a permit for disembarkment and admission, the issue of which costs

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100 guilders (roughly £ 7. 6s. 8d.) This fee is refunded to persons who re-embark within six months. Dutch subjects obtain this permit free of charge. This admission permit entitles its legal holder to remain in the Dutch East Indies for two years, and cannot be extended for more than two consecutive periods of one year, four years in all. Those who wish to settle in the Archipelago must obtain a permit of settlement, before the expiration of their admission permit, from the Governor-General in Java or Madura, or from the head of any Provincial Government. The settlement permit can only be obtained after 10 years residence and is subject to a duty of 5 guilders (8s. 4d.) and becomes invalid after absence from the country for more than 18 months. These regulations as to admission and settlement are not enforced in the cases of (1) persons sent by the Home Government with their families to the East Indies; (2) consular officers and their families; (3) officers and crews of ships belonging to the navy of any Foreign Power; (4) officers and crews of any trading vessels; and (5) those who do not end their journey in Netherlands India.

**MISSIONARY WORK.** Both Protestant and Catholic missionaries have found a field for their activities in the Netherlands East Indies, but from a religious point of view the result of their labours has not been overwhelming. Especially is this so in Java, as practically the whole of the native population is Mohammedan, and it is a well-known fact that both in Mohammedan and Buddhist countries Christianity never makes many converts. Matters are different among the heathen tribes in some of the outlying districts, e.g. amongst the Bataks in Mid Sumatra, the Dyaks and Toradjas in Borneo and Celebes and the Menadonese and Ambonese in the Moluccas. The latter have already become Christians many centuries ago. Certain districts are closed to missionaries, like Acheen in North Sumatra, where it is considered that missionary work might incite the population to outbreaks of Mohammedan fanaticism.

Apart however, from the religious side of missionary work, the missions do admirable work in educating the people and in caring for the sick and needy. In this respect the Salvation Army must also be mentioned, which has established leper colonies, etc. Many schools are conducted both by Roman Catholic as well as Protestant missionaries and they supplement the government schools to a considerable extent.

All missionaries must obtain a permit from the government to be allowed to carry on their work.

**THE PRESS.** Although in the olden days the Government, especially during the period of the East India Company was hostile towards journalism in general, the press, European as well as native, has attained a high stage of development. Throughout the Archipelago scores of Dutch newspapers and periodicals are published, including a number of professional periodicals and political sheets, whilst native press organs, especially those in the Malay language, are also very numerous.

The most important newspapers published in the Dutch language in Java are: *het Nieuws van den Dag v. Ned.-Indie*, *het Bataviaasch Nieuwsblad*, *de Javabode* and *De Courant* at Batavia; *het Alg. Ind. Dagblad de Preangerbode* and *De Koerier* at Bandoeng, *de Locomotief* and *Het Algemeen Handelsblad* at Semarang, *het Soerabajasch Handelsblad*, *de Indische Courant* and *de Nieuwe Soerabaja Courant* at Sourabaya. Provincial papers are *Mataram* at Djocja, *Het Noorden* at Tegal, and *De Malanger* and *De Oosthoekbode* at Malang. Weekly papers are published at Batavia (*Sport in Beeld*, *d'Orient*, *Indische Leven*), and Sourabaya (*Indische Post*). These are of a general character, but in addition there are several professional and trade publications. The Press Agency "Aneta" supplies the daily press with Reuter and Aneta telegrams as well as wireless news from all over the world. The Reclame-bedrijf „Aneta" is a well known advertising agency.

**THE NETHERLANDS INDIAN ARMY.** In a book, the object of which is to draw attention to the importance of Java, especially economically, and also to give an idea of the possibilities of a powerful economical development, a chapter on the Netherlands Indian Army may certainly not be omitted.

For the execution of the task entrusted to Holland in connection with these colonies the maintenance of a powerful defence force is a first essential.

This fact has been fully recognised by the way in which the Supreme Command in Holland has recently laid down the objects of the forces in Netherlands India:

- a. To uphold the Netherlands' authority in the Archipelago in times of unrest or revolt within its borders; to preserve peace and order. Collection Dirk Teeuwen, Holland
- b. The fulfilment of its military obligations as member of the League of Nations towards other nations,

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ROMAN CATHOLIC CHURCH AND SURROUNDINGS, SOURABAYA.



OFFICE AND PRINTING WORKS OF THE DAILY NEWSPAPER "HET NIEUWS V. D. DAG VOOR NEDERLANDSCH INDIE", BATAVIA.

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CENTRE OF BANDOENG WITH PALACE OF H. E. THE COMMANDER IN CHIEF OF THE ARMY.



(Photo Navy Air Service).

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PART OF THE NAVAL DEPOT, SOURABAYA.

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which in this case consists chiefly of maintaining a strict neutrality in conflicts between other countries. The first task is performed mainly by the army whilst the maintenance of neutrality in Java is entrusted to the army assisted by the fleet and in the Outer Possessions to the fleet assisted by the army at various vulnerable points.

*The task of the Army*, as part of the defence force, therefore includes the preservation of internal peace order and safety and the rendering of assistance to the State, forcing the inhabitants to obey given orders where necessary, the protection of the loyal groups of the population against evil elements etc. and then the defence of the country against attacks from foreign countries.

It is obvious that these two divergent duties make different demands on formation, organization, training, leadership, armament, equipment, etc.

For the preservice of peace and order the Indian army is composed of volunteers of European and native nationality. The officers are practically all Europeans who receive their training at the Royal Military Academy in Holland.

If we review the history of the Netherlands Indian Army we shall see it has complied in every respect with the demands made on it for the preservice of peace and order. In various conflicts both on a large and small scale it received practical experience on which the present organization, armament, etc. are based. For the second part of its task i.e. the defence of the country against a foreign power, the Java troops are assisted by auxiliary arms and services. Together they form two divisions one for West Java and one for East Java whilst there are further several branches such as the Air Force which are not included in the divisional strength.

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In peace time a division consists of the staff, 3 regiments of infantry, 1 regiment of artillery and half a regiment of cavalry to which in time of mobilisation other units such as engineers and cyclists are added. In the Outer Possessions the troops are mainly equipped for the preservice of peace and order and consist therefore exclusively of infantry. Special mention may be made here of the *marechaussee* in Acheen, a crack corps of very high military value.

In addition to the voluntary army the Europeans in the Netherlands Indies are subject to military service the first period of training lasting 5½ months with the usual "refresher" course. This system makes it possible to considerably reinforce the standing army in case of war, or other exceptional circumstances. Although of all army systems the voluntary army is the most expensive it may be said that the Netherlands Indian Army is not unduly expensive; during the last few years approximately 14% of the budget has been required for this branch of the defence force. If we compare this figure with that included in the budgets of many of the European countries for their armies we shall see that Netherlands India does not pay an excessive insurance premium and in influential circles the opinion reigns that a higher premium i.e. an increase in the repressive and preventative value of the main arm of defence, would be perfectly warranted even if this necessitated other branches of the State progressing at a slightly lower speed.

**THE NAVY.** For the maintenance of sovereignty and for the restoration of order in case of internal disturbances the Netherlands Indian Government possesses a fleet of warships with a total displacement of about 50,000 tons.

This fleet consists mainly of modern material the nucleus of which is formed by two cruisers of about 8000 tons, 8 torpedo boat destroyers, 12 submarines and a number of seaplanes.

In addition to the above there is an armoured cruiser for coastal defence, several modern and some older flotilla ships, mine layers and torpedo boats whilst there is a modernly equipped mother ship for the submarines. The workshops and institutions for maintenance and repair of the material are situated at Sourabaya in the immediate vicinity of the Naval basin.

The largest of the two Naval plane bases, which further possesses a landing ground for land machines is also situated in the neighbourhood of Sourabaya. The other base is situated at Tandjong Priok; an auxiliary flying base has been constructed at Samarang as an intermediate station between these two.

The cruisers and torpedo boat destroyers and also the armoured cruiser do not belong, like the remainder of the ships, to the Indian Navy. They form the so-called Netherlands Squadron and if required can be used for service in Holland, the West Indies or elsewhere.

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Manoeuvres lasting from 3 to 4 months are held twice a year and as many ships and aeroplanes participate as possible. During the remaining months the ships are docked in turn in the Naval Basin at Sourabaya and if necessary the crews disembark.

The men are given the opportunity of staying 14 days each year in the Naval Barracks at Malang, a town situated in the mountains with a cool climate.

The Naval forces in Netherlands Indian amounted in January 1928 to 340 officers, 1730 European and 2000 native non-commissioned officers and men, all volunteers.

The officers receive their training in Holland whilst the European volunteers also receive the first part of their training in Europe. The European conscripts receive their training at Sourabaya and with the fleet. The native sailors are first trained at the Training School at Macassar and later on board the armoured cruiser "De Zeven Provinciën" which is used as an artillery instruction ship.

The Naval Department is situated at Weltevreden close to the seat of Government.

A flag-officer is Commander-in-Chief of the Naval Forces and also Head of this Department.

The highest naval authority at Sourabaya is vested in a field officer who is immediately responsible to the Commander-in-Chief.

The Royal Magnetic and Meteorological Observatory at Weltevreden also falls under the jurisdiction of the Naval Department. Collection Dirk Teeuwen, Holland

The Shipping Service includes the Inspection of Shipping, the Government Marine, the Provincial vessels, the buoys and coastal lighting, the harbour and pilot services, the hydrography, shipping statistics and all other matters concerned with shipping legislation.

The Government Marine consists of a fleet of about 25 ships with from 400 to 1000 tons displacement. The majority of these ships are fitted for passenger accommodation and are placed at the disposal of the Government officials in the Outer Possessions.

Further there are several buoy layers and two telegraph ships of 2500 and 3200 tons respectively.

**AVIATION.** The development of aviation in European countries stimulated the pioneers in Java, even during the early years, and it has been especially the Army and the Navy Services which have effectively shown the importance of the use of the most modern means of communication. Netherlands India now possesses a well organized military air force which in addition to being composed of experienced pilots possesses modern machines, large flying grounds, and good workshops and technical staff.

The Army and Naval aviators have made flights above practically every corner of the Archipelago, often under very difficult conditions. No volcano was too high, no jungle or swamp too inaccessible for the graceful birds and tremendous areas have been mapped and photographed by the officers of the Military Air Force. In addition to their ordinary duties the military airmen have done excellent work in connection with searching for reefs, carrying sera in cases of epidemics, mail and passenger services, experiments with the spraying of tea estates, the observation of volcanoes, etc.

Thanks to the excellent landing grounds and equipment available it was possible to render every possible assistance to numerous world-flyers who landed in Java.

At Kalidjatti there is a large military flying school and the Air Force Depôt is situated at Andir (Bandoeng).

The Naval Flying Camp is situated at Sourabaya and in their achievements the Naval flyers can certainly hold their own with their military colleagues. After the Army and Navy have accomplished the pioneers' work in Netherlands India private enterprise has now entered the field in the form of the *Nederlandsch Indische Luchtvaart Mij.* (Netherlands Indian Aviation Co.) which is subsidized by the Government.

It is not surprising that the choice of machines for this Netherlands Indian concern has fallen on the well-known Dutch Fokker machines equipped with triple engines. They provide accommodation for 8 passengers and attain a speed of 165 K.M. per hour. The machines are making the journey to the Netherlands Indies under their own power and will on arrival open and maintain the service Batavia-Bandoeng-Samarang and Sourabaya, whilst it is hoped to include Sumatra and Singapore in the route in the near future. Owing to the geographical position of the Netherlands Indies, between Asia and Australia it, is to be expected that the great international lines between Europe and Australia will include the Indian Archipelago in their route.

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**SURVEY OF THE EXPORTS FROM NETHERLANDS INDIA TO VARIOUS COUNTRIES**

	1900		1913		1926	
	mill gld.	%	mill gld.	%	mill gld.	%
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Singapore .....	54.7	23,8	109.7	17,9	366,8	23,—
Holland .....	71.3	31,—	172,6	28,1	261,5	16,4
United States.....	27,8	12,1	13,3	2,2	249,8	15,7
England.....	12,7	5,5	24,—	4,—	159,2	10,—
British India.....	1,1	0,5	88,9	14,5	134,3	8,4
Japan, incl. Korea & Formosa....	4,8	2,1	35,8	5,8	87,6	5,5
Hongkong & China.....	20,—	8,7	51,9	8,4	79,1	5,—
France.....	9,—	3,9	26,7	4,3	53,7	3,4
Australia.....	7,—	3,—	12,8	2,1	36,—	2,3
Penang.....	8,5	3,7	19,—	3,1	30,6	1,9
Germany.....	2,2	1,—	14,3	2,3	30,3	1,9
Port Said etc. ....	7,5	3,3	6,5	1,1	12,2	0,8
all others.....	3,5	1,4	38,7	6,2	91,—	5,7
<b>Total</b>	<b>230,1</b>	<b>100,—</b>	<b>614,2</b>	<b>100,—</b>	<b>1592,1</b>	<b>100,—</b>

The following comparison can also be made :

	1900		1913		1926	
Total Export.	230,1		614,2		1592,1	
Less export to Singapore & Penang	63,2		118,7		397,4	
<b>ALL OTHERS</b>	<b>166,9</b>	<b>100%</b>	<b>495,5</b>	<b>100%</b>	<b>1194,7</b>	<b>100%</b>
Holland	71,3	42,6%	172,6	34,8%	261,5	21,9%
Asiatic destinations excl. Singapore & Penang	25,9	15,5%	176,6	35,6%	331,7	27,8%
All non-Asiatic destinations excl. Holland.	69,7	41,9%	146,3	29,6%	601,5	50,3%

Although in 1913 less than 30% of the actual export went to destinations which could be supplied via Holland this percentage had grown to more than 50 in 1925. Especially if it is considered that the figures for 1900 were influenced by the fact that very little sugar was exported to British India in that year the increase in the shipments outside Holland is obvious.

**SURVEY OF THE EXPORTS FROM NETHERLANDS INDIA IN MILLIONS OF GUILDERS.**

	1885	1900	1913	1926
Rubber and Gutta percha .....	2,8	16,	30,	484,9
Sugar.....	84,1	73,7	156,6	269,6
Petroleum products.....	0,2	4,6	111,8	203,2
Coprah.....	0,3	10,3	55,—	97,—
Tin & tin ore.....	3,9	8,2	6,—	89,7
Tea.....	1,7	4,2	21,5	82,4
Tobacco.....	20,7	32,1	92,1	72,9
Coffee.....	16,9	24,7	20,4	70,3
Pepper.....	4,3	5	10,4	24,7
Capoc.....	0,5	1	6,6	17,8
Tapioca .....	—	0,6	8,7	14,9
Agave fibres.....	—	—	3,1	14,9
Hides & skins.....	2,2	3,5	9,2	13,2
Cinchona bark and quinine .....	0,6	4,2	5,8	9,6
Areca nuts .....	—	2,7	3,9	9,6
Copal & damar gum.....	2,9	4,2	4,6	9,3
Rattan.....	3,1	4,1	7,5	7,5
Rice.....	2,8	3,8	8,9	7,—
Maize.....	—	—	2,9	4,5
<b>Total incl. all others</b>	<b>168,7</b>	<b>201,6</b>	<b>614,2</b>	<b>1592,1</b>

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**SURVEY OF THE MOST IMPORTANT EXPORT ARTICLES OF THE JAVA PORTS**

		in 1926 Millions of guilders		in 1926 Millions of guilders	
Batavia:	Tea	67,5		Bt. Forward	564,6
	Rubber	66,5		Tjilatjap: Sugar	20,8
	Tin	56,2		Rubber	7,—
	Pepper	7,5		Coconut oil	6,—
	Tapioca	5,5		All others	5,—
	Cinchona bark	4,9			38,8
	Essential oils	3,7		Panaroean: Sugar	11,8
	Coffee	3,6		Rubber	5,4
	Hides & Skins	3,5		Tobacco	6,5
	Gum Damar	2,6		All others	1,3
	Hats	2,3			25,—
	Quinine	2,2		Probolinggo: Sugar	24,—
	All others	23,—	249,—	Rubber	3,4
				Tobacco	2,—
				All others	2,3
				31,7	
Sourabaya:	Sugar	88,5		Paseroean: Sugar	21,3
	Rubber	58,5		Rubber	4,3
	Coffee	19,9		All others	2,1
	Tapioca	7,5			27,7
	Capoc	5,9		Cheribon: Sugar	14,8
	Agave fibres	4,2		Rubber	2,2
	Tobacco	4,—		All others	5,2
	Hides	4,—			22,2
	All others	19,9	212,4	Tegal: Sugar	19,6
				All others	0,2
				19,8	
Samarang:	Sugar	58,1		Pekalongan: Sugar	10,1
	Rubber	11,2		All others	2,4
	Capoc	10,6			12,5
	Tobacco	7,7		Banjoewangi: Corpah	2,5
	All others	11,5	103,2	Rubber	3,8
			All others	2,—	
				8,3	
C. Forward		564,6		Total . . . . .	
				750,6	

**TRADE BALANCE OF JAVA AND MADURA FOR 1927**

EXPORT			IMPORT		
Groups	Description of the Goods	Value in guilders	Groups	Description of the Goods	Value in guilders
1	Animal products and articles manu- factured therefrom . . . . .	f 15,476,950	1	Animals and plants . . . . .	f 755,838
2	Rubber & Gutta percha . . . . .	„ 112,855,535	2	Provisions & luxuries . . . . .	„ 116,828 858
3	Drugs & Spices . . . . .	„ 18,888,020	3	Animal & vegetable products etc.	„ 3,778 341
4	Coffee . . . . .	„ 30,305,429	4	Minerals . . . . .	„ 13,458,091
5	Oil and fat containing fruits and seeds and vegetable oils . . . . .	„ 13,601,843	5	Chemical products . . . . .	„ 62 250,196
6	Sugar . . . . .	„ 365,322,260	6	Earthenware and porcelain etc. . .	„ 7,203,738
7	Tobacco . . . . .	„ 23,353,159	7	Glass and glasswork etc. . . . .	„ 5,523,916
8	Tapioca products . . . . .	„ 21,416,949	8	Wood, cork, vegetable plaiting material, furniture . . . . .	„ 1,886,775
9	Tea . . . . .	„ 79,285,967	9	Hides, skins, furriery etc. . . . .	„ 5,308,091
10	Fibres . . . . .	„ 27,109,630	10	Cottons, piece goods . . . . .	„ 182,355,292
11	Other vegetable products . . . . .	„ 27,707,993	11	Paper and paper goods . . . . .	„ 15,084,755
12	Petroleum, petroleum products, fuels, minerals . . . . .	„ 4,588,208	12	Metals (all kinds) . . . . .	„ 57,110,335
13	Cement, ores, base metals, trass, sulphur . . . . .	„ 56,772,279	13	Carriages, vehicles, vessels etc. . .	„ 30,679,290
14	Goods of various kinds . . . . .	„ 5,477,342	14	Machines, tools, instruments and implements . . . . .	„ 51,604,123
15	Foreign products excl. gold and silver . . . . .	„ 3,398,316	15	Other goods . . . . .	„ 16,220,783
16	Gold and silver . . . . .	„ 8,620,592		Collection Dirk Teeuwen, Holland	
Total		f 814,180,472	Total		f 570,012,422

Written, printed, edited; Batavia - Jakarta 1928  
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End