

HANDBOOKS PREPARED UNDER THE DIRECTION OF THE
HISTORICAL SECTION OF THE FOREIGN OFFICE.—No. 84

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DUTCH BORNEO

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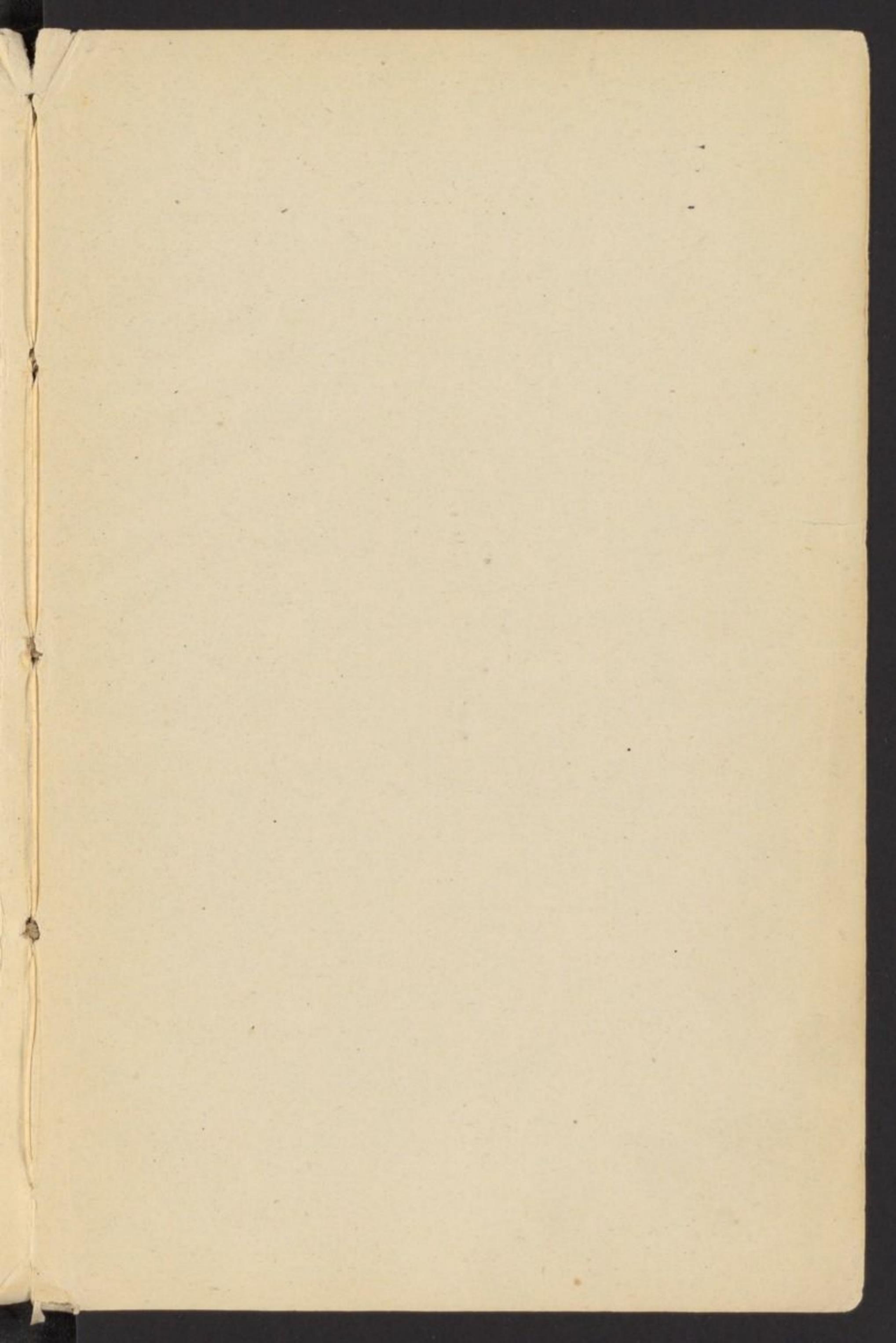
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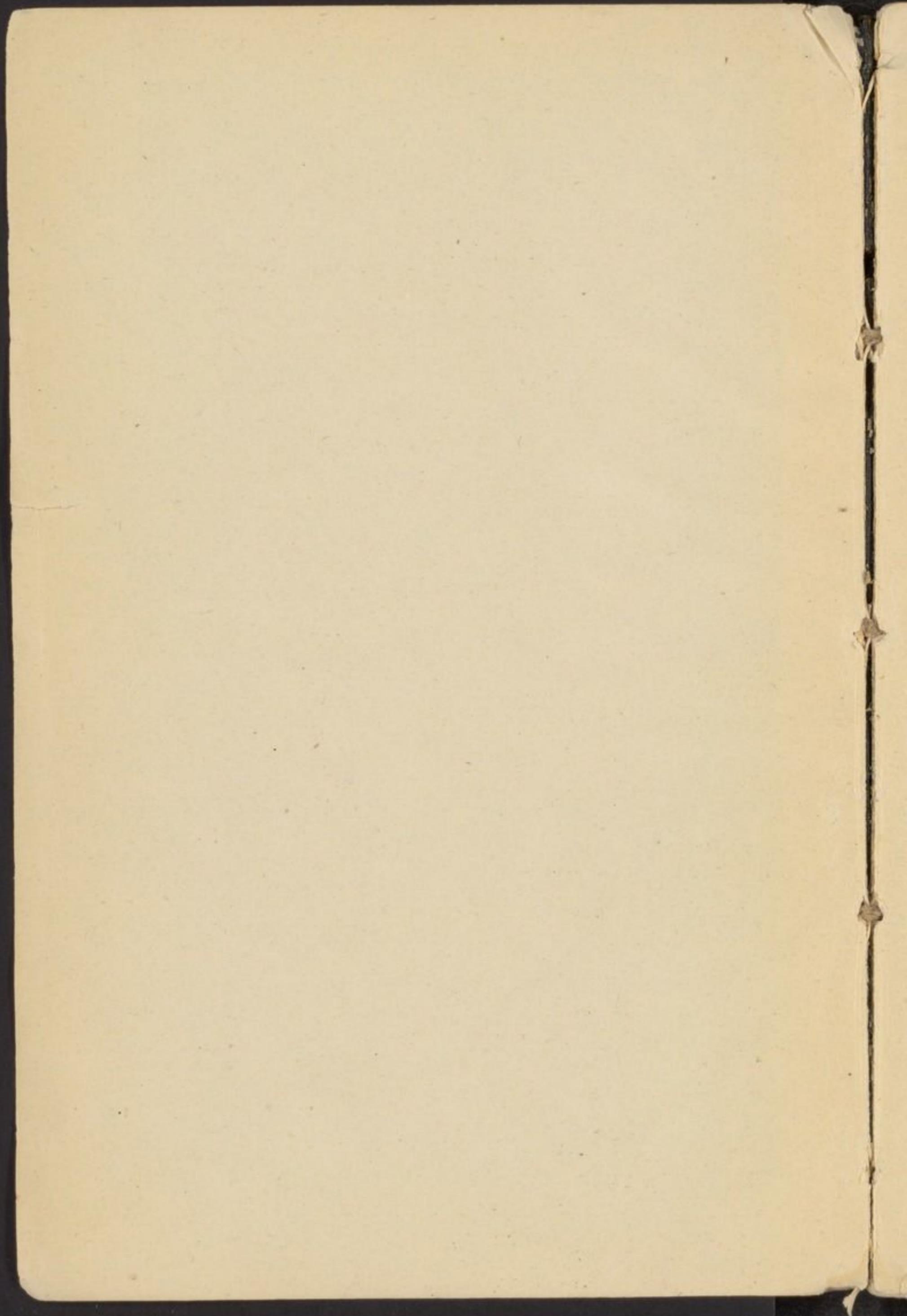


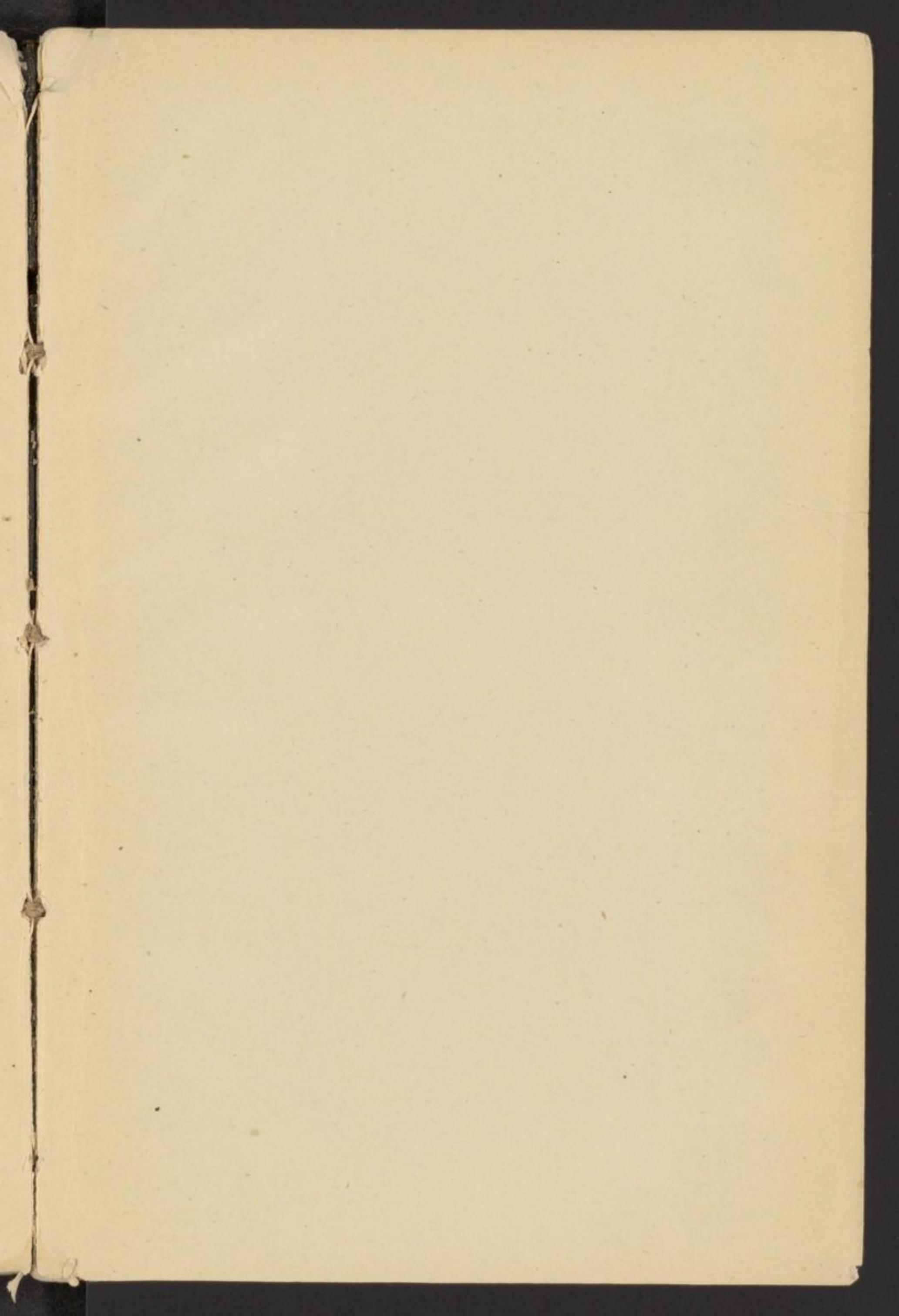


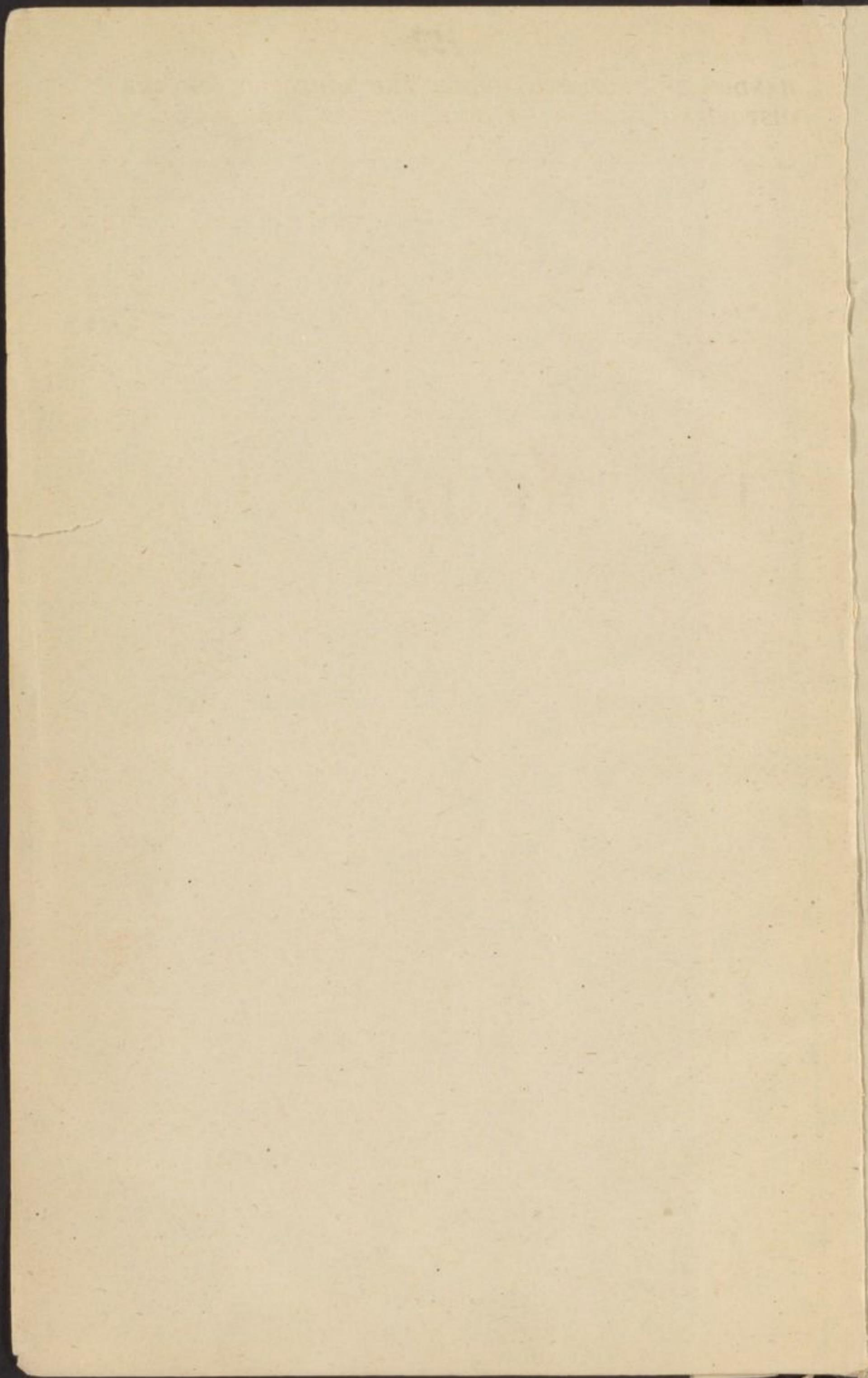
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DUTCH BORNEO



LONDON:
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1920

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BY THE NATIONAL ARCHIVES AT COLLEGE PARK, MARYLAND

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Editorial Note.

IN the spring of 1917 the Foreign Office, in connection with the preparation which they were making for the work of the Peace Conference, established a special section whose duty it should be to provide the British Delegates to the Peace Conference with information in the most convenient form—geographical, economic, historical, social, religious and political—respecting the different countries, districts, islands, &c., with which they might have to deal. In addition, volumes were prepared on certain general subjects, mostly of an historical nature, concerning which it appeared that a special study would be useful.

The historical information was compiled by trained writers on historical subjects, who (in most cases) gave their services without any remuneration. For the geographical sections valuable assistance was given by the Intelligence Division (Naval Staff) of the Admiralty; and for the economic sections, by the War Trade Intelligence Department, which had been established by the Foreign Office. Of the maps accompanying the series, some were prepared by the above-mentioned department of the Admiralty, but the bulk of them were the work of the Geographical Section of the General Staff (Military Intelligence Division) of the War Office.

Now that the Conference has nearly completed its task, the Foreign Office, in response to numerous enquiries and requests, has decided to issue the books for public use, believing that they will be useful to students of history, politics, economics and foreign affairs, to publicists generally and to business men and travellers. It is hardly necessary to say that some of the subjects dealt with in the series have not in fact come under discussion at the Peace Conference; but, as the books treating of them contain valuable information, it has been thought advisable to include them.

It must be understood that, although the series of volumes was prepared under the authority, and is now issued with the sanction, of the Foreign Office, that Office is not to be regarded as guaranteeing the accuracy of every statement which they contain or as identifying itself with all the opinions expressed in the several volumes; the books were not prepared in the Foreign Office itself, but are in the nature of information provided for the Foreign Office and the British Delegation.

The books are now published, with a few exceptions, substantially as they were issued for the use of the Delegates. No attempt has been made to bring them up to date, for, in the first place, such a process would have entailed a great loss of time and a prohibitive expense; and, in the second, the political and other conditions of a great part of Europe and of the Nearer and Middle East are still unsettled and in such a state of flux that any attempt to describe them would have been incorrect or misleading. The books are therefore to be taken as describing, in general, *ante-bellum* conditions, though in a few cases, where it seemed specially desirable, the account has been brought down to a later date.

G. W. PROTHERO,

General Editor and formerly

Director of the Historical Section.

January 1920.

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I. GEOGRAPHY PHYSICAL AND POLITICAL.

(1) POSITION AND FRONTIERS

BORNEO, the second in size of the islands of the Malay Archipelago, has an area of about 290,000 square miles, of which 212,740 square miles, an area exceeding three-quarters of the whole, and seventeen times as large as Holland, belong to the Dutch. It occupies a central position, being almost equally accessible from Sumatra, Java, Celebes, the Philippines, and Singapore.

The sea is the natural frontier on three sides. On the northern side the Kapuas mountain range and its continuation north-east is the natural boundary between the Dutch possessions and the British protectorates of Sarawak and Brunei and British North Borneo. Towards the north-east it has been settled that the frontier shall coincide with the parallel $4^{\circ} 10'$ north latitude.

The few islands adjacent to Borneo are described below, p. 41.

(2) SURFACE, COAST, AND RIVER SYSTEM

Surface

The backbone of the island is the Kapuas range, whose highest point in the Dutch portion is Mount Tebang (Tiban, 6,000 ft.). (In British North Borneo, Kinibalu reaches a height of over 12,000 ft.). From this range the country slopes down through an intermediate stage of hill-land to the marshy coastal plains. The mountain region, which rises to heights of 3,000-5,800 ft., includes, besides the Kapuas range, the

Müller and Schwanen mountains farther to the south. The district contains many peaks and table-mountains, which are dotted about the country either singly or in groups.

The mountainous area merges into the hilly district. The hills themselves range between 200-300 ft. in height, and extend in long spurs into the plains, in several places nearly approaching the coast.

The plains lying below the hill region are for the most part dry and flat, but gradually pass into the region of swamp, which fringes almost the entire coast.

The bulk of the country is covered with dense forest, through which the rivers are the only means of communication, save in the higher ground, where there are game-tracks.

Coast

As a rule the coast is flat and marshy, bordered with mangrove swamps, and with a background of impenetrable forest. It seldom rises many feet above the sea except where the mountains approach the shore. The sea is shallow, and reefs extend frequently a long way out to sea, especially along the southern shore, while the silt brought down by the rivers has formed many large deltas which project into the sea.

The coast is badly provided with harbours, the bays usually being wide and open, and providing little security. Such harbours as exist, of which one of the best is Balik Papan, on the east coast, are at the mouths of rivers.

For the islands off the coasts of Dutch Borneo see below, p. 41.

River System

Borneo possesses numerous rivers, many of them of considerable length. The longest in Dutch Borneo take their rise from the region of Mount Tebang. Nearly all are characterized by a rapid fall through a moun-

tain region, in which waterfalls and rapids are common, and by the formation of deltas or channels of intersection. The rivers as a rule are tidal and navigable for a considerable distance, but few can be approached from the sea because of the sand-bars or mud-banks which form at their mouths. When the rivers are flooded they cut for themselves new ways across the loops upon their courses; these short channels are called *pintas* (or *pintassans*, also *antassans*). The old course is apt to become a cul-de-sac with one or more lakes in it; to these the name of *danau* is given. The rivers are constantly changing their courses, and navigation is very difficult.

The most important river in the west is the Kapuas (Kapoewas), the basin of which occupies the bulk of West Borneo. It rises near Mount Tebang, its length is about 714 miles (1,143 km.), and its basin occupies an area of 37,000 square miles. It has many tributaries, the largest of which is the Melawi, which joins it on the left bank at Sintang. Pontianak, the capital of West Borneo, is situated on the northernmost arm of the delta.

The Barito is second only to the Kapuas in length, and is sometimes the cause of extensive inundations. The Sampit (Mentaja) is the only large river on the south coast which is not impeded by a mud-bar at its mouth. The others are navigable for a considerable distance when the difficulties of the mouth have been surmounted. The mouths of the rivers are usually broad, but shallow, and some can be entered only at high water.

The chief rivers on the east coast are the Kutei (Ketei, Mahakkam), Berau, and Bulungan (Kayan). The delta of the Kutei projects eastward for 20 miles, and has four large navigable outlets. The Berau has a large uninhabited delta with many islands, and two principal mouths that carry vessels of 13 and 15 ft. draught at high water. The Bulungan is especially noted for its rapids, which are the most formidable in Borneo. Farther north are the Sesajap and the Sibuko.

(3) CLIMATE

Borneo has no striking variations of weather or temperature. The climate of the whole island is hot and moist. The rainfall is very great, and there is, strictly speaking, no dry season. Rain falls in every month of the year, even in the driest years; and no month is recorded as having on an average less than five rain-days. The island is under the influence of the monsoons: north of the Equator the south-west monsoon blows from April to October, and the north-east from November to March; south of the Equator the monsoons for these periods are respectively south-east and north-west. The transitions are marked by variable winds.

On the coast the climate is comparatively healthy, the temperature rising from 72° F. (22° C.) at sunrise to 90° F. (32° C.) or 92° F. (33° C.) at 3 p.m., while at sunset it is about 82° F. (28° C.), but the nights are damp. Inland the climate is far harder to support, and the temperature is higher, except on the mountains.

The average rainfall at Banjarmasin is 96.2 in. (244 cm.), the rainiest months being December and January; at Balikpapan the average rainfall is 92.1 in. (234 cm.), the rainiest month being December; at Pontianak the average rainfall is 129 in. (327 cm.), the rainiest months being October and November. In these places September is usually the driest month. This enormous rainfall, coupled with the abundant rivers, dense forests, and numerous swamps, produces excessive humidity.

(4) SANITARY CONDITIONS

The conditions of climate prevent the island from being very healthy, though it is probably healthier than New Guinea and parts of Sumatra. Dysentery is rife, probably owing to the bad river water, and malaria is prevalent because of the position of the

settlements, which are either near mangrove swamps or upon rivers in low country. Among the natives skin diseases resembling leprosy are found; beri-beri appears at times, and there are occasional visitations of cholera in the coast towns. Smallpox has committed great ravages, but vaccination has practically stamped it out. Ophthalmia is common, and elephantiasis is frequently met with on the coast. Pontianak is said to have a healthy climate, but suffers from lack of good drinking water. The reputation of Banjarmasin for health is very bad. The most unhealthy time of the year is October and early November, when travellers are especially liable to fever.

(5) RACE AND LANGUAGE

Race

There are no traces left of the original Negrito race, which, judging by the analogy of neighbouring islands, once occupied Borneo. The present inhabitants are divided into Dayaks (Dyaks or Dajaks), an Indonesian people, who probably represent a pre-Malayan invasion and have been pressed into the interior of Dutch Borneo, and the Malays and other settlers, who live along the coast and have their settlements up the course of many of the rivers. The name Dayak, however, is now used for the pagan inhabitants of the interior, Malay for the Mohammedans who dwell mainly on the coast. The difference between the Dayaks and Malays is social and religious rather than racial; they differ little from one another, save that the Dayaks are somewhat taller, lighter in colour, and more active. There is much intermarriage between Dayaks and Malays, the children of such unions being always reckoned as Malay and Mohammedan; and when a Dayak becomes converted to Islam he calls himself Malay. The Malays treat the Dayaks with contempt.

The Dayaks may be divided into four groups: (1) the Kayans, who live in the centre of the island, and comprise, besides the Kayans proper, the Bahaus, the

Kenyas, and the Kinyins; (2) the Ulu-Ngaju, who live in the south-east; (3) the numerous tribes of the west, who have no general name; (4) the nomadic tribes scattered over the island, of whom the best known are the Punans.

The Dayaks of the interior are, as a rule, nomadic. Sometimes, however, they occupy villages of a permanent character, which then often consist of one long house accommodating twenty families or more.

Of the Dayak tribes the finest people physically are the Kenyas, but the Kayans are the most skilled in handicraft.

The length of time the Malays have been in Borneo is unknown; their own traditions represent them as established there for more than 600 years. They have no tribal organization like the Dayaks. In the south they have absorbed the Javanese, of whom there were at one time probably a considerable number.

Along the east coast and at a few points on the west coast are many Bugis or Buginese, who have come from Celebes. A large number of Chinese have been attracted to the west of the island by the search for gold, and are chiefly found in the district between Pontianak and the frontier of Sarawak, although in many places they have penetrated far into the interior.

There are about 3,000 Arabs in Dutch Borneo, many of whom have been settled for a long time; and during the last half-century natives of India, most of whom are Klings from Madras, have established themselves in the small trades of the towns.

Language

Tribe is parted so much from tribe by impenetrable forests that differences of language become emphasized,¹ and the residents in villages (*kampongs*) geographically near one another are mutually unintelligible. Most Dayaks know two or three tongues, the

¹ It has been stated that the language of Mendalum-Kayans is generally understood over a considerable part of the interior. Dr. A. W. Nieuwenhuis, *In Centraal Borneo*.

language of the Ngaju Dayaks being the most generally spoken. Since the recent spread of trade, a simplified form of Malay has been rapidly establishing itself as a *lingua franca*. None of the Dayak tribes has evolved a script of its own.

(6) POPULATION

Distribution

The last census in Dutch Borneo was taken in 1905. It could not be complete, as so much of the country is unknown; and some authorities think that the real numbers would be found greatly in excess of the official figures. There is also an official estimate for 1913. In West Borneo the numbers were estimated in 1913 at 467,000; in South and East Borneo at 905,000. The total is 1,372,000, an increase of 140,000 over the census figures of 1905, the great increase being due to the large immigration of Chinese into South and East Borneo. The details of these numbers are as follows:— (1) West Borneo: natives, 411,912; Europeans, 349; Chinese, 52,957; Arabs, 1,306; other foreign Orientals, 638; (2) South and East Borneo: natives, 816,093; Europeans, 782; Chinese, 85,790; Arabs, 2,432; other foreign Orientals, 204.

The people are mostly settled on the big rivers and their tributaries, separated in the interior by uninhabited stretches of forest. The bulk of Dutch Borneo is accordingly very sparsely populated; on the basis of the taxation figures the greater part has only two or three people to the square mile. The principal settlements are at the harbours in the valleys of the Negara and Martapura, and in the district between Sambas and Pontianak; but even there the population seldom rises above 40 or 50 per square mile.

Towns and Villages

West Borneo.—The chief town is Pontianak (population in 1905, 20,984), the Residency capital, which lies at the north of the delta of the Kapuas. The

houses are raised above the water on piles, a great part of the town being under water at each high tide.

Other important towns are Sambas (12,096), which is situated near the gold mines Mampawa or Mempawah (3,389), Tajan (1,452), Sintang, and Montrado.

South and East Borneo.—Banjermasin (population in 1905, 16,708; with the neighbourhood, between 40,000 and 50,000), the Residency capital, is one of the oldest trading ports of Borneo, and is of more importance than Pontianak, owing to its extensive coastal trade.

Other towns are Balik Papan (8,200), the centre of the petroleum industry, Tengarung or Tenggarong (6,000), Samarinda (4,733), Martapura (4,000, with the neighbourhood, 9,000), Sampit (about 4,000), and Pasir.

Movement

There are no available figures showing the increase and decrease of the population. The Dayaks, however, do not increase rapidly, this fact being largely due to the practice of head-hunting (though this has been checked to a certain extent during recent years), to a very low birth-rate, and to a high death-rate, caused by the prevalence of dysentery and fevers.

II. POLITICAL HISTORY

CHRONOLOGICAL SUMMARY

- 1600 Dutch expedition touches at Brunei, in the north.
 1606 Relations opened at Banjarmasin, in the south; relinquished 1669.
 1609 Factory built at Sambas, in the north-west; abandoned 1623.
 1635 Dutch relations with Kutei (Coti) in the east.
 1711 Factory opened at Banjarmasin.
 1771 Factories opened at Pontianak and Mampawa, in the west; abandoned 1791.
 1787 Banjarmasin ceded to the East India Company; abandoned 1809.
 1812 Banjarmasin recognizes English supremacy.
 1816 Holland regains her interests in Borneo.
 1824 All the west coast under the Dutch flag.
 1826 Extensive acquisition of Banjarmasin territory by the Dutch in the south and east.
 1839 Establishment of British influence in the north.
 1841 Sir James Brooke appointed Rajah of Sarawak.
 1844 Kutei acknowledges Dutch sovereignty.
 1850-56 Expedition against rebellious Chinese miners' associations.
 1859 Abolition of the Sultanate of Banjarmasin.
 1882 British North Borneo Company founded
 1888 British protectorate over the north.
 1891 Boundary treaty between Holland and Great Britain.

Early History.—The first Europeans to land in Borneo were the Portuguese, who discovered the island in 1521, and opened commercial relations with the natives. In 1600 a Dutch expedition under Olivier van Noort touched at Brunei, on the north-west shore of Borneo; and in 1609 the Dutch East India Company entered into an agreement with the ruler of Sambas, on the west coast, and built a factory there, which was abandoned in 1623. Relations were not resumed until after the establishment of the State of Pontianak in 1771 by the Arab chieftain, Abdur Rahman, when factories were again

opened by the company, this time at Pontianak and Mampawa; but these were abandoned in 1791.

Temporary relations had also existed between 1606 and 1669 with the State of Banjarmasin, in the south: they were resumed early in the eighteenth century, and factories were set up, one in the town of Banjarmasin itself in 1711, and one on Tatas Island in 1747; to protect the trade a fort was erected at Tabanio. In 1787 the Sultan ceded the whole of his State to the Dutch East India Company; but in 1809 the factories, yielding no profits, were abandoned by Daendels, Governor-General of Java, and for a while European influence was entirely absent from Borneo. In 1812 the Sultan of Banjarmasin was induced to recognize the supremacy of England, at that moment mistress of the East Indian Archipelago, but Dutch interests in Borneo were restored to Holland in 1816.

Dutch Rule.—The States on the west coast, incessantly pestered by pirates and the Chinese, gladly accepted Dutch overlordship; and by 1824 the whole of the west was under the Netherland flag. Piracy, however, continued, being encouraged by the avaricious Malay rulers; and in 1828 the Sultan of Mattang and Simpang was deposed and a Siak prince set up in his stead.

Dutch influence also gradually reasserted itself in the south, and in 1826 was recognized in a contract by which the Sultan of Banjarmasin ceded to Holland important possessions on the east coast of Borneo, with an extensive district inland, and acknowledged her right to appoint a successor to the throne and an administrator of the State. But Dutch interference in the succession eventually caused much friction, intrigue, and revolt; and in 1859 Holland decided to abolish the Sultanate and to declare the State Dutch territory. The embers of revolt smouldered for many years, and were not finally extinguished until 1886.

Although an expedition from the Netherlands had visited the State of Kutei (or Coti) on the east coast so early as 1635, and there had occasionally been inter-

course with that territory by way of Banjer-masin, it was not until 1844 that an agreement was made with the Sultan whereby the latter acknowledged the sovereignty of the Netherlands. In 1846 the first Assistant Resident was appointed; and in 1850 a new agreement was made, followed by that of 1863, which is still in force. The State of Kutei rendered valuable aid to the Netherlands during the war in Achin (Sumatra).

Chinese have been settled in Borneo for hundreds of years, and in the eighteenth century there was considerable immigration owing to the discovery of new gold-fields. The Chinese established a federated republic, formed by the union of their various local associations (*kongsis*), in the Montrado district, where they resisted the authority of the Dutch Government, which consequently sent military expeditions against them. Fighting continued from 1850 to 1856; and it was not till 1884 that the last *kongsi* ceased to exist as a political organization.

British Relations.—The British East India Company traded with Banjermasin so early as 1614, and founded a factory there in 1703. In 1706 a fort was built, but in the following year the Chinese drove out the British. Trade was resumed by British ships in 1737, cargoes of pepper being called for at intervals. The establishment of British power in Borneo was brought about by Sir James Brooke in 1839, as a result of the assistance he lent to the Sultan of Brunei against the Dayaks of Sarawak.

Sarawak.—Sir James Brooke was first appointed Rajah of Sarawak in 1841 as vassal of the Sultan of Brunei, and was subsequently recognized as independent under the nominal suzerainty of the Sultan. He established order and safety and a regular administration throughout Sarawak, and put down piracy with the assistance of English naval vessels. In 1846 he obtained for England the island of Labuan, at the mouth of Brunei River, which became an important coaling station.

Rajah Brooke visited England in 1847, when he received a baronetcy, and was appointed Governor of Labuan and Consul-General. He subsequently carried out a vigorous campaign against the pirates of Seriboes and Sekaran, in connection with which he was accused in the British Parliament of unnecessary severity. He defended himself vigorously against these attacks, but was relieved of his office as Consul-General.

Brooke again went to England in 1858, leaving the administration of Sarawak in the hands of his nephew, Captain Brooke. On his return to Sarawak in 1862 his nephew took up a hostile attitude towards him, but this led to no active results; and, after Sir James's death in 1868, another nephew, Charles Johnson, became Rajah of Sarawak under the name of Sir Charles Brooke. He was succeeded in 1917 by his son, Charles Vyner Brooke. Meanwhile an English syndicate had been busy acquiring interests in North Borneo; and, a Royal Charter having been granted on November 1, 1881, the British North Borneo Company was formed in May 1882; the Company proceeded to organize the administration of certain large territories which had been acquired and which were subsequently added to.

In 1888 the British Government proclaimed a formal protectorate over the States of Sarawak, Brunei, and British North Borneo; whereupon negotiations regarding the boundary were instituted between the Netherlands and Great Britain, and a treaty was signed in London on June 20, 1891.¹

The subsequent history of Dutch Borneo consists mainly of a series of exploring expeditions and the establishment of the petroleum industry in East Borneo. Dutch rule has been peaceful.

¹ See (a) Hertslet, *Complete Collection of Treaties, &c.*, vol. XIX, p. 755; (b) *Verslag der Commissie tot uitzetting op het terrein van de tusschen het Nederlandsche gebied en Britsch Noord-Borneo vastgestelde grens*, Batavia, 1913; (c) *Indisch Staatsblad*, 1916, No. 145.

III. SOCIAL AND POLITICAL CONDITIONS

(1) RELIGIOUS

DAYAKS form the great bulk of the population, and mostly believe in a supreme creative God, of whom, however, they think far less than of the evil spirits which they believe to people all space. Priest-sorcerers, who propitiate these spirits by sacrifice, control the lives of the people. The head-hunting for which Dayaks are notorious is primarily ritualistic in its object. They seek to obtain the soul of the dead man as a protector of the slayer and his village. The heads are dried, cleaned, and ornamented with flowers, and treated with great reverence. When feasting, the Dayaks offer to these heads the choicest morsels of every dish, as well as betel-nuts and other luxuries. The practice of head-hunting is, however, tending to disappear under European influence; and the head required for funeral ceremonies or as a bride-gift is not now always a new one, but can be borrowed for the occasion.

Mohammedanism is making far more progress among the Dayaks than Christianity. The Malay settlers are all Mohammedan, though often somewhat unorthodox, even as compared with the Mohammedans of Java.

There are believed to be about 7,000 Christianised Dayaks; the Capuchin Fathers work in West Borneo, Protestant missions in south and east, but no great success has marked their labours.

(2) POLITICAL

The civil administration in Borneo, as throughout the Dutch East Indies, rests upon the principle of leaving the native population as much as possible under the

immediate control of their own chiefs, who are appointed or recognized by the Government, and are subject to such supervision as may be decreed by the Governor-General or arranged by treaty with the respective rulers.

For administrative purposes Dutch Borneo is divided into two Residencies—(1) West Borneo; (2) South and East Borneo, the capitals of which are respectively Pontianak and Banjarmasin. Only portions of these great areas are under direct Government administration; there are several recognized native rulers in each Residency.¹

(3) EDUCATIONAL

Education is necessarily extremely backward. There is a Fröbel School at Banjarmasin for European children, and also a Protestant missionary training college. The Government maintains 28 schools in Borneo, viz., one first-class school at Banjarmasin, one school for children of prosperous natives at Sambas, six second-class schools in West Borneo, and twenty second-class schools in South and East Borneo. There are also seven subsidized schools in West Borneo classed as "private," and 88 in South and East Borneo. Until quite recently the Dutch were strongly opposed to the acquisition by the natives of the Dutch language, but this prejudice is being gradually discarded.

¹ General observations bearing on this section will be found in *Java and Sumatra*, Nos. 82 and 83 of this Series.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) INTERNAL

(a) *Roads*

DUTCH Borneo¹ is ill-supplied with roads. It was not till 1908 that the Government of the Dutch East Indies established a service for the inspection of the roads in the Outer Possessions (i.e., all the islands except Java and Madura). Much of the interior of Dutch Borneo is still unexplored and covered by dense forests, but there is a military road round the coast from Samarinda in the east to Sambas in the extreme north-west, and in 1914 plans were in preparation for the construction of many new roads. A mountain-road from Long Iram on the Upper Mahakkam to the Bulungan Valley appears to be the latest enterprise of importance.

Statute labour can still in some districts be requisitioned for road-making. Convict labour is extensively employed on the roads of West Borneo. In some towns steam-rollers are used and macadamized roads have been constructed. Strict regulations are enforced to prevent damage to roads by native carts with narrow-rimmed wheels.

According to an official abstract compiled in 1903, containing the latest precise statistics available, there were then in West Borneo 196 miles of third-class roads, and in South and East Borneo 4½ miles of second-class roads and 512 miles of third-class roads. In West Borneo there were no arched bridges, but 152

¹ For adjacent islands, see below, p. 41.

bridges of bamboo, &c. In South and East Borneo, where 58 bridges were constructed or reconstructed between 1896 and 1903, there was one bridge with arches and 925 of bamboo, &c. The figures for South and East Borneo took no account of roads and bridges under direct military control. Rope ferries are largely used. In the forests natives make roads of tree trunks laid side by side. They are durable, but very slippery and uneven.

The provision of an adequate road system is among the most urgent needs of Dutch Borneo, since only by this means can progress be made with the clearing of the forests. Rotting vegetation is the curse of the island, and if the forests could be reduced sanitary conditions might be expected to improve.

(b) Rivers

The rivers afford the chief means of communication in Dutch Borneo. The bulk of the population lives upon their banks, and their commercial importance may generally be deduced from the relative prosperity of the settlements that have grown up.

The enormous rainfall in Borneo causes immense quantities of earth and vegetation to be brought down the rivers, with the result that most of them are inaccessible for large vessels on account of the mud-banks formed at their mouths. On the east and west coasts large deltas are formed, but on the south coast the currents of the Java Sea to some extent clear away the accumulations. The beds even of the largest rivers are impeded by islands and promontories, called *karan-gans*, formed by sand, mud, and stones deposited in times of flood. The rivers frequently change their courses, and the abandoned beds become chains of lakes closed at the lower end. Only by vast expenditure on canalization could most of the rivers be made available for regular steamer traffic.

The three principal rivers, in order of importance, are the Kapuas, in West Borneo; the Barito, in South

Borneo; and the Kutei, in East Borneo. The Dutch measure of distance on these is an *uur* (hour), equivalent to 5,653 metres, or about $3\frac{1}{2}$ English statute miles.

The *Kapuas* has a number of mouths, a few miles up the northernmost of which is Pontianak, the Residency capital. About 300 miles up-stream, at Sintang, where the Melawi joins the main stream, the river is half-a-mile wide when in flood, but the level of the water falls as much as 30 ft. in the dry season. The river is tidal as far as Tajan, about a hundred miles up-stream from Pontianak. It is navigable by steamers drawing 3 ft. as far as Putus Sibau, 902 km. from the mouth, except when the river is at its lowest. At that point the river has a breadth of nearly 700 ft. for most of the year. In 1911 the Government established a transport service between Pontianak and Sintang, which is maintained regularly when the state of the river permits. This was originally intended only for officials and the transport of goods and mails, but private persons are now allowed to make use of it. Houseboats towed by tugs are used, and the journey occupies three to four days. In 1914 52 voyages were made and 2,062 passengers carried; in 1915 there were 31 voyages, with 1,621 passengers. But in 1914 the total number of nautical miles traversed by Government vessels was only 11,636, as compared with 15,727 in 1915, the greater volume of water in the latter year allowing much longer voyages to be made. Many other tugs, belonging mostly to Chinese, ply on the *Kapuas* to Sintang and beyond, towing *praus*.

The *Barito*, the most important of the many rivers of South Borneo, has a basin of about 40,000 square miles, or more than three times the area of the Netherlands. Its navigation is restricted by cataracts, but its eastern tributary, the *Martapura*, is navigable by steamers up to the town of the same name, some 50 miles above the junction. On the *Martapura*, immediately above its confluence with the *Barito*, is Banjarmasin, the Residency capital, and the largest town in Dutch

Borneo. The *Negara River*, another and smaller tributary of the Barito, is remarkably clear for navigation.

In East Borneo the *Kutei (Ketei)* or *Mahakkam* River has an extensive delta projecting into the sea, but large steamers can reach Tengarung, 60 miles from the coast, while small tugs can proceed 250 miles upstream. Samarinda, a short distance above the delta, is the chief port of the Kutei basin, and is rapidly growing in importance.

A few of the less important rivers deserve passing mention. In the west the only stream besides the Kapuas which is navigable by steamers is the *Sambas*, which rises near the confines of Sarawak. It was formerly notorious for pirates, who lurked under its banks and ravaged the seas between Borneo and Singapore. Vessels of 25-ft. draught can reach Sambas town, which lies 40 miles from the sea on the tributary called the *Little Sambas*.

Several of the rivers of South and East Borneo are at certain seasons navigable by steamers for considerable distances; but their mouths, though wide, are as a rule shallow. In the south the *Mentaja* or *Sampit* flows into Sampit Bay. Its mouth, which is 1,100 ft. wide, is relatively unobstructed. In the north-east, about 100 miles south of British territory, the *Bulungan* or *Kayan* is navigable by steamers up to Tanjung Selor, above which there are rapids. Farther north the *Sesajap* is navigable by small craft for more than 50 miles, and the *Sibuko* for 46 miles, the latter river being navigable by ocean-going vessels for 15 miles from its mouth. Balik Papan, a settlement formed a few years ago at the mouth of a small stream in East Borneo, is almost the only town which does not owe its importance to river communication. Its prosperity is due to the neighbouring petroleum fields, the oil of which is conducted through pipes to the town.

(c) Railways

There are no railways upon the mainland of Dutch Borneo. Plans for a steam-tram service from Banjer-

masin to Martapura, Rantau, and Tanjung, all on tributaries of the Barito, have not yet been carried out. On the island of Pulu Laut, off the south-east coast, there is a line three miles long which brings down coal from the Government mines to the coaling station at Stagen, and there is a similar short tram-line at Balik Papan.

(d) *Posts and Telegraphs*

There were 30 post offices in Dutch Borneo in 1914. Mails are carried by Government vessels on the Kapuas and Barito Rivers, and Banjarmasin, Balik Papan, and Pontianak are in regular steamship communication with Surabaya, Batavia, and Singapore. Inland no organized postal service exists away from the navigable rivers, but the Government can requisition natives to carry mails in some parts of South and East Borneo.

There are few telegraphic connections in Dutch Borneo, the total length of wire in 1914 being a little less than 590 miles, but plans for an extensive system have been prepared. The principal land-line is between Banjarmasin and Balik Papan. There are telephone systems at Pontianak and Banjarmasin. Private telephones have been installed at Balik Papan and elsewhere.

(2) EXTERNAL

(a) *Ports*

Most of the ports of Dutch Borneo have been already mentioned in connection with the rivers on which they lie, for nearly all are river ports. This is a serious disadvantage in some respects. Thus both at Pontianak, the approach to which is marked by a lighthouse, and at Banjarmasin the channels are uncertain, and the towns are a long way from the sea. Samarinda, too, is some distance up-stream and difficult of approach. Sambas is easy of approach, but of little importance, as the region it serves is not productive. Mampawa, north of Pontianak, is quite a small place at the mouth

of the river of the same name. On the east coast Pasir, on the Kendilo River, Tanjung Redeb, on the Berau River, and Tanjung Selor, on the Kayan or Bulungan River, are growing ports, all some distance up-stream.

The only ports of Dutch Borneo with quays at which ocean-going steamers can lie are Balik Papan, in the east, and Stagen, on the island of Pulu Laut. At the former there is a British Vice-Consulate; there is always good depth of water, and the landing-places are accessible at all states of the tide.

The harbour of Stagen is completely sheltered against wind and sea at all seasons. The entrance from the north is absolutely safe, with 30 ft. of water at the lowest spring tide. The southern entrance can only be used by steamers of not more than 17 ft. draught. Both entrances are well marked by lights and buoys. In the harbour are two coaling wharves of the Government mines, with a minimum depth of water alongside of 23 and 25 ft. respectively. The bottom is mud. The wharves are served by a mechanical coal transporter (steam tip), with an average capacity of 100 tons an hour, and a steam pump for water. There is a mooring buoy at each end of the tip wharf. Some 20,000 tons of coal can be stored, most of it under cover. Bunker coal of good quality can be supplied at any time, and coaling can continue night and day. There are no harbour dues for steamers calling for bunkers, and no tolls are exacted.

The island of Pulu Laut has another good harbour in Kota Baru, a town in the north, which in 1905 had a population of 1,668, including 531 Chinese and 13 Europeans.

With respect to the volume of trade dealt with, Balik Papan is by far the most important of the ports. Next in order come Pontianak, Banjarmasin, Tanjung Selor, and Samarinda, followed by Kota Baru, Sambas, and Pamangkat.

The pre-eminence of Balik Papan, which is largely due to the petroleum industry, is clearly shown by the

following statistics, in cubic metres, of the shipping entering the chief ports of Borneo in 1913:—

Balik Papan	...	...	...	1,853,893
Stagen	...	...	...	983,422
Samarinda	...	...	...	884,395
Banjermasin	...	...	...	602,492
Kota Baru	...	...	...	404,820
Pontianak	...	...	...	275,835

(b) *Shipping Lines*

The Koninklijke Paketvaart Maatschappij is under contract with the Colonial Government to maintain regular services between Java and the principal ports of Dutch Borneo. The present contract runs for ten years from January 1, 1916, and comprises 30 steamer services, covering all the islands of the Dutch East Indies. There are fortnightly services from Batavia to Pontianak, and from Surabaya to Banjarmasin (260 miles), Kota Baru, and Samarinda. There is a monthly service from Surabaya to Banjarmasin *via* Bawean Island. There is also a fortnightly service between Singapore and Pontianak (350 miles), and there are monthly services from Pontianak to Sambas, from Banjarmasin to Berau, and from Banjarmasin to Bulungan (Tanjung Selor). The company actually maintains a service every four days between Pontianak and Singapore, and a weekly service from Singapore to Banjarmasin (*via* Surabaya in alternate weeks), and also a fortnightly service between Macassar and Samarinda. About every 20 days there is a Chinese service from Singapore to Surabaya, Banjarmasin, Kota Baru, Samarinda and back. Before the war the Norddeutscher Lloyd maintained services to Pontianak and Banjarmasin.

The Nederlandsch-Indische Tankstoomboot Maatschappij of Batavia, the Bataafsche Petroleum Maatschappij, and the Anglo-Saxon Petroleum Company of London maintain constant services between

Singapore and Balik Papan. Many of these oil vessels are of between 3,000 and 5,000 tons.

The Nederlandsch-Indische Bosch Producten Maatschappij has a small vessel running twice monthly from Banjarmasin on coastwise trips, and Sambas is in regular communication with Pontianak. A large number of vessels owned by Chinese also engage in coasting trade.

(c) *Cable and Wireless Communication*

From Pontianak there is a French cable to Saigon, now probably abandoned, and also a Dutch cable to Batavia. From Banjarmasin there is a Dutch cable to Landangan, in East Java. From Balik Papan there are Dutch cables to Surabaya, to Macassar, and to Kwandang and Menado.

The Bataafsche Petroleum Maatschappij has its own wireless installations at Balik Papan and Tarakan Island, and is allowed to exchange messages with the vessels of the Koninklijke Paketvaart Maatschappij. There is another installation on St. Barbe Island, half-way between Pontianak and Singapore.

(B) INDUSTRY

(1) LABOUR

The development of Dutch Borneo has been greatly hampered by lack of labour. Statute labour can be exacted by the Government in South and East Borneo for the construction, repair and maintenance of roads and waterways, bridges, dykes, guard-houses, and travellers' shelters (*pasang-grahans*), and also for the transport of Government goods and of officials and their baggage. The system of instituting a poll-tax for the obligation to perform statute labour is gradually being introduced in South and East Borneo.

In South and East Borneo statute labour can also be requisitioned for the construction, repair, and maintenance of military works, if free labour cannot be

obtained, but the rate of payment must be the same as the local rate for free labour. The maximum number of days of statute labour which can be demanded from any native in South and East Borneo is 26 per annum.

In West Borneo statute labour cannot be exacted from natives except to avert "catastrophes or public dangers." But in the division of Montrado, formerly rebellious, the Chinese can still be compelled to render "personal services."

Separate figures for Borneo are not available, but the aggregate of statute service "labour days" demanded and rendered in 1914 in the whole of the Outer Possessions was 24,695,331, while the number which could have been legally exacted was 48,870,000.

There are at least 150,000 Chinese in Borneo, great numbers having come to South and East Borneo since the census of 1905, which estimated the Chinese population of that Residency at 7,174, and the Chinese in West Borneo at 48,348. Besides controlling nearly all the wholesale and retail trade, as in most parts of the Dutch East Indies, the Chinese in Borneo have applied themselves industriously to land cultivation, and in most parts of the island their labour is the best available.

The Dayaks, who form the bulk of the population, have not yet become accustomed to steady labour of any description.

They have, indeed, little inducement to be energetic. By two or three days' labour they can obtain from the sago-palm a quantity of pith sufficient, when pressed into cakes, to supply food for a year. Beyond this their wants are few, and equally easy to supply, for game and fish alike abound. The Sea Dayaks are fairly energetic fishermen. Those in the interior hunt a great deal, especially wild deer, using snares and traps, but also spears, bows, and blow-pipes. They collect wild bees-wax and grow tobacco. They also cultivate a few fields of rice, maize, and sweet potatoes. Fruit and vegetables are plentiful.

There are a few thousand Arabs in Dutch Borneo; but, like the Bugis from Celebes, who have settled on the east coast, they are mainly engaged in retail trade. A few Klings from Madras work on the plantations, but they are more often traders.

On February 1, 1913, there were in West Borneo 388 contract coolies (see *Sumatra*, No. 83 of this series), including 198 Javanese men and 97 Javanese women. There were in South and East Borneo on October 3, 1912, 8,258 contract coolies, including 6,153 Javanese men, 618 Javanese women, and 1,201 Chinese.

(2) AGRICULTURE

Dutch Borneo is a land of great possibilities, and in fertility of soil is the equal of Java and Sumatra, but as yet it has had no opportunity of developing its agricultural resources. It is estimated that four-fifths of the surface, or some 180,000 square miles, are covered with dense forest or jungle, while the total population of the country does not exceed 2,000,000.

(a) *Products of Commercial Value*

The principal cereal crop is *rice*, of which, however, little is cultivated on the "wet" system. In South and East Borneo (with the exception of the upper Kutei district) the Government levies a 10 per cent. tax on the value of the crop, estimated at the average price in the preceding three years. Government servants, chiefs, and missionaries are allowed 500 *gantangs* (over three tons) free of tax. In 1913 West Borneo exported 450 tons of rice, and imported 15,626; South and East Borneo exported 189 and imported 27,498.

Sugar, *coffee*, and *tobacco* are grown by Dutch planters; *gambier* and *pepper* by the Chinese. The *cocopalms* is cultivated on the coast and along the rivers. Gums and resins, timber, rubber, and copra, obtained

by the natives from the interior, are brought down the rivers in praus.

The most important vegetable product is *rubber*, which is obtained wild from the forests, while plantations are now being energetically exploited, especially in the neighbourhood of Banjarmasin and Pontianak, where large areas have been planted, mostly with *Hevea brasiliensis*, but in some cases with *Ficus elastica*. In 1912 the Sungei Putat Estate, near Pontianak, had 123,000 trees, planted partly in conjunction with coffee. This estate belongs to the Pontianak Rubber Maatschappij of Amsterdam, controlled by the Pontianak Rubber Estate, Limited, London.

On June 1, 1914, the total area under rubber cultivation in Dutch Borneo was 4,962 *bouws* (8,683 acres),¹ distributed thus:—

WEST BORNEO (7 estates)—

	<i>Hevea alone.</i>	<i>With coffee.</i>	Total.
	Bouws.	Bouws.	Bouws.
Rubber	2,031 ..	36 ..	2,067

SOUTH AND EAST BORNEO (7 estates)—

	<i>Hevea alone.</i>	<i>Ficus.</i>	
Rubber	1,681·5 ..	1,213·5 ..	2,895

Grand Total ..	<u>4,962</u>
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On the same date there were three estates in West Borneo planted with coffee alone, besides 36 *bouws* planted with coffee and rubber mixed. Scientific cultivation, called "European," but not necessarily under European control, is in Dutch Borneo mainly devoted to rubber, coco-palms, and rattan.

Borneo is rich in fruit. The mango is so common as to have given its Malay name (*Klementan*) to the island, which is also famous for mangosteen and durian. Other fruits found are the jack, rambutan, lansat, many varieties of banana, yam, melon, and pineapple.

¹ Reckoning the *bouw* as $1\frac{3}{4}$ acres.

Livestock—Domestic animals are few. The Dayaks keep pigs. Cattle are not much bred, though some buffaloes are reared for transport. Horses have been introduced to some extent in the south-east. Other importations are the goat, the dog, the cat, and the domestic fowl. At the end of 1914 there were in West Borneo 218 horses, 538 buffaloes, and 10,384 steers, cows, &c., and in South and East Borneo 1,388 horses, 16,376 buffaloes, and 11,514 steers, cows, &c.

In the absence of larger beasts of prey game abounds, both deer and wild swine being common. An animal of some commercial importance is the civet-cat, from which civet is obtained; it has several congeners. Birds also are numerous; there are several kinds of pheasants, also partridges, snipe, plovers, orioles, and pigeons. One important bird is a kind of swift (*Collocalia linchi*), whose nests, found in the limestone caves of the coast, are much appreciated as food both by natives and Chinese, and are exported extensively to China.

(b) Forestry

The forests of Borneo are as yet almost entirely unexploited. They contain some 500 species of trees, many of which produce good timber, the bilian, or iron-wood, being particularly valuable. Bamboo and rattan are of great importance in native life, as also are the nipa-palm, the leaves of which provide the material with which native houses are roofed, and the nibung-palm, which is used for building. Of the palms, however, the most important economically are the sago-palms (*Metroxylon rumphii*, *M. leve*, and *M. sagus*), which afford the greater part of the food of the natives; the betelnut-palm (*Areca catechu*); and the coco-palm. The camphor tree (*Dryobalanops camphora*) also deserves mention. The potential value of the forests is incalculable; but at present, in conjunction with the enormous rainfall, they render the whole island unhealthy, and prevent any approach to prosperity. In most places the soil is covered with masses of decom-

posing vegetation, and the innumerable swamps, both inland and on the coast, breed fevers and induce the inertia which has caused the Dayaks to be rightly regarded as one of the idlest races of mankind.

(3) FISHERIES

The shallow seas surrounding Borneo, and the numerous rivers, lakes, and marshes of the interior, provide a great variety of fish; but though the natives consume much, both fresh and dried, they do not in general practise fishing as an industry. Nevertheless, in 1914 about 2,000 tons of dried and salted fish were exported from South and East Borneo, obtained mainly from the large lakes of the Kutei River and the swamps in the basin of the Negara. There are pearl fisheries on the east coast, both in the Strait of Macassar and the Sea of Celebes.

(4) MINERALS

Borneo is, without doubt, richer in minerals than any other island of the Dutch East Indies. Gold and silver are found in many districts, and diamonds occur here only among the islands of the archipelago. Platinum exists at Martapura and lead at Bukit Pondok, while iron ores are worked by the natives, both in the west and south-east. Copper, antimony, zinc, bismuth, mercury, and arsenic are also known to occur, but so far there has been no export of these metals on any considerable scale. As in the case of agriculture, the dearth of labour has prevented development of the natural resources of the country. When this difficulty is overcome, and fresh capital and more scientific methods are introduced, mines in Dutch Borneo will doubtless make large profits.

Diamonds.—It is said that at the end of the eighteenth century diamonds to the annual value of £90,000 were being found in Borneo, and for long the island had the reputation of producing the finest stones

in the world. The largest diamond found there in recent times came from Gunung Lawak, near Martapura, and weighed 77 carats. Digging licences in the Martapura district are granted by the Government at the rate of one florin a month. The digging may only take place in areas not included in any mining concession. In 1913 there were granted 8,120 licences for diamond-digging, and about 1,590 carats, valued at 66,807 florins, were found; in 1914 about 1,258 carats were found, valued at 48,762 florins.

The diamonds occur chiefly in the west, where there is a band of igneous intrusions and exposures north of the Lower Kapuas and the Landak, and in the south-east, where the rocks from Martapura eastwards are highly metamorphosed. Diamonds are also found sparsely scattered over a broad belt joining the two main areas. The diamond beds always contain gold as well.

Gold occurs both in veins and in gravels, and is widely distributed, but most thickly in the western extremity and the south-eastern corner; it is also found irregularly scattered over the southern half of the island in recent deposits. Thus there is diluvial gold at Sintang, traces in the disintegrated rocks along the Kapuas, and alluvial gold over a large area in the Embahu basin, near Mount Kelim, and in the Serewai district. These indications may point the way for scientific prospecting. At present many of the richest placers appear to be exhausted, and the lodes still being worked are barely profitable.

The Chinese have been washing gold in Borneo for seven centuries. The gold they obtained in 1848 in West Borneo was officially valued at 1,348,810 florins (£112,400), and in the same year they obtained about £5,000 worth on the Martapura. Between 1875 and 1880 the official figures were never less than £100,000 a year. There is reason to believe that the Chinese really obtained far more gold than was disclosed. It was clearly to their interest to keep down the figures, since not only was every ounce taxed, but there was the

constant fear, which proved to be justified, that the competition of Europeans would be attracted.

In 1897 a gold mining boom began in the Dutch East Indies, and about forty companies were started with an aggregate capital of close on a million pounds sterling. Many of these enterprises were in Borneo, and most of them failed miserably through inadequate capitalization and lack of experience on the part of the directors. The Kahajan Mijnbouw Maatschappij, formed in 1897 with a capital of 2,000,000 florins to seek gold in the Dayak lands of Borneo, is still working the Kahajan lodes, but has not yet paid a dividend, mainly owing to difficulties of labour and transport.

Silver is usually found in conjunction with gold, but is not extensively produced. The output in 1907 was about 3,000 kilogrammes.

Coal.—Dutch Borneo is rich in coal, which is found, though not worked, in all parts of the island. Though occurring in great quantities, much of it is of late formation and at present of no technical value. The Government mines near Martapura were abandoned in 1884 because the quality was not good, and labour was deficient. In West Borneo native labour produced more than 20,000 tons in 1912, and only about 1,000 tons in 1913. South and East Borneo produced in 1913 about 165,000 tons, of which 137,000 tons were mined in Pulu Laut. Mainly by purchase from the natives, the East Borneo Company obtained 16,808 tons in Kutei in 1914. The natives work only surface deposits, often consisting of lignite, and in West Borneo they supply the river steamers.

Much the most important mines are those on the island of Pulu Laut, which have their centre at Semblimbingan, 3 miles from the port of Stagen. Here there are two seams, 7 and 6½ ft. thick respectively. Up to 1903 these mines were only worked on a small scale by the natives. Between 1907 and October 1913, at which date the Government took them over, the production amounted to 902,295 tons. In 1914 the production was 128,505 tons, of which 110,238 tons

were shipped—76·55 per cent. for private concerns and 23·45 per cent. for Government services and public works. The mining is done chiefly by Javanese contract labour, and the average number of workmen employed in 1914 was 1,953. In the same year 201 ships coaled at Stagen, of which 148 were Dutch, 25 German, and 18 British. In 1913 the production of coal at Pulu Laut was 137,000 tons.

Petroleum.—The production of petroleum has now become the chief industry in Dutch Borneo, and the rapid development, which in the course of a few years has created the prosperous port of Balikpapan, is an indication of what may be achieved when labour is properly organized. The total production of raw petroleum, all of which comes from East Borneo, was, in 1913, 766,566 metric tons. It is a heavy oil, which yields plenty of fuel and paraffin wax, besides kerosene. Some of the wax is used for the manufacture of candles, which, on account of the high melting-point of Borneo paraffin, are particularly suitable for use in the tropics. The paraffin factory at Balikpapan is one of the largest and best equipped in the world, and modern plant for the distillation of engine oils is also being set up.

The production of East Borneo was thus divided in 1913:—

				Metric tons
Kerosene	...	...	...	191,465
Benzene	...	...	...	1,247
Straight-run	...	...	...	87,790
Batching oil	...	...	...	13,489
Solar and Diesel oil	...	...	...	2,502
Lubricating oil and grease	...	...	...	3,605
Paraffin	...	...	...	10,244
Candles	...	...	...	2,591
Liquid fuel	...	...	...	434,284

Except 2,011 tons of lubricating oil and grease and 222,852 tons of liquid fuel, which came from Balikpapan, off the north-east coast, this all came from Balikpapan

Papan, where there is one pipe-line 65 miles long of 5 inches diameter, besides many smaller.

A large fleet of tank steamers carries the petroleum products to all parts of the world. Most of them are loaded in bulk, but all methods of packing in tins are likewise used. The controlling authority is the combination of the Shell Transport and Trading Company with the Koninklijke Nederlandsche Maatschappij tot Exploitatie van Petroleumbronnen in Nederlandsche Indië, which operates through various subsidiary or affiliated concerns. In Borneo the oil is obtained by the Bataafsche Petroleum Maatschappij, which controls all production in the Dutch East Indies, with its administrative headquarters at Weltevreden, Batavia (see *Java and Sumatra*, Nos. 82 and 83 of this series). The Anglo-Saxon Petroleum Company ships to Europe; the Dordtsche Petroleum Maatschappij supplies the Dutch East Indies; and the Asiatic Petroleum Company distributes to other parts of the Far East. The Koninklijke Nederlandsche Maatschappij is nominally supreme in the Dutch East Indies, but the ultimate control is shared with a financial group in London, represented by the Shell Transport and Trading Company.

(5) MANUFACTURES

Serious dearth of labour is felt in all branches of industry; though on the coasts, where the favourite occupation of head-hunting has been practically abolished, the Dayaks are gradually growing more inclined to devote such energies as they possess to economically profitable business. The natives evaporate brine from marshes and springs for their own requirements; they also make furniture, cooking utensils, iron weapons, and boats, though most of the boat-builders at the ports are Chinese. Specialized crafts are unknown among the Davaks. Every man is smith, carpenter, &c., as the need arises. The women are all taught weaving, dyeing, and spinning. Woven

patterns are never copied, but always designed, a practice which cultivates the artistic sense for which the people are noted. Considerable artistic skill is shown in native decoration. The women make clothing liberally adorned with beads, and bracelets of copper and pewter. *Sarongs* are woven from materials imported from Singapore. The list printed below represents the industrial concerns employing five or more persons in June 1914; since that date vegetable oil factories have been established at Banjarmasin.

	West Borneo.	South and East Borneo.
Arak distilleries.. ..	4	..
Bakery	1	..
Bookbinding works .. ..	..	2
Diamond cutting works .. ..	..	6
Furniture factories .. ..	..	5
Ice factories	1	2
Lemonade factories	2	..
Machine factory.. ..	..	1
Metal foundry .. ..	..	1
Mineral water factory	1	..
Petroleum products factories .. ..	..	2
Printing works	1	2
Repairing shops	1	2
Saw mills	42	21
Ship yards	3	2
Smithies.. ..	1	2
Soap factory	1	..
Vegetable oils factories.. ..	2	..

(C) COMMERCE

(1) DOMESTIC

The Chinese, who form a much larger portion of the population of Dutch Borneo than of either Java or Sumatra, have practically all the retail trade of the

towns and larger settlements in their hands, except where Bugis from Celebes have established themselves on the east coast, notably at Samarinda. The Chinese are especially numerous at Pontianak and in the district north and east of that town, but many are now found at Banjarmasin, and they are flocking into the Barito basin generally. A great many are labourers on estates. There are only about a thousand Europeans in the whole of Dutch Borneo.

Inland trade is mainly carried on by a system of barter. The natives barter with each other or exchange their wares with the Chinese in return for krossok tobacco from Java and for cotton goods. They bring their produce down the rivers in *praus*. It consists chiefly of iron tools and weapons, plaited hats and mats, and rough wooden furniture, besides small quantities of copra, beeswax, rubber, timber, resin, tobacco, and pepper.

The chief centres of trade are Pontianak and Banjarmasin. With the development of the mineral wealth of the neighbourhood and of the great agricultural resources of the Kapuas basin, Pontianak is certain to rise in importance. It is much healthier than Banjarmasin, though not at present so large. Both towns may be expected to grow as the natives gradually acquire the habits and needs of civilization, and thus receive an incentive to work at developing the enormous natural resources of the country.

(2) FOREIGN

Statistics of commerce in the Outer Possessions of the Dutch East Indies are very confused. Government goods and goods sent to Java for reshipment are, for instance, sometimes included and sometimes omitted.

(a) Exports

Quantities and Values — The following tables show some of the exports in the years 1913 and 1914, accord-

ing to the 1915 Report of the Dutch East Indies Department of Commerce:—

WEST BORNEO.

Articles of Export.	1913.	1914.
	Tons.	Tons.
Rubber, <i>Ficus</i>	66	128
, <i>Hevea</i>	<i>nil</i>	<i>nil</i>
Copra	1	22,934
Copal (from Pontianak) .. .	798	642
Rice, unhusked (from Sambas) ..	<i>nil</i>	294
Pepper, white	571	856
, black	70	134
Rattan (from Pontianak)	4,251	<i>nil</i>

SOUTH AND EAST BORNEO.

Articles of Export.	1913.	1914.
	Tons.	Tons.
Rubber, <i>Ficus</i>	99	38
, <i>Hevea</i>	5	156
Pepper, white	469	282
, black	253	253
Rattan (from Banjarmasin) .. .	3,878	1,709
, (from Samarinda)	2,677	1

Exports in 1915 included the following from Pontianak and Banjarmasin:—

	Pontianak.	Banjarmasin.
	Tons.	Tons.
Rubber, <i>Ficus</i>	312	<i>nil</i>
, <i>Hevea</i>	<i>nil</i>	343
Guttas	1,263	2,117
Copra	10,723	162
Damar	1,672	198
Rattan	3,240	4,057
Coconut oil	613,336	<i>nil</i>
White pepper	217	<i>nil</i>
Sago meal, cleaned	2,542	<i>nil</i>
Tengkawang kernels	6,481	<i>nil</i>
Oil-cake	2,303	<i>nil</i>

¹ Figures not available.

In 1914 tobacco from Dutch Borneo was sold in Amsterdam to the amount of 14,942 bales, or about 1,140 tons; but in 1917 only about 70 tons, consigned to the Netherlands Overseas Trust, were placed on that market.

In 1913 there were exported from Dutch Borneo 5 stallions, 17 buffaloes, 498 steers, 4 oxen, 33 cows, 214 sheep, 342 goats, and 1,013 pigs.

In 1913, when the total exports exceeded 60,000,000 florins in value, the following were some of the items:—

	West Borneo.	South and East Borneo.
	Thousands of Florins.	Thousands of Florins.
Betel nuts	516	<i>nil</i>
Coconut oil	671	<i>nil</i>
Copal	210	<i>nil</i>
Copra	5,718	1,102
Damar	45	<i>nil</i>
Guttas	1,026	2,115
Oil-cake	216	<i>nil</i>
Pepper	488	545
Petroleum, &c.	<i>nil</i>	46,464
Pit coal	<i>nil</i>	129
Rattan	546	1,471
Rubber	300	<i>nil</i>

The large quantities of bunker and other coal sold for consumption in the Dutch East Indies are, however, not included in these figures.

In 1915 the total value of merchandise exported, excluding gold and silver bullion and specie, was 106,149,000 florins. It rose to 113,726,000 florins in 1916, the increases being mainly due to copra, rubber, pepper and coconut oil in West Borneo, and to petroleum, rubber, pepper, and guttas in South and East Borneo.

Countries of Destination.—A threefold division of the exports, according as they are destined for Java, for the Outer Possessions, and for other countries, gives the following figures:—

Destination.	1915.		1916.	
	West Borneo.	South and East Borneo.	West Borneo.	South and East Borneo.
	Thousands of Florins.	Thousands of Florins.	Thousands of Florins.	Thousands of Florins.
Java	2,292	4,810	3,220	9,174
Outer Possessions ..	638	15,761	953	6,677
Other countries ..	10,624	72,024	12,694	81,008
Total	13,554	92,595	16,867	96,859
Grand Total ..	106,149		113,726	

(b) *Imports*

Quantities and Values.—Imports at Pontianak and Banjarmasin in 1915 included the following:—

	Pontianak.	Banjermasin.
Butter in tins kilos.	6,162	8,654
Husked rice "	14,756	5,648
Matches gross boxes	31,901	71,499
Wheat meal kilos.	329,865	283,202

The imports of live-stock into Dutch Borneo were, in the year 1913, 16 stallions, 500 buffaloes, 1,247 steers, 412 oxen, 816 cows, 648 sheep, 1,769 goats, and 2,355 pigs. In 1914 there were imported 1 stallion, 193 buffaloes, 3,073 steers, 100 cows, 424 sheep, 1,726 goats, and 1,818 pigs.

In 1913, when the total imports into Dutch Borneo exceeded 19,000,000 florins in value, the following were some of the items:—

---	West Borneo.	South and East Borneo.
	Thousands of Florins.	Thousands of Florins.
Biscuits	110	253
Chemicals .. .	..	171
Haberdashery	121	..
Ironware .. .. .	..	2,799
Machinery .. .. .	..	2,422
Meal .. .	..	206
Provisions (tinned goods, cheese, &c.)	513	404
Rice	1,541	2,555
Textiles	967	1,603
Tobacco, cigars and cigarettes	235	407

In 1915 the total value of imports exceeded 21,000,000 florins, including at Pontianak and Banjarmasin the following values:—

---	Pontianak.	Banjermasin.
	Florins.	Florins.
Crockery	16,406	24,517
Haberdashery	65,884	27,663
Iron and steel .. .	53,188	30,744
Textile piece-goods and yarns	895,359	829,834

In 1916 the imports exceeded 24,000,000 florins in value. In both Residencies there was a large increase in the figures for rice, and in South and East Borneo there were notable increases in those for textiles, machinery, and sugar.

Countries of Origin.—From countries outside the Dutch East Indies 37,245 tons of husked rice were imported in 1913 and 32,751 tons in 1914.

As regards distribution of values, the following figures are available:—

Country of Origin.	1915.		1916.	
	West Borneo.	South and East Borneo.	West Borneo.	South and East Borneo.
	Thousands of Florins.	Thousands of Florins.	Thousands of Florins.	Thousands of Florins.
Java	1,526	5,329	1,714	6,417
Countries outside Dutch East Indies ..	6,193	8,940	7,127	9,710
Total ..	7,719	14,269	8,841	16,127
Grand Total ..	21,988		24,968	

(D) FINANCE

Public finance and currency are dealt with in *Java* and *Sumatra*, Nos. 82 and 83 of this series. The sources of revenue in Dutch Borneo are:—

Import and export duties, including a small duty on certain kinds of imported tobacco.

Monopolies of salt and opium.

Dues on gold, diamond-digging, arak and spirits, ferries, pawnbroking, pork, and dice, with certain exemptions; also 10 per cent. on the value of timber brought down from the Upper Kutei to Samarinda, as assessed for export duty at that port.

A poll-tax on some natives in commutation of statute labour.

The Javasche Bank has branches at Banjarmasin and Pontianak. The Nederlandsche Handel Maatschappij and other large Dutch institutions also have branches in Borneo.

British capital is invested to the extent of many millions of pounds in the rubber companies of Dutch

Borneo; and the Shell Transport and Trading Company, of London, in conjunction with the Koninklijke Nederlandsche Maatschappij already mentioned, controls the entire petroleum production of the country.

(E) GENERAL REMARKS

In spite of the great potential wealth of the country, it is still to a large extent undeveloped; and, although the dense forests extend to within a few miles of Banjermasin, no foreigner is allowed to lease land for the purpose of searching for minerals, though an agricultural concession may be granted him, provided he is resident in the Dutch East Indies.

With this exception, concessions from the Dutch East Indies Government are granted to Dutch citizens or corporations only, but the holders have the right to transfer their interest to persons or corporations of foreign nationality. The object of this law is to prevent political interference by foreign Governments. American capital is now being encouraged to compete with British and German capital in Borneo by participating in nominally Dutch enterprises.

It has been proposed that a body called the American Syndicate should be formed, with an initial capital of £2,000, having its head office in New York and an advisory board in Batavia. This holding company would establish Dutch subsidiary companies, registered in the East Indies, and control their capital. The Dutch companies would hold the concessions. The syndicate would have the support of the Javasche Bank; and, though the bank is forbidden by its charter to take up shares, one of its managers might join the board. Enterprises in Borneo are especially contemplated.

Mr. J. Gerritzen, vice-president of the Javasche Bank, is a member of the board of the Straits and Sunda Syndicate, founded some years ago by German capitalists, with headquarters in Hamburg and an office

in Batavia. This German syndicate is largely interested in agricultural and other enterprises in the Dutch East Indies. It has a nominal capital of a few hundred pounds, but intended, before the war, to issue debentures up to several million marks. Possibly these were taken up secretly by German banks, as the syndicate opened six plantations in Java and Sumatra in 1912, in each case Dutch companies being formed, of which the German syndicate held all the capital. Herr E. Helfferich, of Batavia, was the ruling spirit of this syndicate, and before the war was contemplating similar enterprises in Borneo. The direct trade between Japan and Dutch Borneo is increasing; and in 1918 the Japanese systematically collected copra in their own vessels from the Anambas and Tambilan Islands.

ISLANDS ADJACENT TO BORNEO

The few islands near the coast of West Borneo are included for administrative purposes in the Residency of Riouw and Dependencies. Their aggregate population is only a few thousands.

Pulu Laut.—This wooded island, 55 miles in length, and separated by a narrow channel from the south-east coast of Borneo, has already been sufficiently treated in connection with its coal mines at Semblimbingan and its ports at Stagen and Kota Baru.

Karimata Islands.—These islands, 60 in number, lie off the west coast of Borneo. The largest is known as Great Karimata, and another of fair size is Kampong. The inhabitants, mainly settlers from Lingga and Siak, are chiefly occupied in fishing and ironworking.

Natuna Islands.—Of this group of 55 islands, lying west of Borneo in the China Sea, by far the largest is Great Natuna, or Bunguran, which has a surface of some 600 square miles. The natives are Malays trading with Riouw and Singapore in turtles, tortoise-shell, coconuts, sago, and mats.

The *Tambilan* and *Anamba* groups, lying between Borneo and Malacca, have a small population engaged mainly in fishing and the production of copra.

APPENDIX

EXTRACT FROM THE CONVENTION BETWEEN GREAT BRITAIN AND THE NETHERLANDS, DEFINING BOUNDARIES IN BORNEO, JUNE 20, 1891.

(See Hertslet, L. *A Complete Collection of Treaties, &c.*
Vol. xix, p. 755.)

Art. I. The boundary between the Netherland Possession in Borneo and those of the British-protected States in the same island shall start from $4^{\circ} 10'$ north latitude on the east coast of Borneo.

Art. II. The boundary line shall be continued westward from $4^{\circ} 10'$ north latitude, and follow in a west-north-west direction, between the rivers Simengaris and Soedang, up to the point where the meridian 117° east longitude crosses the parallel $4^{\circ} 20'$ north latitude, with the view of including the Simengaris River within Dutch territory. The boundary-line shall then follow westward the parallel $4^{\circ} 20'$ north latitude until it reaches the summit of the range of mountains which forms on that parallel the watershed between the rivers running to the north-west coast and those running to the east coast of Borneo, it being understood that, in the event of the Simengaris River or any other river flowing into the sea below $4^{\circ} 10'$ being found on survey to cross the proposed boundary-line within a radius of 5 geographical miles, the line shall be diverted so as to include such small portions or bends of rivers within Dutch territory; a similar concession being made by the Netherland Government with regard to any river debouching above $4^{\circ} 10'$ on the territory of the British North Borneo Company, but turning southwards.

Art. III. From the summit of the range of mountains mentioned in Article II to Tandjong-Datoe, on the west coast of Borneo, the boundary line shall follow the watershed of the rivers running to the north-west and west coasts north of Tandjong-Datoe, and of those running to the west coast south of Tandjong-Datoe, the south coast, and the east coast south of $4^{\circ} 10'$ north latitude.

Art. IV. From $4^{\circ} 10'$ north latitude on the east coast the boundary line shall be continued eastward along that parallel, across the Island of Sebittik; that portion of the island situated to the north of that parallel shall belong unreservedly to the British North Borneo Company, and the portion south of that parallel to the Netherlands.

Art. V. The exact positions of the boundary-line, as described in the four preceding Articles, shall be determined hereafter by mutual agreement, at such times as the Netherland and the British Governments may think fit.

Art. VI. The navigation of all rivers flowing into the sea between Batoe-Tinagat and the River Siboeckoe shall be free, except for the transport of war material; and no transport duties shall be levied on other goods passing up those rivers.

Art. VII.—The population of Boelongan shall be allowed to collect jungle produce in the territory between the Simengaris and the Tawao Rivers for 15 years from the date of the signature of the present Convention, free from any tax or duty.

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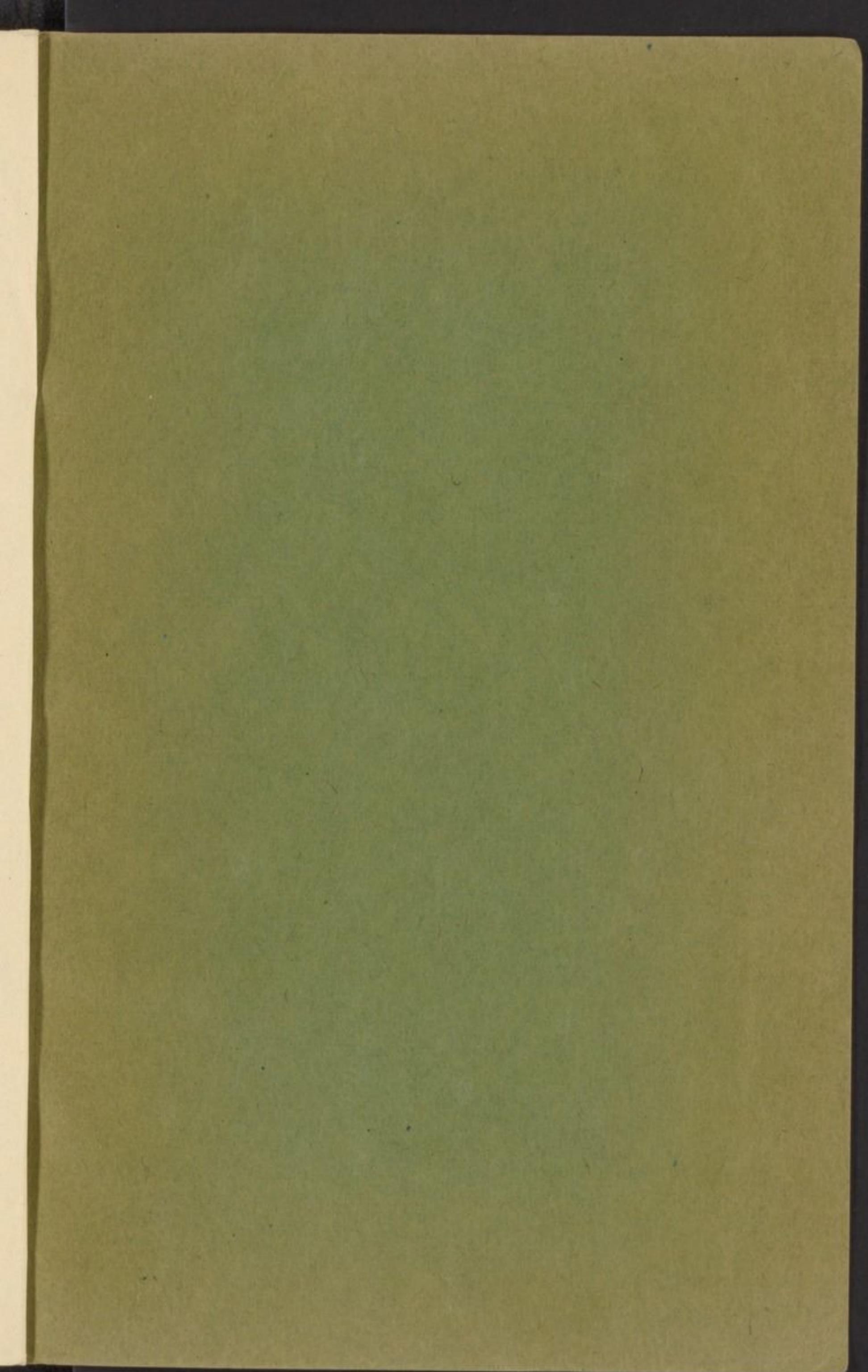
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