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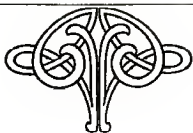


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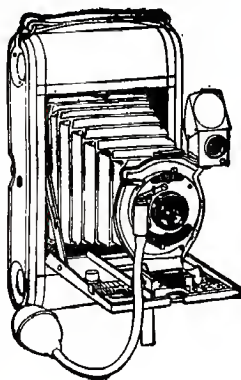
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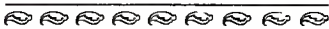
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—BUITENZORG.—

Correspondence receives prompt attention.

Foreword.

In presenting to the reader the first edition of ISLES OF THE EAST, it is hoped that its pages may prove of interest to those, who seek information regarding Java and the Dutch Indies generally, as a pleasure resort on the one hand, and as a country offering exceptional commercial opportunities, on the other. For this reason the work is divided into two sections, the commercial part forming no inconsiderable portion of the whole.

The illustrations appearing in the volume have been obtained from various sources, but special mention should be made of the ateliers of Kurkdjian, Ltd., Sourabaya, Java, and C. J. Kleingrothe, Medan-Deli, Sumatra, to whom I am indebted for their excellent photographs.

I desire to offer here my grateful thanks to the managers of the Koninklijke Paketvaart Maatschappij, Batavia, their staff and agents, for the extreme courtesy which they extended to me during my stay in the Dutch Indies, as also to the Managing Directors of the Government Railway and the Ned. Ind. Railway, for the facilities kindly placed at my disposal, enabling me to traverse the island at leisure.

I further wish to place on record my appreciation of the valuable assistance rendered me by Mr. Ronald J. Johnstone, Artist, who was my secretary during my trip to the East.

W. LORCK, MAJOR,

SOLE EDITOR.

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GENERAL INFORMATION FOR PASSENGERS.

Passage Tickets.—Passages are granted subject to the terms and conditions of the Company's form of contract ticket, which is not transferable.

Passage Money Deposit.—All passage money is payable in advance, 10% being due on securing accommodation, and the balance before steamer's departure. Passengers not embarking after engaging passages, forfeit their 10% deposit money, but their passages may be transferred to a subsequent vessel on giving not less than a week's notice. The deposit is not transferable.

Accommodation.—No berth or cabin is to be occupied by a passenger without application to the Company's agent on shore. The same applies to return tickets, which must be endorsed for the return journey.

Passage Fares.—The rates of first and second class passengers include messing, but not wine or liquors, which are provided on board and charged for as per scale. Passengers will not be allowed to take their own wines or liquors on board. Passengers if dieted on board at terminal or intermediate ports where they could have transhipped to another connecting steamer, but choose to remain on board for their own convenience, pay 10s. per diem in the first class and 5s. in the second class.

Return Tickets are available for twelve months.

Single Tickets for six months from date of issue. Passengers who paid full single fare and return within six months of sailing, are allowed 10% on the single fare for the return journey.

Interchange of Tickets.—Passengers holding single or return tickets who wish to break their journey at Port Moresby or Thursday Island may continue by a steamer of either K.P.M. or Burns, Philp & Co., Ltd., subject to accommodation being available. Return tickets are interchangeable between K.P.M. and Burns, Philp lines.

Baggage.—Each adult first-class passenger is allowed 20 cubic feet (not to exceed five cwt.) of personal baggage; each second-class passenger ten cubic feet (not to exceed two cwt.). Half allowance for children at half fares. Any baggage in excess will be charged for on board at cargo rates. Deck-chairs are carried free of charge. A passenger taking a reserved two-berth cabin and paying 50% additional fare is entitled to take a double allowance of personal baggage. Cabin luggage and deck-chairs are at passenger's own care. All other baggage is handled at Company's expense, but at owner's risk. All baggage to be properly labelled for port of destination or disembarkation.

INFORMATION FOR PASSENGERS ARRIVING IN AUSTRALIA.

Reduced Railway Fares.—Passengers disembarking at Brisbane or Sydney and wishing to proceed by rail to Sydney, Melbourne or Adelaide, should apply on board to the purser for a certificate, which must be presented to the Company's Agent on shore, and entitles the holder to the following reduced railway fares, provided the railway journey is commenced within seven days from the date of the steamer's arrival in port:—

	SINGLE.		RETURN.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
Brisbane—Sydney ...	£2 13 0	£1 15 0	£4 0 0	£2 13 0
„ Melbourne	5 6 0	3 13 0	8 0 0	5 10 0
„ Adelaide ..	6 13 0	4 6 0	10 0 0	6 10 0
Sydney—Melbourne ..	2 14 0	2 0 0	4 0 0	3 0 0
„ Adelaide ...	4 0 0	2 12 6	6 0 0	4 0 0

Breaks of the train journey are permitted; single tickets will be available for one month; return tickets for six months. Return railway tickets will only be issued to passengers holding return steamer tickets.

STEAMSHIP CONNECTIONS AT SYDNEY.

To New Zealand.—Twice weekly by the Union S.S. Coy. of New Zealand and Huddart, Parker & Coy., Ltd.; to Auckland on Wednesdays and to Wellington on Saturdays.

Fares to Auckland or Wellington: Single, £7 7s. first class; £4 4s. second class. Return: £12 2s. 6d. first class; £7 5s. second class.

To Tasmania.—Weekly by the Union Line and Huddart, Parker Line.

Fares to Hobart or Launceston (first class only): £2 15s. single, and £4 8s. return.

The connections from Melbourne with New Zealand and Tasmania are maintained by the same companies.

To Europe.—(a) *Via* Suez Canal: Fortnightly by P. & O.S.N. Co. and Orient Co., and four weekly by Messageries Maritimes, single, first class, £71 10s. to £82 10s.; second class, £41 16s. to £46 4s. Four weekly by N.D.L., single, first class, £66; second class, £38 10s.

(b) *Via* South Africa, calling at Durban and Cape Town: Blue Funnel Line (first class only), £40 to £60. Four weekly by P. & O. Branch Service (third class only), £13 13s. to £17 17s. Four weekly by Aberdeen Line, first class, £45 to £52 10s.; third class, £13 13s. to £17 17s. Four weekly by White Star Line (all one class), £19 to £32.

(c) *Via Cape Horn*.—Route: From New Zealand to London *via* Monte Video, Teneriffe and Plymouth. Four weekly by Shaw, Savill and Albion Co., Ltd., and four weekly by New Zealand Shipping Co. Fares from Sydney: First class, £68 to £78; second class, £41 to £46.

To America.—(a) Vancouver (*via* Auckland, Fiji and Honolulu), four weekly by Canadian-Australian Royal Mail Line. Fares from Sydney: First class, £64 to £72 10s.; second class, £39 15s. to £47 5s.

(b) San Francisco (*via* Wellington, Raratonga and Tahiti), four weekly by Union S.S. Co. First class, £40; second class, £25.

(c) San Francisco (*via* Pago Pago and Honolulu), four weekly by Ocean S.S. Co. First class, £40; second class, £25.

To China and Japan.—Four weekly by Nippon Yusen Kaisha, E. & A., and N.D.L. To Hongkong, first class, £40; second class, £26. To Yokohama, first class, £47; second class, £30. About monthly by China Navigation Co. To Hongkong, first class, £30; second class, £19 10s.

ROUND THE WORLD *via* JAVA.

The Australian tourist who wishes to make Java a stepping-stone on his trip to other parts of the East, to Europe, America or "Round the World," will find the following *resumé* of steamship connections useful when making up his plans.

This *resumé* has been most carefully compiled, but no responsibility attaches to the Company for the information given below:—

FROM JAVA DIRECT.

To Europe *via* Singapore, Sabang (Sumatra), Colombo, Suez, Genoa, Algiers, Tanger, Lisbon and Southampton to Amsterdam fortnightly per "Nederland" Line (S.M.N.). To Southampton or Amsterdam, first class, £71 10s.; second class, £41 15s.

To Europe *via* Padang (Sumatra), Colombo, Suez, Marseilles, Gibraltar, Tanger, Lisbon to Rotterdam: Fortnightly per "Rotterdam Lloyd." To Rotterdam or London, first class, £71 10s.; second class, £41 15s.

Through passengers booked from Australia to Europe by "Nederland" or "Rotterdam Lloyd" Lines at reduced rates. For further particulars, see page 157.

To China *via* Macassar, per Java-China-Japan Line: First class, £12 10s. to Hongkong; £16 13s. 4d. to Amoy and Shanghai.

To Japan *via* Hongkong, per Java-China-Japan Line: First class, £13 6s. 8d. to Yokohama; £14 11s. 8d. to Kobe and Moji.

To Singapore and Penang, per K.P.M. (Royal Packet S.N. Co.): First class, single, £5 5s. and £8 15s.

FROM JAVA *via* SINGAPORE.

In most cases Singapore will be found the most convenient centre to continue the voyage from, as it is a port of call of all steamship lines between Europe, India and the Far East, as well as an important centre of the Island trade.

The connections from Singapore are:—

To Europe (*via* Colombo)—

				1st Class.		2nd Class.
By P. & O. (fortnightly)	..	..	..	£66 0 0	...	£44 0 0
„ N.D.L.	„	..	..	66 0 0	...	44 0 0
„ M.M.	„	..	..	66 0 0	...	44 0 0
„ S.M.N.	„	..	..	66 0 0	...	41 15 0
„ N.Y.K.	„	..	..	50 0 0	..	34 0 0

To China and Japan.—

				To Hongkong.	To Shanghai.	To Yokohama.
By P. & O. (fortnightly)	..	£8 16 0	..	£13 15 0	..	£16 10 0
„ N.D.L.	„	8 16 0	..	13 15 0	..	16 10 0
„ M.M.	„	8 16 0	..	13 15 0	..	16 10 0
„ N.Y.K.	„	8 0 0	..	11 0 0	..	14 0 0

To Saigon.—

By M.M. (fortnightly), first class, £5 12s.; second class, £4 4s.

To Bangkok.—

By N.D.L. (every four days): First class, £9 6s. 8d.; second class, £4 13s. 4d.

To Rangoon.—

By B.I.: First class, £8 6s. 8d.

To Calcutta.—

By B.I., <i>via</i> Rangoon (weekly)	..	..	..	First class,	£10 0 0
„ Apçar Line, direct (fortnightly)	..	..	„	„	10 0 0
„ Indo-China S.S. Co., direct (fortnightly)	..	..	„	„	10 0 0
„ P. & O., <i>via</i> Colombo (fortnightly)	..	..	„	„	23 2 0
„ M.M.	„	„	..	„	22 0 0

To Bombay.—

				1st Class.		2nd Class.
By P. & O. (fortnightly)	..	..	..	£23 2 0	...	£17 12 0
„ Austrian-Lloyd (fortnightly)	..	..	..	..	...	11 14 8
„ Florio Rubattino Line (fortnightly)	..	..	..	..	...	11 0 0
„ M.M. (fortnightly)	..	..	..	£23 2 0	...	17 12 0

To Madras.—

By B.I., *via* Penang (fortnightly) First class, £11 13 4

ROYAL PACKET S. N. COMPANY.

SECOND
HALF - YEAR

TIME TABLE
1912.

JAVA-AUSTRALIA.

STEAMER.	BATAVIA.		SAMARANG.		SOURABAYA.		DOBO.		THURSDAY ISLAND.		PORT MORESBY.		BRISBANE.		SYDNEY.		MELBOURNE.	
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Van Linschoten ... 45	May 11	June 1	May 12	May 14	May 20	May 23	May 25	May 30	June 1	June 7	June 1	June 7	June 1	June 7	June 1	June 7	June 1	June 7
Van Waerwyck ... 46	June 12	July 1	June 13	June 14	—	June 22	June 24	June 29	July 1	July 6	July 1	July 6	July 1	July 6	July 1	July 6	July 1	July 6
Van Linschoten ... 47	July 12	Aug. 1	July 13	July 15	July 21	July 24	July 26	July 31	Aug. 1	Aug. 6	July 26	Aug. 1	Aug. 2	Aug. 6	Aug. 2	Aug. 6	Aug. 2	Aug. 6
Van Waerwyck ... 48	Aug. 11	Sept. 1	Aug. 12	Aug. 14	—	Aug. 22	Aug. 24	Aug. 29	Sept. 1	Sept. 6	Aug. 24	Sept. 1	Sept. 2	Sept. 6	Aug. 31	Sept. 2	Sept. 6	Sept. 6
Van Linschoten ... 49	Sept. 12	Oct. 1	Sept. 13	Sept. 15	Sept. 21	Sept. 24	Sept. 26	Oct. 1	Oct. 1	Oct. 6	Sept. 26	Oct. 1	Oct. 2	Oct. 6	Oct. 3	Oct. 2	Oct. 6	Oct. 6
Van Waerwyck ... 50	Oct. 12	Nov. 1	Oct. 13	Oct. 15	—	Oct. 23	Oct. 25	Nov. 1	Nov. 1	Nov. 6	Oct. 25	Nov. 1	Nov. 2	Nov. 6	Nov. 1	Nov. 2	Nov. 6	Nov. 6
Van Linschoten ... 51	Nov. 11	Dec. 1	Nov. 12	Nov. 14	Nov. 20	Nov. 23	Nov. 25	Dec. 1	Dec. 1	Dec. 6	Nov. 25	Dec. 1	Dec. 2	Dec. 6	Dec. 2	Dec. 6	Dec. 2	Dec. 6
Van Waerwyck ... 52	Dec. 10	Jan. 1	Dec. 11	Dec. 13	—	Dec. 21	Dec. 23	Dec. 28	Dec. 28	Jan. 3	Dec. 23	Dec. 28	Dec. 30	Jan. 3	Dec. 30	Dec. 30	Jan. 3	Jan. 5

AUSTRALIA-JAVA.

STEAMER.	Melbourne.		Sydney.		Brisbane.		Cairns-Townsville		Port Moresby.		Thursday Island		Dobo.		Macassar.		Sourabaya.		Samarang.		Batavia.		
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	
Van Linschoten ... 45	June 10	July 1	June 15	June 17	June 21	June 24	June 26	June 29	July 3	July 5	July 3	July 5	July 3	July 5	July 3	July 5	July 3	July 5	July 3	July 5	July 3	July 5	
Van Waerwyck ... 46	July 9	Aug. 1	July 15	July 17	July 21	July 23	July 25	—	Aug. 1	Aug. 3	Aug. 1	Aug. 3	—	Aug. 3	Aug. 1	Aug. 3	Aug. 1	Aug. 3	Aug. 1	Aug. 3	Aug. 1	Aug. 3	
Van Linschoten ... 47	Aug. 9	Sept. 1	Aug. 14	Aug. 16	Aug. 20	Aug. 22	Aug. 24	Aug. 27	Aug. 31	Sept. 2	Aug. 31	Sept. 2	Aug. 31	Aug. 31	Sept. 2	Sept. 2	Aug. 31	Sept. 2	Sept. 2	Aug. 31	Sept. 2	Sept. 2	
Van Waerwyck ... 48	Sept. 9	Oct. 1	Sept. 14	Sept. 16	Sept. 20	Sept. 22	Sept. 24	—	Oct. 1	Oct. 3	Sept. 24	Oct. 1	Oct. 3	Oct. 1	Oct. 3	Oct. 1	Oct. 3	Oct. 1	Oct. 3	Oct. 1	Oct. 3	Oct. 1	Oct. 3
Van Linschoten ... 49	Oct. 10	Nov. 1	Oct. 15	Oct. 17	Oct. 21	Oct. 23	Oct. 25	Oct. 28	Nov. 1	Nov. 3	Oct. 25	Nov. 1	Nov. 3	Nov. 1	Nov. 3	Nov. 1	Nov. 3	Nov. 1	Nov. 3	Nov. 1	Nov. 3	Nov. 1	Nov. 3
Van Waerwyck ... 50	Nov. 8	Dec. 1	Nov. 13	Nov. 15	Nov. 19	Nov. 21	Nov. 23	—	Nov. 30	Dec. 2	Nov. 23	Dec. 2	—	Nov. 30	Dec. 2	Dec. 2	Dec. 2	Dec. 2	Dec. 2	Dec. 2	Dec. 2	Dec. 2	Dec. 2
Van Linschoten ... 51	Dec. 9	Jan. 1	Dec. 14	Dec. 16	Dec. 20	Dec. 23	Dec. 26	Dec. 29	Jan. 2	Jan. 4	Dec. 26	Jan. 2	Jan. 4	Jan. 2	Jan. 4	Jan. 2	Jan. 4	Jan. 2	Jan. 4	Jan. 2	Jan. 4	Jan. 2	Jan. 4
Van Waerwyck ... 52	1913 Jan. 8	1913 Feb. 1	1913 Jan. 15	1913 Jan. 17	1913 Jan. 21	1913 Jan. 23	1913 Jan. 25	—	Feb. 1	Feb. 3	1913 Jan. 25	Feb. 1	Feb. 3	1913 Feb. 1	Feb. 3	1913 Feb. 1	Feb. 3	1913 Feb. 1	Feb. 3	1913 Feb. 1	Feb. 3	1913 Feb. 1	Feb. 3

Sailing Dates from Intermediate Ports Approximate only.

PASSENGERS TO SINGAPORE TRANSHIP AT SOURABAYA OR BATAVIA.

JAVA - AUSTRALIA LINE.
SALOON PASSAGE RATES
 From 1st JULY, 1912.

Melbourne

£3	Sydney					
£5	£3	Brisbane				
£10	£9	—	Cairns or Townsville			
£14	£12	£12	£4/10/-	Port Moresby		
£16	£14	£12	£8	£4/10/-	Thursday Island	
£22	£20	£18	£14	£10	£6	Dobo
£30	£28	£26	£23	£23	£21	Macassar
£32	£30	£28	£25	£25	£23	Sourabaya
£33	£31	£29	£26	£26	£24	Samarang
£34	£32	£30	£27	£27	£25	Batavia
£37	£35	£33	£30	£30	£28	Singapore

Return Tickets (available for 12 months) issued at Double Single Rates, less 20 per cent., with the following exceptions :—

Melbourne—Thursday Island, £27 ; Sydney—Thursday Island, £25 4s. ; Brisbane—Thursday Island, £21 10s. ; Melbourne—Port Moresby and return by direct steamer, £23 10s. ; *via* Thursday Island, £27 ; from Sydney and Brisbane, £20 and £25 4s. *No Return Tickets issued to Macassar.*

Introduction.

Java! There is music in the word when spoken. It sounds like a bar of a soft melody, like the first syllables of a poem appealing to one's sympathy.

And the Island of Java certainly can claim not only one's sympathy, but the greatest interest, may the visitor to its shores be a sight-seer, a man of affairs, a scientist or a *literateur* in search of knowledge.

The field of attraction is so diversified, the horizon of enthralling beauty and scenic magnificence so wide, that it becomes a difficult task indeed to finally settle on a choice of route through the glories of this wonderful Isle of the East—Java.

The following pages have been compiled in the endeavour to place before intending tourists some of the most prominent attractions, in picture and word, touching also to a small extent upon commercial matters of the Dutch Indies.

THE EDITOR.



UNDER DISTINGUISHED PATRONAGE.

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THE WALDORF ASTORIA OF AUSTRALIA.
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ELEVATORS. MAGNIFICENT DINING HALL. TELEGRAPH OFFICE.
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J. KIRK SPEEDIE

Manager.

SECTION I.

CHAPTER II.

The Official Tourist Bureau at Weltevreden, BATAVIA.

is situated in the heart of the city at the corner of Ryswyk and Gang Pool, facing the Canal.

The management consists of prominent city gentlemen who, together with a Secretary, direct the methods to be adopted for the purpose of advertising their glorious country and of advising visitors and intending tourists as to the variety of tours, their cost, duration, railway facilities, and so forth.

A liberal grant by the Government, under whose control the Bureau is conducted, is augmented by a *pro rata* contribution by the local residents, and enables the Official Tourist Bureau to do most useful work in the direction indicated.

The office hours are from 7.30 a.m. to 1 p.m. and from 4.30 p.m. to 7.30 p.m., the telephone being No. 443.

The Official Tourist Bureau has a branch office at Sourabaya situated at Willem Straat (Rotterdam Lloyd Office) for the convenience of those visitors who arrive at that port and are leaving their vessel there.

An Australian agency has also been established at the office of the Royal Packet Steam Navigation Co., Royal Exchange Buildings, 56 Pitt Street, Sydney, where fullest information is available, photographs of some of the more prominent beauty spots of Java may be inspected, and illustrated booklets, published by the above Bureau, obtained.

The following pages were supplied by the Official Tourist Bureau as outlining the great possibilities of the Island of Java for the tourist

— JAVA. —

Although not the largest, Java is the most important of the numerous islands which form the Netherlands Indian Archipelago; it is a very interesting tropical island.

It is some 660 miles long, and has a maximum width of 130 miles which diminishes to 55 miles at the narrowest point.

The area of the island measures some 51,350 square miles, and so fertile is the soil that there is hardly a part of it which is not cultivated with success. Java is not only a land of beauty, but also a land of plenty. It supports with ease a population of nearly forty million people.

Java in the past has not been visited so extensively and made known to the world as it deserves to be. Of recent years, however, much has been done by the Official Tourist Bureau at Batavia to attract the attention of tourists to this beautiful Island, and, being accessible from Singapore by frequent Dutch steamers, it is becoming better known to the tourist, as well as to the man of business. It is gratifying to note that the number of tourists in Java is increasing, the estimated influx being more than a thousand every year.

Java is situated on or about "one of the great fissures of the earth's crust," and some fifty of its mountains are volcanoes, several of which have been terribly destructive at different times in the past.

The railway service of Netherlands India is well regulated, the cars are clean and comfortable, the officials well-trained and obliging. Most trains include first, second and third class carriages; a special article about the Railways will be found further on.

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FROM BUITENZORG TO SINDANGLAYA.—Five hours in a two



wheeled vehicle does not sound entrancing, but the views on the road are so fascinating, and the air is so cool and healthful that the visitor will never regret this trip. The road from Buitenzorg to Sindanglaya has many steep grades and curves. The highest point of the road is the Poentjah Pass. Here

the eye is drawn towards the stately mass of the volcanoes, Pangerango and Gedeh, and then rests upon the valley covered with sawahs (rice-fields), set off by the deeper shades of the woods. In the far distance the roof of the Hotel Sindanglaya may be perceived. The visitor should not omit to see the Lake Telaga Warna, at a quarter of an hour distance from the Poentjak Pass. The tourist who visits Sindanglaya by starting from Tjiandjoer will reach



View of Sindanglaya.

the hotel in two and a quarter hours along a most picturesque road, past Tjipanas (the country seat of the Governor-General) and the little Lake Tjisaroewa.



SINDANGLAYA is situated 3479 feet above sea level. It is a favorite hill resort. The Hotel Sindanglaya is nicely situated on a little hill and affords a most charming view of the landscape, with the volcanoes, Pangerango and Gedeh, in the background. Some beautiful excursions can be made from

Sindanglaya. The trip to the Falls of Tjibeureum, Tjihoendool and Tjibodas, *via* the country seat of the Governor-General at Tjipanas, and

the "Mountain Garden" at Tjibodas can be made in half a day. Leaving Sindanglaya in the early morning, one can be back for lunch. The excursion is made on foot or horse-back or by sedan chair.

The Goenoeng Kasoer ("Breakfast Hill") can be reached in one hour.

A splendid view of the surrounding mountains can be obtained here. The market of Patjet (two and a half miles distant from Sindanglaya) is well worth a visit on Saturday morning when hundreds of natives swarm together, the many-colored dresses of the red-cheeked Soendanese women affording a pretty sight.

BANDOENG is an important centre of the Preanger Regencies. It is a thriving town and is rapidly extending its borders. Bandoeng is a pleasant town and well worth visiting for its own sake. It possesses two first-class hotels, the Hotel Homann and the Preanger Hotel.

The most important and certainly most interesting excursion to be made from Bandoeng is that to the volcano, Tangkoeban Prahoe. The ascent of this mountain is very easy. One proceeds per trap to Lembang (excellent hotel, Beau



A Typical Rice Field.



One of the Many Viaducts on the Government Railroad to Bandoeng.



Lake Tubodas, Sindanglaya.



Black heavily cut by the Government Railway Department.

Viaduct Over the Tjipada. Between Sasaksat and Tjilamé.



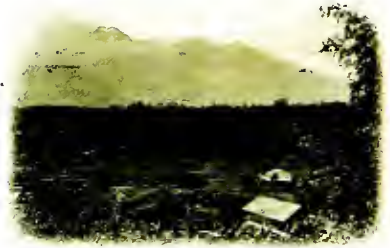
The Volcano Papandayan.

Séjour). About half way the visitor will have a beautiful view of the plain. From Lembang he continues his way up to the crater on horse-back or per sedan chair, passing through cinchona plantations and through a magnificent jungle, till at last he arrives at the edge of the open crater, where bubbling sulphur pools and a wide

view over the fertile valley are a sufficient reward for all his exertions.

Another charming excursion to be made from Lembang is to the Kawah (Crater) Domas, which trip can also be made on horse-back, and of Krawang.

GAROET is situated in the great green plain of Garoet, 2500 feet above sea level, and is surrounded by splendid mountains. It possesses three excellent hotels, Hotel van Horck, Hotel Papan-dayan and Hotel Villa Dolce, and is a favorite hill and pleasure resort.



The Plain of Tasikmalaya.

Pretty though the town is in itself, its greatest attraction is to be found in the beautiful excursions which can be made from here. A great excursion from Garoet

is to the crater of the active volcano, Papandayan, a mountain fifteen miles in length by six in breadth. It has been in vigorous eruption within the eighteenth century; it still steams and rumbles, and, like the Goen-oeng Goentoer, or



The Fish Ponds en route to the Hot Springs (Tjipanas).

“Thunder Mountain” across the plain, it may burst forth again at any moment.

The trip is made partly per trap (as far as the Hotel Villa Pauline, at Tjiseroepan), partly on horse-back or per sedan chair (from Tjiseroepan to the crater).

Another beautiful excursion is to the White Lake, called by natives, Telaga Bodas; this trip is also made partly per trap, partly on horse-back or per sedan chair.

Interesting trips are also to the Kawah Manoek, Kawah Ka, Modjan, and by carriage to the Lakes of Leles and Ba-geodit.

DJOKJAKARTA (abbreviated, Djokja) creates a favourable impression on the visitor. The town has a quiet charm of its own which distinguishes it from all other towns in Java. The plan of the town is very simple. In the centre is the fortress, Vredenburg, in a square, with beautifully shaded avenues. On the west side is the Toegoe Road, past the Residency, the Palace of the "Ryksbestuurder" (Regent) and the Hotels Toegoe and Mataram. The Kraton or Sultan's Palace has a circumference of four miles and a population of 15,000.



Hot Sulphur Springs, near Telaga Bodas.



On the Road to the Volcano, Kawah Manoek.

Djokja is particularly known for its Javanese hand-work, batik, leather, silver, brassworks, krisses and other weapons, etc. There is a showroom of Mrs. ter Horst, where modern languages are spoken. The principal attraction of Djokja is the famous Buddhist temple called Boro Budur. In order to reach it the visitor can proceed by steam tram as far as Moentilan, thence per carriage to Boro Budur or per motor car from Djokja to Boro Budur.

The Chandi Mendoet is on the route from Moentilan to Boro Boedoer, and near the Progo River. It is a roof-covered sanctuary, and makes a great impression, though it is not so very big. The three gigantic Buddha images are works of art by first-class sculptors. The phantastic light on the heads, the indefinable beauty

of this very fine piece of sculpture will not easily be forgotten. This temple is called the gem of the Hindu monuments in Central Java. In architectural beauty it is superior to the Boro Budur, but it is much smaller. On the sides of the staircase are sculptured legends.

A short distance farther on and across the Progo River is the Boro Budur, the beauty of which cannot briefly be described.

A group of very remarkable, fine, old temple ruins is to be found in the plain of Prambanan, about 30 minutes by rail from

Djokja. If travelling by carriage one can also have a look at the Chandi Kalassan, or Kali Bening, with the ruins of the monastery Chandi Sahri. The temple is older than the Boro Budur, which is supposed to date back from 850 A.D. The style of the Chandi Kalassan resembles that of the Chandi Mendoot.



On the Main Road to Mount Darawati.

SOERAKARTA, commonly called Solo, has also a fortress in the centre of the town, and a kraton with an aloon-aloon on a scale even

larger than at Djokja. Visitors to Solo should not fail to visit the Royal Park, Sri Weedodari, which is open to the public on payment of a small fee. The garden is well laid out and contains splendid trees, pounds covered with lotos flowers, and a good collection of animals, such as monkeys, bears, tigers, peacocks, etc. The term Weedodari means "heavenly nymph." From Solo a branch line of the railway leads to Samarang, on the north coast of Java.

SAMARANG is an important commercial town, and the new port, which is in course of construction, will doubtlessly add to the prosperity of the town.

Though Samarang can boast of some very fine avenues and an excellent hotel (Hotel du Pavillon), the town is of little importance to tourists.



Tjemaras and Ferntrees.



MALANG is situated in the Plain of Malang at 1400 feet above sea level. It is a healthy, lovely little place, where races are held in the month of September.

Hotels: Hotel Marinus Jansen, Hotel Jensen.

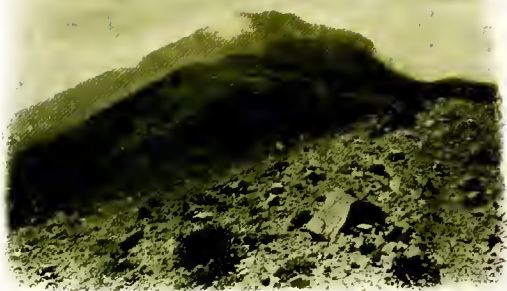
Charming little excursions are those to the bathing-place, Mendit (Wendit), to Singosari (Hindu ruins), to the bathing-place, Soember Ringin, which trip can be connected with a trip to the Hindu ruins at Kidal and Toempang.



On the Lawang Road.

frequently visited by Sourabayan families during the holidays. Of all roads in East Java the one from Poedjon to Ngantang is no doubt one of the most beautiful.

Past hill-tops overgrown with fallow grass glittering like pure gold in the sun, past vertiginous ravines, apparently filled with an indescribable richness of vegetation, past mountain ridges where the primeval forest is left and at the foot of



The Summit of Mount Welirang, near Lawang.

An excursion which can be highly recommended is that per trap *via* Batoe to Poedjon, whence several beautiful trips can be made.

The Hotel Poedjon is 3662 feet above sea level. It is a good up-country hotel, built on the Pavillon system, and is



Mount Welirang.—One of the Crater Pits

which rustles the Kali Konto. Through this paradise the road leads to Ngantang, ascending and descending, winding around the rocks and hill-slopes at the foot of the Kawi Mountains, the Pardorg Klakah and Darawati. The finest falls on this road are those of Trètès and Kedong Redjo.

LAWANG is situated at 1635 feet above sea level on the railway from Sourabaya to Malang. It is quite a small place, but is chiefly interesting for its lovely surroundings. It is the starting-point for tourists who wish to visit the health resort, Nongko Djadjar, or who want to go to Tosari *via* Nongko Djadjar. Tosari can also be reached from Sourabaya *via* Pasoeroean. The tourist goes by rail as far as Pasoeroean, thence per trap *via* Pasrepan to Poespo (Hotel Poespo), and from there on horse-back or per sedan chair to Tosari. The road from Pasoeroean to Poespo is in very good condition; past Pasrepan it has many grades and curves, and is a lovely mountain road.

Poespo is situated at 2500 feet above sea level. It is the acclimatisation station for the Sanatorium Tosari, and affords a lovely view of the plain.



Mount Welirang. The Stone Field.

The road from Poespo to Tosari leads through a beautiful region, past vertiginous ravines bordered with tjemara trees which have some resemblance to fir trees.



Mountain Brook, near Tosari.

TOSARI, at 6000 feet above sea level, is often called the Paradise of the East. Numerous excursions can be made in the vicinity of Tosari, and good walkers can make several trips on foot in this delightfully cool climate.

We mention the walk by the "Leverlaantje," past charming

ravines, the trip to Ngadiwono (on the road from Nongko Djadjar to Tosari), the very nice walk to the Nymphean Bath, a small waterfall, extremely romantic and pretty.



The Idjen Plateau, Lake Djeding.

A zig-zag path leads from near the fall to the Hindu village, Wono-kitri, and, turning to the left, to the Hindu villages, Proewono and Sedaeng. Though in themselves the villages are not beautiful or picturesque, the trip to the "Three Desas" (as they are called at Tosari) is of great charm.

The trip to the Moengal Pass and the Bromo is very easy, as it can be made on horse-back (or per sedan chair) almost to the crater ridge. The last 300 or 400 yards must be done on foot, but there is a leton staircase to facilitate the climb.

A very fine excursion is that to the Lakes on the saddle of the Tengger and the Smeroe, by way of the Sand Sea. The Lake Ranoo Pani is the nearest, and the trip



The Kawah Idjen.

there and back takes fourteen hours on horse-back, so that intending visitors should leave Tosari very early in the morning. An excursion to (Lake) Ranoo Koombolo takes twenty hours there and back.



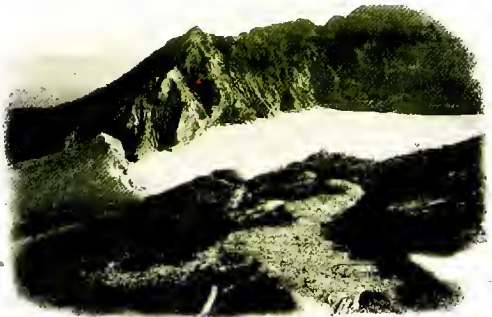
The Kawah Idjen, Solfatara.

Highly recommended by tourists is a trip to the Perandjaon, from the top of which the spectacle of the Sand Sea and Bromo is an overwhelming one. It is, however, impossible to descend from the Perandjaon to the Sand Sea.

NONGKO DJADJA has also splendid surroundings of forest and mountain scenery. The Sanatorium is very good and within easy reach from Lawang and Tosari. Visitors to the Tengger Mountains can arrange a lovely round trip—Pasoeroean, Tosari, Nongko Djadjar, Lawang, Bangil.

BANJOEWANGI is situated on the east coast of Java, in the Straits of Bali. It is connected by rail with Sourabaya. The place itself is hardly worth a visit, but the excursion to the Idjen Plateau is made from Banjoewangi.

The Idjen Plateau, covering an area of



The Kawah Idjen.

53,000 acres, is the bottom of a very large, old crater. Like the Sand Sea, it is surrounded by a crater wall, 2000 feet high, from which rise several mountain-tops. In the south-east are the enormous craters of



The Path to the Volcano, Bromo, during the Native Festivities.

the Raon and Sooket, to the east the Djampit and Ranti, and in the west the Merapi; in the north-east are the Ringgih Mountains, while the old crater is bordered on the north by the Kendeng ridge, in which is a clough through which the water of the Banjoepoetih flows to the sea.



Water Fall of the Banjoepoetih River, Idjen Plateau.

The Idjen Plateau is not a sand sea. Large, barren-looking grass plains extend beyond coffee plantations and forests.

Travellers who visit the Idjen Plateau generally go there solely for the purpose of seeing the Kawah Idjen (6867 feet above sea level), the crater lake and Mount Merapi (9153 feet above sea level).

The journey is made per trap in one hour and a half as far as Letjin, and thence on horse-back, past rice-fields and coffee estates, and through a magnificent virgin forest. About

four and a half hours later on a junction is reached; the path on the right leads to the Kawah Idjen in about one hour. Suddenly the traveller sees the crater walls, and, far beneath him, the deep-green lake surrounded by perpendicular rocks. The grandeur of Kawah Idjen is beyond comparison.

The rocky walls glitter in the rays of the sun, and in the afternoon, when hit by the setting sun, show a wonderful richness of colour. The lake is a great wonder, and its splendour beggars description.



Idjen Plateau—The Djeding River.



Street View, Sourabaya.

SOURABAYA, the capital of the Residency of the same name, is the first commercial town of Netherlands India. Passengers arriving by steamer disembark at the Oedjoeng, whence a carriage will convey them to the Upper Town, where the best hotels—the Oranje Hotel, Hotel

Simpang and Hotel Embong Malang—are to be found. Travellers by train should leave the train at the Upper Town Station (Goebeng Station) as it is near the above-mentioned hotels. To obtain a general impression of the town the traveller is recommended to take a drive through the Upper Town (along Simpang, Kayoon, Kaliasin, Toendjoengan, Gemblongan and the banks of the Kali Mas.) and the



The Commercial Quarter, Sourabaya.



Street and River Scenes—Soerabaya.

Lower Town, especially the Chinese quarter, where the tourist will get some idea of Sourabaya's trade. He will find it interesting to spend part of the evening on the terrace of the Restaurant Hellendoorn, on

Passar Besar, one of the busiest parts of the town.



Sourabaya. Passar Besar.

Sourabaya has a large naval establishment and naval dockyards, which are, however, not open to the public.



A few general hints concerning the language, the mode of living, the hotels, the currency and other important points may not be out of place, but become useful to travellers visiting Java.



River View, Sourabaya.

GENERAL HINTS.

Refrain from giving tips (*persèn*) unless for actual performed service. Usual tips are: Room boy (*jonges*) for single day, 50 cents; for week or longer, *f*2 per week. Drivers: 25 cents half-day and 50 cents for whole day. Guides: 75 cents.

Avoid argument with *sado* or *ebro* drivers. Their tariff is:—*Sados*: *f*0.15 per each quarter-hour, or *f*0.60 per hour. *Ebros*: *f*0.25 per each quarter-hour, or *f*1.00 per hour.

When alighting, place proper fare on seat nearest the driver and depart.

Rubber-tyred mylords (victorias), obtainable from the best hotels or livery stables, are from f5 upwards for a period not exceeding two hours.

Motor cars, either from hotels or garages, charge about f15 for the first hour, with about f6 for each additional hour. Distance drives as per arrangement.

CURRENCY.

One guilder = 1s. 8d. divided into four "kwartjes" of 25 cents = 5d., or 10 "dubbeltjes" of 10 cents = 2d. equal to 100 cents.

MALAY VOCABULARY.

A few every-day single words and sentences, etc., in English and Malay may be useful.

The vowels are pronounced thus:—*A* full as in *father*. *E* as *e* in *neck*. *I* as *ee* in *feel*. *O* full as in *open*. *Oe* as *u* in *full*. *J* as *y*:—

Boat	Sampang
Boatman	Toekang sampang
Coolie	Coolie
Customhouse	Kantor douane
Electric train	Trem lekstrik
First class	Klas satoe
Second class	Klas doewa
Third class	Klas tiga
Ticket	Kartjes
Gold coin	Wang mas
Silver coin	Wang perak
Copper coin	Doewit tembaga
Hotel	Roemah makan
House	Roemah
Letter	Soerat
Luggage	Barang
Money	Wang
Office	Kantor
Paper money	Wang kertas
Pier	Plantaran
Railway	Spoor
Railway carriage	Kretta api
Room	Kamar
Shore	Darat
Steamship	Kapal api
Stop	Brenti
Telegram	Soerat kawat
Telegraph office	Kantor kawat
Ten-cents piece	Sketip
Twenty-five-cents piece	Talen (stali)
Time-table	Soerat kretta api
Tram	Trem
Policeman	Oppas policie
Police Station	Kantor Policie

Postal-card
 Post Office
 I will go
 Go quickly
 How much (price)?
 How much (quantity)?
 I won't do it
 I won't give it
 I don't allow it
 That's enough
 All right; it is enough
 Come here
 Don't want it
 Go
 Wait a little
 It is no use bothering me any
 more
 Hold your tongue
 Be off
 Here, coolie, take my luggage
 Two men only
 Five pieces
 Are you the mandoer from
 Hotel X?
 Yes, Sir.
 Here is the receipt of my lug-
 gage, you take care of it,
 pay the coolies for me and
 bring it to the Hotel.
 Here is a quarter (*f* 0.25) to
 pay the coolies.
 Where is your bus (waggon)?
 Everything allright?
 Go on, then.
 Have you a room?
 Where is the landlord?
 Boy, take my luggage to
 "No. 50," five pieces.
 Have you got them?
 I want some tea or coffee.
 Is there no barber?
 Yes, Sir, he will be here after
 a while.
 Call the washerman for me.
 Here, washerman, are 20
 pieces. I want them back
 in three days; that means
 on the 29th at 5 o'clock in
 the afternoon.
 All right, Sir.
 Boy, I want some writing
 paper, some ink and a pen.
 I want some icewater.
 I want a bottle of apollinaris.
 Where is the lavatory?
 Where is the bathroom?
 Open this bottle.

Kartoe pos
 Kantor pos
 Saja pigi
 Pigi lekas
 Brapa doewit
 Brapa ada
 Tida maoe
 Tida kassi
 Saja tida kassi
 Ini sampeh
 Soedah
 Mari sini
 Tida maoe
 Pigi
 Nanti sedikit
 Soedah, habis perkara

 Diam kwe
 Pigi
 Sini, coolie, angkat barang
 Doewa orang sadja
 Lima potong
 Kwe mandoer Hotel X?

 Saja Toean
 Ini recu deri bagazie, kwe
 djaga, bajar coolie dan
 bawa di Hotel.

 Ini satoe talen (stali) (*f* 0.25)
 boewat bajar coolie.
 Mana omnibus? Karet?
 Soedah klar?
 Madjoe.
 Ada kamar?
 Mana toean roemah makan?
 Jonges, bawa barang di "ka-
 mar 50," ada lima potong.
 Soedah ada?
 Saja minta te (koppie).
 Tida ada toekang tjokoer?
 Ada toean, nanti datang.

 Pangil menatoe.
 Sini, menatoe doewapoeloe
 potong, minta kombali
 dalem tiga hari, djadi hari
 doewapoeloe sembilang, poe-
 koel lima sore.
 Baai Toean.
 Jonges, minta kertas toelis
 dan penna tinta.
 Minta ajer ice.
 Minta ajer blanda.
 Mana kamar ketjil?
 Mana kamar mandi?
 Boeka ini bottel.

Open this trunk.
 At what time is dinner, boy?
 Remember, if you don't look
 after the mosquitos, you
 don't get your tip.
 Wake me up to-morrow at 6
 o'clock sharp. I want to
 leave by the first train to
 Buitenzorg.
 Can I have some breakfast
 before I leave?
 Yes, Sir, breakfast is always
 ready at 6 o'clock.

I want a carriage and a lug-
 gage car.
 I want some half-boiled eggs.
 Let me have a couple of fried
 eggs or ham and eggs.
 I want some tea, boy.
 Where is the menu?
 Bring me some soup first.
 I don't want any rice.
 Let me have some rice but
 none of the hot dishes.
 I want only chicken, eggs and
 fish.
 Let me have some beef-steak
 and salad.
 Boy, I want some bread.
 Let me have the wine-list.
 Bring me a bottle of Claret
 No. 10.
 Give me some ice, boy.
 Give me some fruit.
 Have you a match for me?
 To the left.
 To the right.
 To the British Consul.
 Glass
 Fork
 Ice water
 Knife
 Plate
 Spoon
 Teaspoon
 Teacup
 Tumbler
 Tablecloth
 Wine glass
 Bed
 Bench
 Chair
 Desk
 Drawer
 Table
 Screen

Boeka ini kopper.
 Poekoel brapa makan, jonges?
 Ingat, kaloe kwe tida djaga
 njamok kwe tida dapat
 presèn.
 Kassi bangoen bissok pagi
 poekoel annem betoel. Saja
 maoe pigi di Buitenzorg
 (Bogor).
 Bisa dapat makan doeloean?
 Saja Tócan. Makanan deri
 poekoel a n n e m soedah
 klaar.
 Saja minta karettta dan kar-
 etta bagazie.
 Minta telor stengah mateng.
 Kassi doewa mata sapi ataw
 mata sapi dan ham.
 Jonges, minta te.
 Mana soerat makan?
 Bawa sop doeloe.
 Tida makan nassi.
 Minta nassi, tapi tida maoe
 sambal.
 Minta ajam, telur dan ikan
 sadja.
 Minta biefstuk sama salad.
 Jonges, minta roti.
 Bawa soerat anggoer
 Kassi satoe bottel anggoer
 merra No. sapoeloe.
 Minta ice, jonges.
 Minta boea.
 Kwe ada korrek api?
 Kiri.
 Kanan.
 Pigi di kantor konsul Inggris.
 Glas
 Garpoe
 Aer ice
 Piso
 Piring
 Sendok
 Sendok te
 Mangkok
 Glas besar
 Taplak
 Glas Anggoer
 Tampak tidoer
 Bankoe
 Krossie
 Medja toelis
 Lemari
 Medja
 Adangan

Pitcher	Karap
Beef	Daging
Beer	Bier
Bread	Roti
Chicken	Ajam
Eggs	Telor
Fish	Ikan
Milk	Soesoe
Mustard	Mosterd
Pepper	Lada
Rice	Nassi
Salt	Garam
Sugar	Goela
A little	Sedikit
Half	Stenga
Large	Besar
Small	Ketjil
Cold	Dingin
Fine weather	Hari Bagoes
Hot	Panas
Rain	Oedjan
Thunder	Gloedoek
Crater	Kawah
Shirt	Kemedja
Shoe	Sepatoe
Slippers	Slop
Soap	Saboen
Socks	Sarong kaki. Cowse.
Spectacles	Katja mata
Sun	Mata hari
That man	Ini orang
Tree	Pohon
Tooth brush	Sikat gigi
Tooth powder	Obat gigi
Towel	Handoek
Bath	Mandi
Trousers	Tjelana
Trunk	Kopper
Umbrella	Pajong
Waist coat	Rompie
Watchmaker	Toekang lontjeng
Water closet	Kamar ketjil
Window	Djendela
Wood	Kajoe
One	Satoe
Two	Doewa
Three	Tiga
Four	Ampat
Five	Lima
Six	Anam
Seven	Toedjoe
Eight	Delapan
Nine	Sembilan
Ten	Sepoeloe
Eleven	Sablas
Twelve	Doewablas
Thirteen	Tigablas

Fourteen	Ampatblas
Fifteen	Limablas
Sixteen	Anambblas
Seventeen	Toedjoeblas
Eighteen	Delapanblas
Nineteen	Sembilanblas
Twenty	Doewa poeloe
Twenty-one	Doewa poeloe satoe
Twenty-two	Doewa poeloe doewa
Thirty-four	Tiga poeloe ampat
Forty-six	Ampat poeloe anam
Hundred	Seratoes
Thousand	Sereboe
Clock or watch	Lontjeng
Time	Tempo
Minute	Minuut
What is the time?	Poekoel brapa?
One o'clock.	Poekoel satoe
Two o'clock	Poekoel doewa
Half-past two	Stengah tiga
Quarter-past two	Poekoel doewa sprapat
Morning	Pagi
Noon	Siang
Afternoon	Sore
1 Eng. mile	1 paal

MODE OF LIVING.

It is advisable to rise at 6 a.m. to enjoy the glorious morning, which will be appreciated as the best part of the day. Take a shower-bath and order your tea or coffee which will be brought by your room "jonges."

If a good pedestrian, a walk is recommended. If driving is preferable, order a carriage from the hotel or engage a public vehicle and obtain a view of your surroundings. Return by 8 o'clock and breakfast.

Further excursions may be made till noon, when all principal stores close, opening again at 4 p.m. Business houses are open all day until the last-named hour.

After tiffin (12.30), rest; rising at 4 o'clock a second bath will be welcome, after which order your afternoon tea or coffee. A visit to the city with a call at the Club will fill in the evening till 7.30 p.m., when it is time to return to your hotel and to dress for dinner (8.30).

To ladies, lightest muslin or silk is recommended. To gentlemen, white clothes and boots for every-day wear are necessary to spend your time in comfort. Very light woollen underwear is recommended. Native laundrymen are quick and cheap.

The stores in all settled towns are up-to-date, and European doctors and chemists are easily available.

Make your complaints, if any, to the hotel manager and not to native attendants.

— LIST OF HOTELS. —

In Java, Sumatra and Singapore.

ALPHABETICALLY ARRANGED.

Prices are quoted per diem.

Rs—Rooms.

<p>AMBARAWA. Hotel Ambarawa, 22 Rs, f 5. Sporhotel Van Rheeden, 12 Rs, f 3.50.</p>	<p>GAROET. Hotel Goentoer, 7 Rs, f 5. Hotel Pension Hielckert, 12 Rs, f 4. *Hotel Villa Doice, 36 Rs, f 5 to f 7. *Hotel van Horck, 30 Rs, f 6. *Tourist Hotel "Papandajan," 14 Rs, f 6.</p>
<p>BANDJARNEGARA. Hotel Bandjarnegara, 5 Rs, f 4.</p>	<p>GOMBONG. Hotel Gombong, 6 Rs, f 4.</p>
<p>BANDOENG. *Hotel Homann, 62 Rs, f 5.25 to f 7.25. Hotel Mignon, 22 Rs, f 3 to f 4. Sporhotel Phoenix, 17 Rs, f 2.50 to f 3.50 *Preanger Hotel, 28 Rs, f 5.50 to f 7. Hotel Wilhelmina, 15 Rs, f 4 to f 5.</p>	<p>KAMAL. Hotel Nieuw Scheveningen, 7 Rs, f 5.</p>
<p>BANJOEMAS. Hotel Banjoemas, 10 Rs, f 3.50 to f 4. Hotel De Lyon & Co., 8 Rs, f 5.</p>	<p>KEBOEMEN. Hotel "Le Bienvenu," 8 Rs, f 5.</p>
<p>BANJOEWANGI. Hotel Baujoewangi, 17 Rs, f 5.</p>	<p>KEDIRI. Hotel Centrum, 7 Rs, f 5. Hotel Kediri, 23 Rs, f 3.50 to f 4.</p>
<p>BATAVIA. See WELTEVREDEN.</p>	<p>KLATEN. Hotel Klaten, 4 Rs, f 3.50. Posthotel, 5 Rs, f 5.</p>
<p>BESOEKI. Hotel Besoeki, 4 Rs, f 5.</p>	<p>KOEDORS. Hotel Koedoes, 12 Rs, f 4.</p>
<p>BLIMBING. Hotel Wendit, 9 Rs, f 2.50 to f 3.50.</p>	<p>KOENINGAN. Hotel Sarkies, 5 Rs, f 4. Ladies Van der Smitte, 6 Rs, f 3 to f 3.50.</p>
<p>BLITAR. Hotel du Chemin de Fer, 15 Rs, f 5.</p>	<p>KRAKSAAN. Hotel Kraksaan, 6 Rs, f 5.</p>
<p>BODJA. Hotel Bodja, 4 Rs, f 5.</p>	<p>KRAWANG. Hotel Krawang, 7 Rs, f 4.</p>
<p>BOJOLALI. Hotel Bojolali, 6 Rs, f 4 to f 5.</p>	<p>LAMONGAN. Hotel Lamongan, 2 Rs, f 5.</p>
<p>BONDOWOSO. Hotel Bondowoso, 10 Rs, f 5. Hotel Hoeke, 4 Rs, f 5.</p>	<p>LAWANG. Hotel du Chemin de Fer, 11 Rs, f 5. Hotel Lawang, 20 Rs, f 5. Hotel "Nongko Djadjar," 4000 feet above sea level (12 miles distant from Lawang), 30 Rs, f 5 to f 6.</p>
<p>BUITENZORG. *Hotel Bellevue, 32 Rs, f 5 to f 6. *Hotel du Chemin de Fer, 40 Rs, f 5 to f 7. Hotel de l'Europe, 16 Rs, f 8.50.</p>	<p>LEMBANG. Hotel Rozenhof (Annex of the Batavia Hotel der Neder- landen), 20 Rs, f 6 to f 7.50. Hotel Bergzicht, 16 Rs, f 3.50 to f 5.</p>
<p>CHERIBON. Hotel Cheribon, 45 Rs, f 5. Hotel Cheriex, 13 Rs, f 5.</p>	<p>LOEMADJANG. Hotel Mesker, 11 Rs, f 5.</p>
<p>DIENG PLATEAU. Hotel Dieng, 4 Rs, f 5.</p>	<p>MADIOEN. Hotel van Beresteyn, 22 Rs, f 5. Sporhotel, 4 Rs, f 3.50.</p>
<p>DJOEWANA. Hotel Djoewana, 7 Rs, f 6.</p>	<p>MAGELANG. Hotel Centrum, 17 Rs, f 4. Hotel Loze, 26 Rs, f 5.</p>
<p>DJOCJAKARTA. Hotel Mataram, 30 Rs, f 4 to f 6. Hotel Toegoe, 40 Rs, f 5 to f 6. A new Hotel building.</p>	<p>MAGETAN. Hotel Stoove, 3 Rs, f 5.</p>
<p>DJOMBANG. Hotel Paviljoen, 18 Rs, f 5.</p>	

HOTELS IN JAVA—Continued.

MALANG.	Hotel Jansen, 30 Rs, f 5.25. Hotel Jensen, 37 Rs, f 3 to f 5. Sporhotel, 10 Rs, f 2.50 to f 5.	SOEMEDANG.	Hotel Soemedang, 7 Rs, f 5.
MAOS.	Government Hotel (Staals-hotel), 24 Rs, f 4.	SOEMENAP.	Hotel van Duyn, 5 Rs, f 5.
MODJOKERTO.	Hotel Modjopait, 25 Rs, f 5.	SOERABAIJA.	*Oranje Hotel, 200 Rs, f 6.50 to f 24. Hotel Embong Malang, 40 Rs, f 5 to f 6. Hotel Genteng Ketabang, 16 Rs, f 5 to f 6. Hotel des Indes. (in the Lower Town), 42 Rs, f 5.25 Hotel Sarkies, 24 Rs, f 5. Hotel Simpang, 62 Rs, f 6. Pension Slier, 40 Rs, f 5 to f 7.
NGANDJOEK.	Hotel Wilhelmina, 7 Rs, f 5.	SOLO. (SOERAKARTA)	Hotel Rusche, 36 Rs, f 5. Hotel Slier, 33 Rs, f 5.25.
NGAWI.	Hotel Ngawi, 3 Rs, f 5.	SRAGEN.	Hotel Schwidder, 5 Rs, f 4.50.
OENGARAN.	Hotel Oengaran, 14 Rs, f 4 to f 5.	SUMATRA. (MEDAN)	*Hotel de Boer. *Medan Hotel.
PAMEKASAN.	Hotel Pamekasau, 12 Rs, f 5.	TASIKMALAJA.	Hotel Vogel, 16 Rs, f 4.50.
PATI.	Hotel Pati, 12 Rs, f 5.	TEGAL.	Hotel Insulinde, 20 Rs, f 5. Hotel Tegal, 30 Rs, f 5.
PATJITAN.	Hotel Patjitan, 2 Rs, f 5.	TEMAŃGGEONG.	Hotel Temanggoeng, 6 Rs, f 5.
PAREE.	Hotel Minerva, 10 Rs, f 5.	TENGGER MOUNTAINS.	Hotel and Sanatorium, Poespo Hill, 11 Rs, f 5. Resort Tengger, 30 Rs, f 5, *Hotel and Sanatorium Tosari, 100 Rs, f 7.
PASOEKOEAN.	Marine Hotel, 55 Rs, f 5. Hotel Tonjes, 12 Rs, f 4.50.	TJIANDJOER.	Hotel Beyerinck, 12 Rs, f 5.
PEKALŃGAN.	Hotel Niepoth, 24 Rs, f 5.	TJILATJAP.	Hotel Bellevue, 17 Rs, f 4 to f 5. Hotel du Chemin de Fer, 12 Rs, f 3.50 to f 5. Hotel Tjilatjap, 15 Rs, f 4.
POERWAKARTA.	Hotel Poerwakarta, 10 Rs, f 5.	TOSARI.	See TENGGER MOUNTAINS
POERWODADI.	Hotel Verdier, 6 Rs, f 4 to f 5.	TRENGGALEK.	Hotel Trenggalek, 4 Rs, f 4 to f 5.
POERWOREDJO.	Hotel Centrum, 10 Rs, f 4. Hotel van Laar, 16 Rs, f 5.	TRETES.	Hotel Tretes, 24 Rs, f 5 to f 6.
POEDJON.	Hotel Poedjon, 20 Rs, f 5 to f 6.	WELERI.	Hotel Beek, 2 Rs, f 5.
PONOROGO.	Hotel Ponorogo, 4 Rs, f 5.	WLINGI.	Hotel Wlingi, 14 Rs, f 4 to f 5.
PRIGEN.	Hotel Prigen, 17 Rs, f 5.	WONOSOBO.	Hotel Wonosobo, 11 Rs, f 5.
PROBOLINGGO.	Hotel Pension Honing, 8 Rs, f 4. Hotel Probolinggo, 24 Rs, f 3.50 to f 5.	WELTEVREDEN.	Hotel de France, 30 Rs, f 4 to f 5. *Hotel des Indes, 126 Rs, f 6 to f 10. Grand Hotel Java, 78 Rs, f 6 to f 10. Hotel Molenriet, 25 Rs, f 4 to f 5. *Hotel der Nederlanden, 105 Rs, f 6 to f 10. Hotel Ort, 30 Rs, f 3.50 to f 5. Hotel Wisse, 36 Rs, f 5.50 to f 7.50.
RANGKAS BETOENC.	Hotel Lebak, 4 Rs, f 5.		
SALATIGA.	Hotel Kali Taman, 24 Rs, f 4 to f 6. Hotel Van Kleef, 18 Rs, f 3.50 to f 4.50.		
SAMPANG.	Hotel Sampang, 6 Rs, f 5.		
SEMARANG.	Hotel Jansen, 50 Rs, f 5.25. Hotel du Pavillon, 50 Rs, f 5.50 to f 7.		
SERANG.	Hotel Serang, 10 Rs, f 4 to f 5.		
SINGAPORE.	*Raffles Hotel. Grand Hotel de l'Europe. Adelphi Hotel. Hotel Van Wyck.		
SIDOARDJO.	Hotel Sidoardjo, 6 Rs, f 5.		
SINDANGLAJA.	Hotel Sindanglaja, 20 Rs, f 7 pavilions, f 6.		
SITOEONDO.	Hotel van Blommenstein, 9 Rs, f 5.		
SOEKABOEMI.	Hotel and Sanatorium Selabatoe, 50 Rs, f 6 to f 8. Hotel Victoria, 60 Rs, f 6 to f 8.		

NOTE.—The asterisk affixed to the name of an hotel denotes that it can be specially recommended.

Telegraphic Code

FOR

HOTELS IN JAVA.

Please reserve one single bedroom	ALBA
„ „ one double bedroom	ALBUM
„ „ two single bedrooms	BABEL
„ „ one single and one double bedroom	BAZAR
„ „ two double bedrooms	BADINE
„ „ one single and two double bedrooms	CADEAU
„ „ two single and one double bedroom	CABLE
„ „ three single bedrooms	CABIN
„ „ three double bedrooms	CRAPAUD
„ „ four double bedrooms	DAISY
„ „ one single and three double bedrooms	DELAWARE
„ „ two single and two double bedrooms	DISTANCE
„ „ three single and one double bedroom	DORPER
„ „ four double bedrooms	DEDUCT
I (We) don't want the rooms we ordered	CANCEL
I (We) shall arrive one day earlier	DEARLY
„ „ „ two days earlier	TWEAK
„ „ „ one day later	RELATE
„ „ „ two days later	LATELY

EXAMPLES :

Hotel X.
Weltevreden.
BADINE TO-MORROW.

MEANS: Hotel X.—Weltevreden. Please reserve two double bedrooms for to-morrow.

Hotel A.
Bandoeng.
CABIN WEDNESDAY.

MEANS: Hotel A.—Bandoeng. Please reserve three single bedrooms next Wednesday.

If the visit is postponed, use one of the last mentioned suitable words with Signature.

Suggestions for a Number of Trips, occupying from 7 to 21 Days.

7 DAYS' TRIP.

No. 1.

1st and 2nd DAYS.—Batavia and Weltevreden.

3rd DAY.—In the early morning to Buitenzorg. From Koningsplein Station, 75 minutes. Visit Botanical Gardens. Leave in afternoon for Soekaboemi.

4th DAY.—Leave Soekaboemi early for Garoet. Change carriage at Padalarang for Tjibatoe. Here change carriage for Garoet. Arrival in the afternoon. At 3 o'clock trip to Lake Bagendit. Return *via* Tjipanas.

5th DAY.—Excursion to Crater of the Volcano Papandayan, to the White Lake (Telaga Bodas), the Volcano Kawah Manoek or the Lakes of Leles (Tjangkoewan).

6th DAY.—Leave Garoet early for Bandoeng. Arrival early afternoon. Drive through Bandoeng.

7th DAY.—Leave Bandoeng early for Weltevreden.

No. 2.

1st and 2nd DAYS.—Batavia and Weltevreden.

3rd DAY.—To Buitenzorg. From Koningsplein Station, 75 minutes by fast train. Visit Botanical Gardens in the morning. Leave Buitenzorg in the afternoon for Soekaboemi.

4th DAY.—Trip to Selabintana.

5th DAY.—Leave Soekaboemi in the morning for Garoet. Arrival afternoon. Trip to Lake Bagendit per carriage. Return *via* Tjipanas.

6th DAY.—Excursion to the Crater of the Volcano Papandayan, to the White Lake (Telaga Bodas), the Volcano Kawah Manoek or the Lakes of Leles (Tjangkoewan).

7th DAY.—To Weltevreden. Leave Garoet before noon. Arrival Weltevreden (Kemajoran Station) in the afternoon.

10 DAYS' TRIP.

1st and 2nd DAYS.—Batavia and Weltevreden.

3rd DAY.—In the early morning to Buitenzorg. From Koningsplein Station, 75 minutes. Visit Botanical Gardens in the morning. Leave in the afternoon for Soekaboemi.

4th DAY.—Leave Soekaboemi in the morning for Garoet. Arrival afternoon. At 3 o'clock trip to Lake Bagendit. Return *via* Tjipanas.

5th and 6th DAYS.—Excursions to the Crater of the Volcano Papan-dayan, to the White Lake (Telaga Bodas), the Volcano Kawah Manoeek or the Lakes of Leles (Tjangkoewan).

7th DAY.—To Djokja. Leave Garoet in the early morning. Change carriage at Tjibatoe (Java express with dining-car). Arrival Djokja early afternoon. Drive through Djokja.

8th DAY.—To the Hindoo Temple Ruins of Boro Boedoer. In the afternoon visit Water Castle.

9th DAY.—To Bandoeng. Leave Djokja before noon. (Java express with dining-car). Arrival Bandoeng before dinner.

10th DAY.—Leave Bandoeng in the early morning (fast train) or early in the afternoon (through-train with dining-car). Arrival Weltevreden in the afternoon.

14 DAYS' TRIP.

1st and 2nd DAYS.—Batavia and Weltevreden.

3rd DAY.—In the early morning to Buitenzorg. Visit Botanical Gardens in the morning. Leave Buitenzorg afternoon for Soekaboemi.

4th DAY.—Leave Soekaboemi by the morning train. Change carriage at Padalarang. Arrival Bandoeng at noon. After tiffin drive through Bandoeng.

5th DAY.—Visit the Volcano Tangkoeban Prahoe.

6th DAY.—To Garoet. Leave Bandoeng in the early morning by through-train (dining-car) or Java express. Change carriage at Tjibatoe. Arrival Garoet in the afternoon. Trip to Lake Bagendit; return *via* Tjipanas.

7th DAY.—Excursion to the Crater of the Volcano Papandayan, the White Lake (Telaga Bodas), the Volcano Kawah Manoeek or the Lakes of Leles (Tjangkoewan).

8th DAY.—To Djokja. Leave Garoet in the early morning (Java express with dining-car). Arrival Djokja early in the afternoon. Drive through Djokja.

9th DAY.—To the Hindoo Temple Ruins of Boro Boedoer. In the afternoon visit Water Castle.

10th DAY.—To Sourabaya. Leave Djokja in the morning by through-train with dining-car or Java express. Arrival Sourabaya (Goe-beng Station) in the afternoon, before dinner.

11th DAY.—To Tosari.

12th DAY.—To the Volcana Bromo.

13th DAY.—Return to Sourabaya.

14th DAY.—Embark.

21 DAYS' TRIP.

1st, 2nd and 3rd DAYS.—Batavia and Weltevreden. In the afternoon of the third day to Buitenzorg.

4th DAY.—Visit the Botanical Gardens in the morning. Drive through Buitenzorg. Leave in the afternoon for Soekaboemi.

5th DAY.—Trip to Selabintana.

6th DAY.—Leave Soekaboemi in the morning. Change carriage at Padalarang. Arrival Bandoeng at noon. After lunch drive through Bandoeng.

7th DAY.—To the Volcano Tangkoeban Prahoe.

8th DAY.—Leave Bandoeng in the early morning for Garoet. Arrival afternoon. Trip to Lake Bagendit; return *via* Tjipanas.

9th, 10th and 11th DAYS.—Excursions to the Crater of the Volcano Papandayan, to the White Lake (Telaga Bodas), the Volcano Kawah Manoek or the Lakes of Leles (Tjangkoewan).

12 DAY.—To Djokja. Leave Garoet in the early morning. Arrival Djokja afternoon. Drive through Djokja.

13th DAY.—To the Hindoo Temple Ruins of Boro Boedoer. In the afternoon visit Water Castle.

14th DAY.—To the Prambanan Temple Ruins.

15th DAY.—To Sourabaya. Leave Djokja in the morning or early in the afternoon; resp. through-train with dining-car or Java express. Arrival Sourabaya (Goebeng Station) resp. in the afternoon or in the evening, before dinner.

16th DAY.—To Tosari.

17th DAY.—To the Volcano Bromo.

18th DAY.—To the Penandjaan.

19th DAY.—To Sourabaya.

20th DAY.—To Bandoeng. Leave Sourabaya-Goebeng in the early morning; Java express with dining-car. Arrival Bandoeng in the evening, before dinner.

21st DAY.—To Weltevreden. Leave Bandoeng in the afternoon. Fast train with dining-car. Arrival Weltevreden late afternoon.

For further information or more lengthy itineraries apply to the Official Tourist Bureau, Rijswijk, Weltevreden.

Important Notice.

Visitors to the ports of Sourabaya and Batavia particularly, have been deceived into the belief that smooth-tongued agents, representing themselves as coming from the Tourist Bureau, are really authorised by the *Official Tourist Bureau*, which is controlled by the Government. Such is not the case! To avoid misconception, it is well to note, that the Official Tourist Bureau is an institution established for the purpose of affording free of cost or profit every available information in order to assist the visitors to Java. The Official Tourist Bureau does not attend to luggage or baggage; it does not conduct trips through Java, it does not sell hotel coupons in order to make a commission.

The best advice to Tourists requiring accommodation is to wire to one of the leading Hotels (a list is to be found in these pages), and they will attend to luggage, etc., at the recognised rates—without overcharge or commission.

THE EDITOR.

Special Attention

is drawn to a Royal Decree of the 20th January, 1911, No. 22, relating to the admission of foreigners to Java. Passengers arriving from foreign ports are not allowed to land in Java without a Landing Certificate, which may be obtained from the Purser, free of charge, in the case of Dutch subjects, or on payment of $f25 = \text{£}2$ 1s. 8d., in the case of foreign subjects. This certificate may include the passenger's wife and children (if under age), and must be exchanged at the Office of the Secretary of Immigration for a Permit ("Toelatingskaart"), which entitles the holder to stay or travel in Java for two years. The amount of $f25$ paid for the Landing Certificate will be refunded to the holder of the corresponding Permit, when leaving Java within six months of arrival.



THE DUCK POND



MELBOURNE
Botanical
Gardens



TEMPLE
OF THE WINDS



SCENE IN THE GARDENS

M. J. CAIRN, PHOTOGR.

SECTION I.

CHAPTER III.

“A Trip to Java by a K.P.M. Steamer.”

Melbourne is the Australian starting and terminal point, respectively of the steamers of the Royal Packet Steam Navigation Company (K.P.M. Line) to and from Java and the Dutch Indies. The city and its vicinity has many attractive features for the visitor, and

MELBOURNE.

the Victorian Government Tourist Bureau, at the corner of Collins and Swanston Streets is always prepared to furnish gratuitous information, pamphlets, etc. to the intending sightseers. Visitors are recommended to call at the Bureau which supplied the following particulars useful to tourists:—

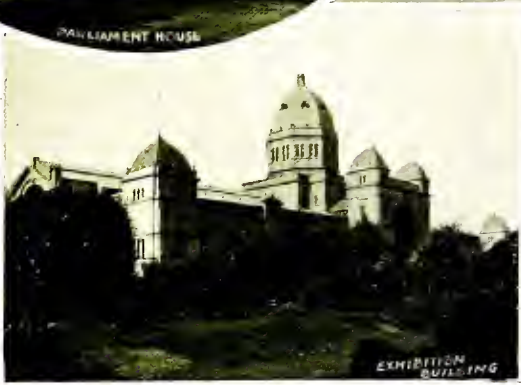
“Melbourne, the capital city of Victoria, lies on the River Yarra at a distance of five miles from its mouth, and has, with its suburbs, a population of 592,000. It enjoys an equable climate, having a mean temperature of 58·3 degrees and an average rainfall of 25·44 inches.

The city proper, which is approximately a mile in length by half-a-mile wide, has been built upon the lines originally surveyed, and its splendid symmetry is an enduring testimony to the foresight of those entrusted with the task. The streets, which run at right angles to each other, dividing the city into rectangular blocks, are wide, the roadways of the most important being wood-blocked, and all have broad, well-paved footpaths.

The four principal thoroughfares are Collins and Bourke Streets, lying parallel to each other and running east and west, and intersecting them at right angles are Swanston and Elizabeth Streets. At the head of Bourke Street stand the Houses of Parliament, and, travelling westward, thriving retail businesses line the thoroughfare; and the busy Eastern Market, at the corner of Exhibition Street, and running through to Little Collins Street, is well worth a visit. The extreme end of Bourke Street leads into Spencer Street and its railway station. Swanston and Eliza-



PARLIAMENT HOUSE



EXHIBITION BUILDING



PUBLIC LIBRARY

MELBOURNE
PUBLIC
BUILDINGS
&
SPRING STREET



SPRING ST from Treasury steps

both Streets are important business thoroughfares, and are the two main arteries through which flow the inward and outward traffic of pedestrians to and from the trains at the Central Railway Station.

Visitors cannot fail to be struck with the splendid architecture displayed in the erection of public buildings, business premises, and ecclesiastical edifices, in the main streets, and many of the principal theatres are imposing and handsome structures, whilst the various hospitals are designed to afford the maximum of comfort to their inmates.

Cable-car services are maintained through the main streets and to the distant suburbs, and afford comfortable transport, while a network of suburban railways link all the principal suburbs with the metropolis, and specially cheap fares are charged within the suburban radius of the city. During the twelve months ending June 30th, 1911, the colossal total of over 86½ millions of passenger journeys was made on the suburban railway system.

The metropolitan railway stations are Spencer Street, lying at the western end of Collins, Little Collins, and Bourke Streets, from which start the interstate services and those of the Victorian system, except the eastern and south-eastern lines, which run from the handsome new Central Station at the south end of Swanston and Elizabeth Streets, as do also the whole of the suburban services, with the exception of those to Clifton Hill, Preston, Heidelberg and Eltham, which leave Prince's Bridge Station, at the corner of Swanston and Flinders Streets, and those to St. Albans and Werribee from Spencer Street.

Recent additions to Melbourne's transport system are the electric tram car services connecting St. Kilda and Brighton, and running for some distance along the Bay foreshore.

Overseas vessels plying to and from Melbourne find berthage either at the Railway or Town Piers at Port Melbourne, two and a half miles from Melbourne, reached by frequent train or tram services, or at the Railway Pier, Williamstown. The interstate fleet comes right up the river to wharves at the very door of the city. Some very large ocean-going vessels also find accommodation at the river wharves or in the roomy Victoria Dock, at the western end of Flinders Street.

The present seat of the Federal Government of Australia is the Houses of Parliament, situated in Spring Street, at the eastern end of Bourke Street, and the Victorian Legislature has temporary quarters in a portion of the Exhibition Buildings, in the gardens of the same name, and approached by way of Nicholson or Rathdown Streets.

Melbourne citizens are justly proud of the magnificent parks, gardens, and recreation reserves, which afford such splendid breathing space

for her population, and playgrounds for all classes. The visit of Their Majesties King George V. and Queen Mary in 1900 stirred the authorities to action in the direction of further beautifying the St. Kilda Road, the southern gate of the city, by which the Royal party entered Melbourne.

Outdoor attractions in Melbourne are of the most diverse. The traveller will not fail to see the Alexandra Drive, with its rockeries, lawns and flower beds and fine stretch of road, the beauties of which have done so much to destroy the absurd tradition that the Yarra is a thing to be avoided. This will take him to the botanical gardens, situated on the most picturesque spot around Melbourne. The gardens command a lovely panorama of the city and northern suburbs, and whether it be from the point of view of botanical interest or effective arrangement, the gardens themselves are undoubtedly the finest in Australia. The visitor must also inspect the Queen's statue, overlooking the fine park on the right of the entrance to Alexandra Avenue.

Short journeys by tram or railway will take the wanderer to the seaside resorts of South Melbourne, St. Kilda or Brighton. Each has fine stretches of beach and briny atmosphere, while the drive to Brighton by road, past the bold Red Bluff at Elsternwick, will be regarded as one of the most enjoyable experiences of the trip.



If the stranger would like a half-hour's blow on the briny, he can go to Williamstown by rail, a half-hour's journey, where he can see the fleet of grain and wool ships loading cargo with extraordinary expedition for markets over seas, while a short walk will take him to the Back Beach, which is a popular holiday rendezvous. From Williamstown a ferry steamer runs across Hobson's Bay to Port Melbourne, where the great



Healesville
Wattle Reach, River Yarra

mail steamers and ocean liners may be inspected from the Railway Pier, and if the observer strikes a day when one of the Orient or P. and O. boats is leaving for England, he will take part in an animated scene, for the practice of seeing one's friends off on a trip has developed into a fashionable rite, and there is colour, movement, and every form of emotion in the leave-taking, cheering and fluttering of handkerchiefs that accompany the occasion.

And now for a few thumb-nail sketches of extra-metropolitan attractions.

SANDRINGHAM affords a very pleasant outing, having a fine expanse of beach and a bold cliff, on which you get a cool breeze on the hottest day. You can reach Sandringham by rail from Flinders Street.

BEAUMARIS.—A tram ride will take you to this pretty bay-side resort, shortly, it is to be hoped, to be connected by electric tram or rail with the city. There are many delightful bays and nooks about the coast, and the road from Black Rock, where the holiday-maker is sure to pause for a time, is lined with masses of ti-tree, that furnish a perennial shade. All this part of the coast is worth inspection, and the journey by train may be completed in a very effective manner by going on to Cheltenham, through market gardens and orchards, returning to Melbourne from Cheltenham by rail.

MENTONE is another shore spot on the east side of Port Phillip, and fast becoming a residential suburb of great importance. It is only fourteen miles from Melbourne, and is reached by train from Flinders Street. Many handsome villas adorn the Beach Road, overlooking the sea and the beach, which extends for miles, offers splendid bathing facilities.

MORDIALLOC, farther on, has a railway terminus close to the beach. It has become a favourite resort for holiday trippers and Sunday excursionists, and presents a variety of amusements in sea-bathing, boating on the Mordialloc Creek, dancing, and many other allurements.

ASPENDALE has bounded into popular favour within a few years. It makes an excellent camping ground, which the tall ti-tree scrub specially favours. The tents are often most elaborate structures, supplied with all the latest conveniences, and life in such agreeable circumstances is elevated to a fine art. Mixed bathing is the mode, the wide expanse of sea, protected by a natural bar, giving opportunities for a dip which both sexes appreciate to the full.

HEIDELBERG is only a short journey from the city, but it plunges the visitor at once into country scenes, and fresh, fragrant meadow lands. The Yarra here is remarkably pretty, and quite denies its reputation as a woe-begone stream of the popular humourist.



C. H. Hoff.

MIDDLE HARBOUR, SYDNEY, FROM MOSMAN HEIGHTS.

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SOUTH MORANG, on the Whittlesea line, is another fine picnicking ground, which is every year attracting more attention. The elevation is high enough to take one into pure fresh air, and the Plenty, flowing through a rugged, rockbound valley, presents not only effective scenery, but at times good fishing for the skilful angler.

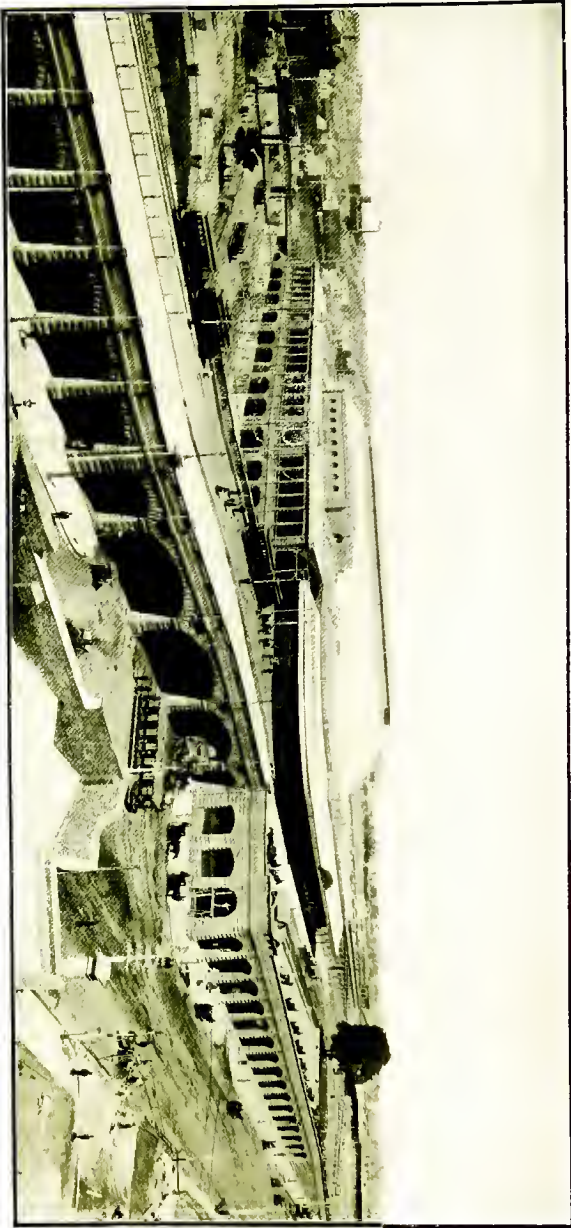
The Melbourne Cricket Ground, in Yarra Park, is the head-quarters of athletic sport in this State, but every suburb rejoices in the possession of its own recreation reserve, more or less completely equipped with grand-stand and seating accommodation.

The leading racecourses are those at Flemington, now world-famous as the deciding ground of the Melbourne Cup, and at Caulfield, whilst other race clubs and proprietaries provide sport on racecourses in various suburbs, pony racing being carried on at Richmond, Fitzroy, and Ascot.

BRIGHTON, eight miles from Melbourne, is one of the most popular watering places on Port Phillip Bay. The broad, sandy beach stretches from the Red Bluff to Sandringham and is thronged during the summer months with country visitors and the weary toilers of the city. The town council spare no expense in adding to the comfort and beauty of the place. There are two piers, commodious baths, a rotunda, where refreshments are provided, tea gardens, and beautiful grass lawns. There is an excellent train service, also a system of electric trams *via* St. Kilda.

Australia is a land of unique characteristics. New South Wales epitomises Australia. The world-travelled tourist *blasé* with sight-seeing in many lands, finds in New South Wales much that is new. It appeals to him by its strangeness, and kindles a fresh interest, and raises new sensations. **SYDNEY.** In his tour among the resorts and scenic beauties of New South Wales, the oldest of the six States of the Great Island Continent, he discovers many things of interest and abiding fascination.

From the strangeness of the forms of its animal and vegetable life, New South Wales is one of the most interesting countries in the world. Cut off by the ocean for untold centuries from the rest of the world, the vegetation of the Island Continent, and its indigenous animals, are peculiar for their mingling of quite modern with archaic forms. The flora has developed from primitive forms, while the fauna embraces animals long extinct elsewhere, and are relics of an age when the earth was younger. In place of the familiar groves of his native land, the traveller finds in New South Wales forests of giant eucalyptus, giant trees that shed their bark but not their leaves, and vast groves of wattle, making the bush golden with their gleaming yellow sprays. Every gully



Central Railway Station, Sydney, New South Wales.

has its robe of ferns from the tiniest coil of tender green to fronds which extend to a spread of twenty feet. The cabbage tree and bangalow palms rear their giant, naked stems for scores of feet, unfolding at their tops exquisite clusters of polished foliage. The waratahs bloom like balls of fire in all the coastal forests, side by side with the germea or giant lily, a noble flower of deepest red, larger than any cabbage. tree ferns growing to handsome proportions in the riot of verdure along the coast where the tree-tops are matted in rolling, woolly masses by many varieties of flowering creepers.

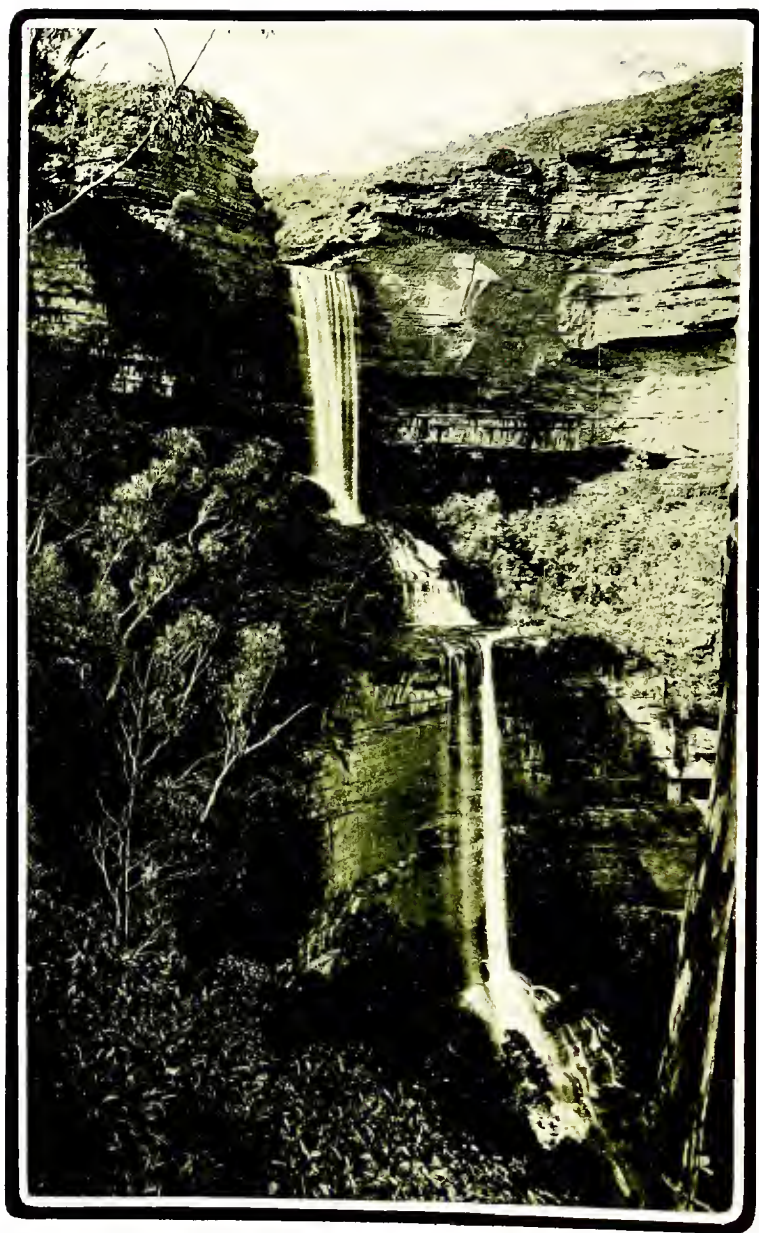


K.P.M. Steamer van Linschoten
leaving Sydney Harbor.

The native fauna consists almost entirely of different varieties of queer marsupials, ranging in size from the "old man" kangaroo of the plains, standing taller than a man, to the diminutive bandicoot, and include wallabies, wombats, native bears and dingoes or native dogs. Queerest of all the native animals is the platypus (*Ornithorhynchus paradoxus*), a four-footed creature with the bill of a duck and furry coat, which lays shell-less eggs, and lives in the water. Birds are represented by the emu and cassowary, as large as ostriches, and of similar type; the lyre bird, with a

tail shaped like the ancient musical instrument, noted for its marvellous powers of mimicry; the kookooburra, or laughing jackass; swans; endless varieties of pigeons and gorgeous-plumaged parrots.

New South Wales possesses no fewer than twenty-six different systems of limestone caverns, the most famous of which are those at Jenolan. The Jenolan Caves rank among the world's wonders. They are bewildering in their immensity, and mystifying in the weirdness of their phantastic formations. Twelve chambers, each distinctive in the variety and colouring of their formations, are open for inspection. They are highly improved by pathways and stairways and electrical installation, and are viewed with the utmost ease and comfort. They hold myriads of



Katoomba Falls, Blue Mountains, New South Wales.

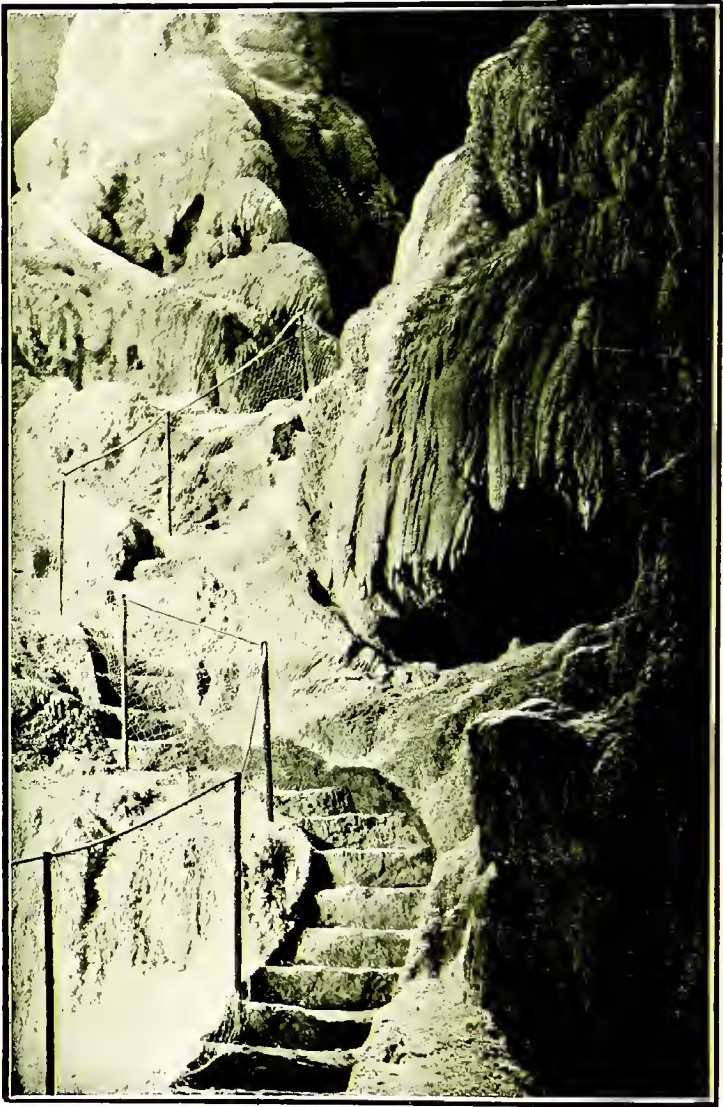
delicate dripstones of hues graduating from lemon yellow to the colour of ripe apricots, and from the deepest chocolate to the most stainless white, which depend from the ceilings, while fluted stalagmites, some as slender as the finest wire, others fifty feet in circumference, rise from the floor.

Within an hour's train journey of Sydney, the capital, the tourist finds himself in the heart of the upland forests of the world-renowned Blue Mountain Range. The scenery here is of rare magnificence. The rarefied atmosphere makes the whole region a marvellous sanatorium. Through countless æons of time the rivers at the brink of the tableland have carved out stupendous gorges, comparable only with the famous canyons of Colorado. The traveller over the Blue Mountains carries away abiding memories of graceful cascades and waterfalls leaping from giant cliffs, or splashing over boulders through dense fern-clad bowers, gleaming rock-walls of enormous height, with eucalyptus-covered slopes at their feet, and gaping valleys, where tall trees, seen from above, seem but a dark-green carpet, and a river but a silver thread. Every turn opens up a new and enchanting vista. A peculiar blue haze, definite yet transparent, shimmers over this waste of mountain, valley and forest, wrapping the whole scene in haunting mystery. The rarefied atmospheres that blow off these eucalyptus forests have a wonderfully exhilarating effect upon the system.

In the Australian Alps, at the southern extremity of New South Wales, are many snow-clad peaks as yet unknown to fame. Mount Kosciusko, Australia's greatest mountain, lies in the heart of them. Higher than the Righi or Pilatus, of the Swiss Alps, Kosciusko provides the citizens of New South Wales with opportunities for enjoying the pastimes of Norway, Switzerland and Canada. The mountain is easy of access, and motors reach its very summit over an easy road. In winter, the descending snow-drifts become the centre of attraction for ski-riding, tobogganing, and on the ice-clad lake skating in the open air is enjoyed. A palatial, elaborately-appointed spa, erected by the Government within the winter snow-line, is a magnificent tourist's headquarters. The streams, born in the melting snows of the Kosciusko Ridge, form a trio of trouting waters which acknowledge no superior. The Creel, a comfortable bungalow at the Kosciusko foothills, provides ideal comfort for the trout fisherman.

The Classic Lido, where the blue Adriatic washed the golden Italian strand, is a famous bathing-place; Coney Island on a warm summer's day seethes with myriads of swimmers; the long, warm sweep of the breakers on the beach under Diamond Head, on Waikiki, caress the most daring surf-shooters in the world, but nowhere can the surf-bather find better sport than on the dazzling, sunlit beaches that fringe the Pacific

within half an hour's electric car ride from Sydney. The beaches at Manly, Bondi, Coogee and Maroubra have become world famous. These semi-circular beaches of fine golden sands sweep for miles hundreds of



The Willows, Jenolan Caves, New South Wales.

feet in width, laved by the crystal-clear breakers of the illimitable, blue ocean. Surf-bathing is the perfection of physical enjoyment.

"Hundreds of feet below, to the front and right and left, lies the dimpled ocean of the deepest sapphire, fading into the clear-cut horizon

to the palest turquoise. The sands by the margent sea are gold, edged with snowy lace. A line of white foam following the outline of the shore breaks unheard away and away, and to the dim distance on the right waves this triple line of blue, white and gold, until it merges in the infinity of space.”

This is the vision from the Bulli Pass, one of the grandest of the world's panoramas, to be seen on one of the railway routes from Sydney to Melbourne, or on a short side-trip from Sydney. At the back of this famous tourist district is the great Southern Plateau, crossed by the main line of railway connecting the capitals, Sydney and Melbourne. On the route run the finest express trains. Moss Vale, one of the leading centres of this district, with many splendid health and holiday resorts in its vicinity, is the starting-point for the cross-country trip over the coastal ranges to Nowra, on the Shoalhaven. Nowra is the terminus of the South Coast Railway, and Interstate tickets are available for continuation to Sydney on this route. The traveller will visit absolutely novel scenes, passing in the coach immediately over the head of the Fitzroy Falls, which drop sheer into a rugged, sunken valley to a depth of 1100 feet. The vegetation on the ranges is semi-tropical and luxuriant, and the journey on the coastal railway has no rival in its exquisite beauty outside the glorious scenery along the Mediterranean Littoral.

The visitor to Sydney should drop in at the Government Tourist Bureau, Challis House, opposite the General Post Office. The Bureau is a live institution, splendidly equipped, and the visitor finds expert officials ever willing to tell them just what they want to know about Sydney and New South Wales.

After a pleasant run of about two days we enter Moreton Bay and steam some miles up the Brisbane River, on the banks of which is situated the city and the capital of the State.

BRISBANE. Viewed from the steamer, Brisbane is very picturesque. The city is well laid out and possesses many attractive features. Handsome buildings line the principal thoroughfares, and the general appearance of the city is up-to-date. The public are well catered for by an excellent tramway system, and from many of the routes fine views of the river may be obtained. The public buildings and private institutions compare favourably with those of other capitals of the Commonwealth.

The public parks are well laid out and kept, and add considerably to the attractiveness of the city. Some fine drives may be taken in the environs and a fine panoramic view may be obtained from Mount Cootba

or White's Hill. The population within a ten-mile radius of the city numbers about 140,000. The climate is very agreeable, although somewhat oppressive in the summer.



Brisbane.

Having passed an enjoyable day on shore viewing some of the many sights, we return to our steamer and proceed on our journey to Townsville.



Cairns, North Queensland.

CAIRNS.—Occasionally the K.P.M. steamers call at Cairns, a pretty little township famous on account of the wonderful "Barron" Falls which, particularly after a flood, afford a spectacle of singular grandeur and beauty.

Reaching Townsville late at night we anchored in the roadstead as, owing to the narrow entrance of the harbour and shifting mud banks at the mouth, navigation at night is rather difficult.

TOWNSVILLE.

Substantial breakwaters of considerable dimensions protect the harbour, and at daylight we up-anchored and steamed slowly to our berth at a wharf on the long southern breakwater. Along the latter, rails are laid, and all cargo can be loaded directly into the steamers. Cabs ply between the wharves and the town, some two miles distant. Beyond the town rises a bold range of hills, of which Castle Hill is the highest, and from its summit a magnificent panoramic view of Townsville, its harbour, the bay and Magnetic Island may be obtained. The town itself is well laid-out with wide and clean streets. The main street, which is about a mile in length, is faced by imposing shops, banks, shipping agencies, etc.; the general appearance of the town being distinctly prosperous. At the end of the main street and facing the Bay stands a large hotel, where the comforts of visitors are well catered for. Busses run to different portions of the town at frequent and convenient intervals. Townsville does not possess many great attractions for tourists beyond a drive to the "Tea Gardens" situated some little distance out of town. The principal industry is gold mining. Two hours' journey from Townsville stands the important mining town of Charters Towers, which has become famous on account of the phenomenal gold discoveries made during the few years of its existence.

After a pleasant stay of some hours we embark once more and steam for our next port of call, Port Moresby.

About two days after leaving Townsville we caught the first glimpse of the rugged coast of New Guinea, lying as a dim blue streak on the horizon. As we drew nearer, the white

PORT MORESBY.

houses could be discerned showing plainly against the dark edges of a bald ridge. Making a bold sweep round this ridge we steamed slowly into the harbour and finally came to our moorings at a small wharf, which was crowded with natives, who looked extremely picturesque with their long hair and quaint markings on their copper-coloured skins.

Port Moresby is pleasantly situated on the eastern coast of New Guinea. The harbour is of crescent shape and the town, if such it might be called, is built on the north-eastern portion of it, on the slopes of a hill sparsely covered with low trees.

The dwellings are constructed mainly of concrete, wood, and galvanised iron, and with very few exceptions are erected on piles to ensure coolness. The streets are in a very primitive condition and walking be-

comes very tiresome. Looking westward across the harbour one perceives a native village built right upon the water which, with its background of waving cocoanut palms and the brilliant colour of sky and water, produces a most striking picture. The village is reached by boat, although there is also a road running round the harbour connecting the town with the village, being the chief point of interest to visitors.

The natives appear to be a fine race and are evidently fond of frequent bathing. It was very amusing to see the young Papuans, of all sizes, swimming round the steamer and diving for any silver money which might be thrown to them. They are perfectly at home in the water and never fail to secure the coveted coin.



The Wharf.—Native Village.—The s.s. "van Waerwijck" coming into Port.

Prominent among the buildings of the "Port" are those forming the official quarters of His Excellency the Lieutenant-Governor. At the time of writing the Honorable Stanisforth Smith was Acting-Governor and had just returned from an exploration trip into the interior. As no news came to hand for many weeks, grave fears were entertained for the safety of the party. Fortunately, however, the explorers returned safely after accomplishing a long and hazardous journey.

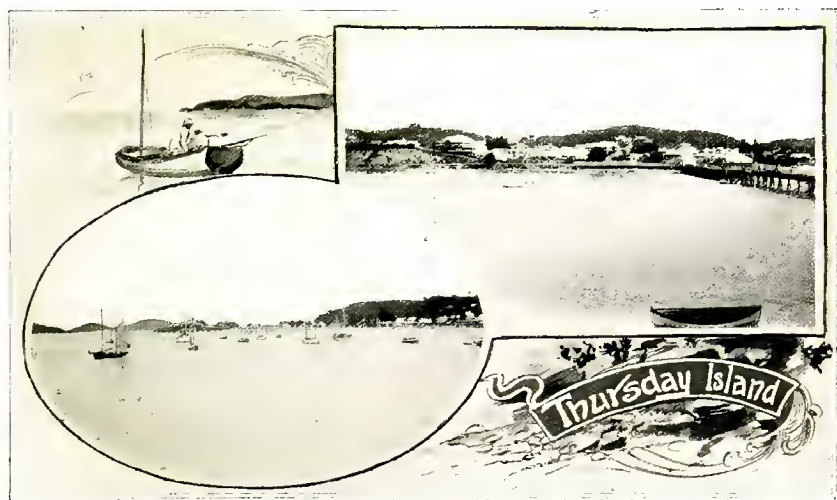
The climate of New Guinea is healthy although hot, but the south-east trade winds, which blow for eight months in the year, temper the heat considerably and make existence bearable. The future of Port

Moresby seems assured as the efforts of various trading companies to promote business relations with Java and Australia, have met with the most gratifying results, and the action of the Royal Packet Company in making the Port a regular place of call has considerably augmented the commerce between these countries.

Having spent a few enjoyable hours at this port our vessel steers in a westerly direction for Thursday Island, the northermost part of Australia.

Steaming almost due west through a network of small islands, extremely picturesque in their setting of a brilliant turquoise blue ocean, we arrive at Thursday Island. Hardly a ripple stirred the surface of the water, and one might have easily imagined our navigating a great calm lake. Numerous pearling luggers lay at anchor in the bay, the dark figures of the native crews clearly outlined against the white vessels. A wharf of great length connects with the shore, at the

THURSDAY ISLAND.



extreme end of which stands the post and telegraph office. The town is not very large and all buildings are constructed of wood and galvanised iron. The streets are wide, fairly well kept and in some cases lined with cocoa-nut trees. All the principal commercial houses have offices fronting the beach, some little distance south of the Post Office. The town possesses several hotels and one Bank.

Thursday Island is the centre of the great pearling industry and many valuable pearls have been found here. The boats used (luggers as they are called) are staunch little vessels and frequently have accomplished

voyages from Sydney to Dobo, in the Aroe Islands. They are manned usually by natives under the command of a white man, the majority of the divers being Japanese.

The pearler's lot is an arduous one, the work is hard and the frequent storms often occasion loss of life. The pearl fishing season lasts for about eight months of the year, the remaining months being devoted to refitting and repairing the luggers.

The town is connected with Brisbane by a telegraph line and the Royal Packet Steam Navigation Company and other steamers trading between Australia and the East make periodical calls at this port. The climate, although hot, is very healthy, and the sportsman will find game plentiful, while excellent fishing may also be enjoyed.

Messrs. Bowden Bros. & Co., Ltd., are the agents for the Royal Packet S.N. Co., and are ever ready to attend to the wishes of passengers.

Among the leading business houses may be mentioned Messrs. Hodels Limited, carrying on extensive operations as general merchants in Eastern and Australian produce.

The Torres Straits Fresh Food and Ice Co. are established here, their specialty being indicated by the name under which they trade.

Bidding Australia a temporary farewell we take our departure for the Aroe (Aru) Islands and the village of Dobo, entering for the first time the Dutch Indies.

Steaming slowly through a group of low, heavily-wooded islands we made our way into a narrow strait between the Aroe Islands and finally

DOBO. stopped alongside a cargo hulk which serves in lieu of a wharf. All cargo is discharged into this hulk owned by the Celebes Trading Company. Communication with the shore is carried on by means of the ship's launch and motor boats privately owned. The arrival of a steamer is a great event in Dobo, and the small strip of gleaming white sand on the foreshore was crowded with the bronzed figures of natives, interspersed with a few Europeans. Here we obtained our first sight of the Aroe Islanders in their unique canoes hollowed out of the trunk of a tree. Using short paddles with great dexterity they came alongside and proceeded to barter their produce, consisting mainly of fish, mats, feather ornaments, aigrettes, etc.

At the beach we landed at a roughly constructed wharf and proceeding through a primitive palisading, guarded by two peaceful looking native policemen, found ourselves in the main street of the township. A

favourable impression was created by the cleanliness of the streets which, although very narrow (about twenty feet in width), are kept spotlessly clean. They are made of firm, hard sand and each occupier of a store or dwelling is obliged to sweep and keep clean half the width of the street. The houses are mainly two-storeyed, and, unlike Port Moresby, are built on the level ground, the upper portion being reserved for sleeping quarters. The population is very cosmopolitan. One notices Japanese women trip-



Aru (or Aroe) Islands.

ping to and fro in their quaint costumes, Aroe Islanders, Chinese, natives from Celebes and from all neighbouring isles. The principal industry is pearl fishing and during the months of May, June and July, when the luggers are compelled to cease work, owing to the discolouration of the water, the town is crowded and presents a very gay spectacle. Beche de mer fishing is also cultivated, and during our visit to the town we noticed

large quantities of these sea slugs being classed and sun-dried in the open streets. One striking feature of Dobo is the entire absence of white women, and during our progress through the town, the ladies of our party were objects of great interest. Entering a shop to purchase curios, we found that the doors and windows were soon occupied with natives of all sizes and colours eager to obtain a closer view of us. The weather although hot was rendered rather pleasant by the cool trade winds. Re-

turning to the ship we encountered a party of natives bearing on their heads large copper gongs. These gongs represented part of the wealth of a native chief, who, upon State occasions, is forcibly reminded of his wealth by the din caused by his subjects vigorously beating the gongs. One must admit that, although not beautiful, Dobo is picturesque. The white houses show prettily against the tall, graceful palms, and local colour is supplied by the natives in their quaint canoes. Good shooting is to be had on the island, pigeons, ducks, deer, and also the beautiful bird of paradise being plentiful.



Photo: Deysa.

Afternoon Tea on Board a K.P.M. Liner.

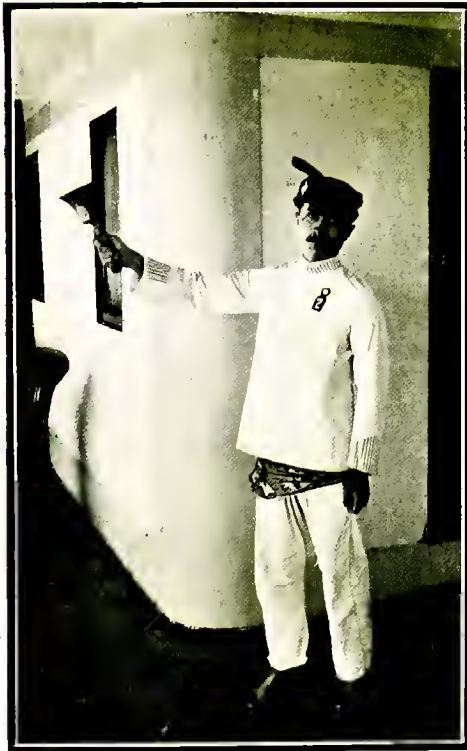
On leaving Dobo we enter the last stage of our

voyage to Java, as in four or five days we will reach Sourabaya, the principal commercial port of the Island.

In a few more days we shall leave our steamer, and this might be a fitting opportunity of taking a final glance at the good ship, "van Linschoten," which has carried us safely over the "deep blue sea."

The two steamers, "van Linschoten" and the "van Waerwyck," are sister ships, iron vessels of over 3500 tons and have both been designed with every regard to safety and comfort. The cabins are bright and airy and have large windows instead of port holes. Electric lights and fans are fitted in each state room and throughout the ship. Hot and cold

sea baths and fresh water showers are a welcome addition to the creature comforts of passengers. The dining saloon is situated immediately below the bridge, on the same level as the cabins, the promenade deck and the cosy smoking and music room, further aft. The menu on board is exceptionally good and, together with the nicely iced refreshments of every kind, forms one of the features on board a K.P.M. liner. The attendants (jonges or spada) are Malay boys and must be praised on account of their smart appearance and polite, quiet behaviour.



Tiffin Bell.

It is advisable to rise at 6 a.m., and after an enjoyable bath (mandi) partake of tea or coffee, which is brought by your cabin boy (Kamar jonges). Dress lightly, and spend the early morning on deck, being the best part of the day. Breakfast is served from 8 to 9 o'clock, and at 11 a.m. tasty ices are handed round, which are always much appreciated; at 12.30 luncheon (tiffin) is announced. After a pleasant repast the usual practice is to retire for a siesta till 4 p.m., when tea is taken round, both on deck and to your cabin. The time before dinner is usually filled in by games, and, in this respect it will be admitted, a large variety is kept handy for selection.

About 6.30 the dressing bell is heard; a second warning is given at 7, and dinner is announced. The route being almost all the way across a calm sea, this function is attended by the whole of the passengers and brings to a close an all too short day.

Although only three years on the Australian "run" the captains and officers have won golden opinions for their uniform kindness and courtesy to passengers, who always say a reluctant "farewell" on the completion of a journey with a distinctive character of its own.

The K.P.M. are building, at the time of writing, two up-to-date steamers of 6000 tons, replete with the latest improvements, to meet the increasing demand for passenger accommodation, the "new tourist route" to London *via* Java becoming more fashionable every year. These steamers will carry a doctor and have installed a barber's shop, a laundry, etc., etc.

After an enjoyable trip of about five days we enter the well-sheltered "roads" of Sourabaya.

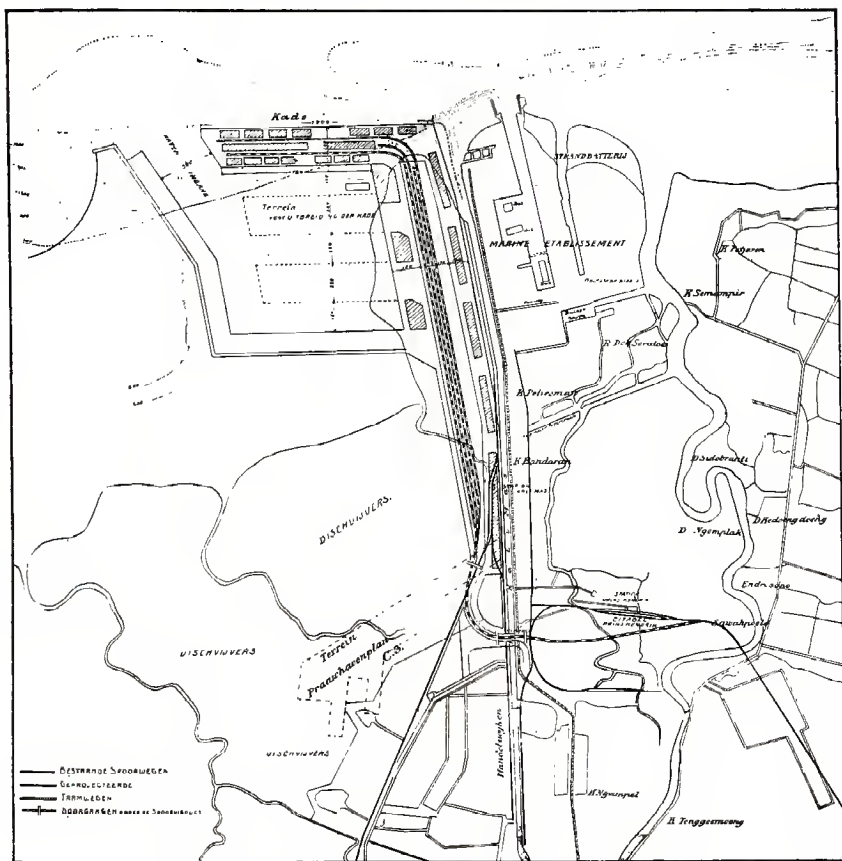
Sourabaya, the metropolis of the east coast of Java, situated on the banks of the Kali Mas (Golden River), and possessing an excellent roadstead protected from all winds, may justly be

SOURABAYA. described as the commercial capital of the Netherlands Indies. Originally said to be founded by Raden Rachmat in the fourteenth century, the quarter in which he settled, Ampèl, is still in existence, and from this modest beginning has sprung up the present prosperous city. The advance of the town has been remarkably rapid and sound, the population since 1850 having increased from 60,000 to 160,000.

The roadstead, dotted with great steamers with their fleets of attendant lighters, each a hive of bustle and activity, and the multitude of strange crafts that swarm its water, gives the visitor the impression of the extensive trade of this busy port.

From the bridge of our comfortable K.P.M. steamer an excellent view of the harbour is obtained; looking south the mouth of the river is observed on a flat, somewhat uninteresting coastline, and away in the distance tower the lofty Tengger Mountains and the Ardjoeno, their brows clothed in a mantle of white, fleecy clouds. On a clear day the highest volcano in the island—the Smeroè (12,000 feet)—can be seen. Owing to its sheltered position, very little of the city is visible from the "Roads." Passengers are conveyed to the shore by steam launches or per tambangan, a native craft with enormous sails and a crew of three or four men. Crossing the placid waters of the bay we enter the canal or river, which here shows signs of vigorous maritime activity. Hundreds of crafts move slowly up and down. The canal seems alive with vessels of every kind, and it looks impossible to proceed, but, by means of constant tootings of the siren and the incessant strange shouts of the boatmen, we glide slowly past the stern of a large lighter, barely avoiding another, and finally "make fast" to a white stone pier on the eastern bank of the canal, known as the "Oedjong," where the Customs House stands. Here courteous officials quickly go through the necessary formalities, and, issuing from the portals of the

Customs House, we find ourselves in the main road leading to the city. On our left is a small, shady park wherein stands a tall, white structure, the Wilhelmina Tower. A broad tree-lined street stretches away south along the canal and is traversed by a steam tram connecting with the city. Shortly after leaving the "Point," the extensive buildings of the Naval Dockyard are noticed on the left, and a visit should be made to this busy centre; the works cover a considerable area and give employment to some 2500 people. The floating



Sketch Plan of the Harbour Improvements, Sourabaya.

docks, two in number, one accommodating vessels up to 5000 tons and the other 1400 tons, are in continual use; huge cranes are employed lifting burdens up to 60 tons. Everywhere crowds of busy workers and great workshops replete with modern machinery meet the eye, whilst the air is filled with a confusion of sounds.

Regaining the main road running past large godowns and some rather dilapidated dwellings fronting the canal for a considerable distance,

one turns away to the left, passing the disused picturesque old fortress, "Prins Hendrik," half hidden in beautiful foliage. The road, continuing straight along the canal, passes into the Kampong Baroe where many Chinese storehouses and their offices are situated. The street is thronged with coolies busily engaged loading and unloading cargoes from a multitude of "prauws" or lighters, lining the banks of the canal. After passing the fortress one turns to the right into a fine, shady avenue of tamarind trees, which leads to the crowded Chinese quarter. Here hundreds of Javanese, Chinese, Arabs, etc., throng the narrow streets, making progress difficult. Small carts with enormous wheels and quaint roofs, drawn by patient buffaloes, contrast strangely with the up-to-date motor car and innumerable sados, carriages and cycles, intermingling with pedestrians, surge past amid the chatter of the natives whose shrill whistles and clang of their warning gongs is often deafening.

Reaching a small square on another branch of the river, a broad road branches off to the right—the Kempang Djepoon—and connects with the Red Bridge over the main stream, Kali Mas. Here the river is much wider but still almost entirely blocked with lighters and prauws.



Kurkjän, Soerabaya.

Bridge Over Kali Mas.

The left bank is called the Willem's Quay. The district between the two rivers is practically the commercial centre of the city, and in the vicinity all the banks and principal European business houses are situated. Near this bridge are the offices of the Resident, the Assistant-Resident and those of various police officials. Crossing the bridge past the Government Bonded Warehouses the building of the Shipsagency and the K.P.M. are observed on the left. Here the road leaves the river running south past numerous shops, the handsome building of the Concordia Club, etc. A little further on the public gardens attract attention where every Sunday a first-class band discourses excellent music. The main thoroughfare, Passar Besar, is lined with fine buildings, while here and there open spaces and shady trees with their vivid tints affording an agreeable contrast to the heat and bustle of the business quarter. Cross-

ing the railway near the Court of Justice and continuing southward the famous Restaurant Hellendoorn, the favorite rendezvous of the elite of Sourabaya, is noticed. At this point the main street branches off and continues through the European residential quarters of Toendjoengan, Genteng and Simpang; the one to the right leads to a small park where a monument is erected to Von Bultsingslowen, of Atchin fame, the park also bearing his name. The leading hotels situated in this, the Upper Town, as it is called, are first-class, particularly the Oranje



Pindus' Kerkibuan

Passar Besar, Sourabaya.

Hotel which offers every convenience for the comfort and pleasure of their guests.

Sourabaya is connected with Batavia by rail and possesses two main stations—Sourabaya-Goebeng in the Upper Town, and Sourabaya-Kotta in the Lower, where tourists generally alight. The railway some distance south of Goebeng Station forms a rough circle round the business quarter and connects on either side of the Kali Mas and the

J A V A S E



INDIAN OCEAN

MAP OF

A

MAP OF EAST JAVA



Key

- Railway
 - Steam tram
 - High Road
 - By-path
 - Horse path
 - Antiquity
 - Island (Island)
 - Goongong (M.)
 - Hill (Hill)
- The numbers indicate the altitude above sea level in meters 1 M
= 3.27 feet

S O F M A D O E R A



EAST JAVA.

wharves, whilst a steam tram runs from the Oedjong through the centre of the town to the southern suburbs.

The Brantas River flows through the town, and near the Genteng Bridge divides into two streams, the Kali Mas and Kali Pigirian, each arm discharging its waters into the sea, north of the city. Just above the bridge is a fine sluice with lock for shipping, an excellent piece of engineering work, with series of vertical beams to regulate the supply of water.

The roads in Sourabaya are very well made and kept in excellent order, being mainly macadamised and then coated with asphalt, well watered, and lighted with the electric light. In the crowded business quarter narrow streets seem the rule, but the main roads are all considerably wider and generally shaded by avenues of old trees in all the residential suburbs.

In the evenings some very nice drives may be taken.

The climate, though hot, is by no means unhealthy, and the water supply, drawn from the Kasri Springs on the distant slopes of the Ardjoens in large mains, is unequalled in Java. This huge under-



Photo: Kivokljan.

River Scene, Sourabaya.

taking was completed in October, 1903, by skilful engineers, after overcoming many difficulties, chief of which were the numerous rivers to be negotiated. A clever plan was adopted of utilising the railway bridges for suspending the pipes under the girders to prevent undue vibration. The total cost of the whole work was £3,000,000, and since the inception of this water system the dreaded scourge, cholera, which formerly claimed so many victims, has entirely disappeared. Furthermore, owing to the strict sanitary regulations enforced, both in European and native quarters, the public health has greatly improved.

In the fine suburb, Simpang, beautiful shady streets abound, and, following the Simpang road, the Residency House, with its fine, large grounds, forms a landmark, whilst on the right a beautiful little park (Kroesen), where, under the heavy foliage, flowers bloom in abundance, makes a pleasant picture. Within its confines is a collection of images

where the natives still make offerings to the chief idol, an image of Buddha called Djegedellek; these offerings generally consist of lotus flowers laid at the feet of the Buddha.

At the junction of three roads stands the palatial Simpang Club, the centre of the social life of the city, in well-kept grounds. The building, lighted throughout with electricity, possesses large, airy reading, writing, billiard rooms, etc., and every convenience installed for the comfort of its members. Twice a week a fine band performs in the garden. Some little distance further is the Simpang Park and the Military Hospital; the park, covering an area of about fifteen acres, is nicely laid-out with ornamental beds of tropical shrubs and flowers; shady walks traverse the grounds, bordered by grassy lawns; great spreading trees cast a grateful shade over all, a pretty river forming one



Photo: Kurkofjan.

A Native Barber.

of its boundaries adds the gentle murmuring of its voice to the quiet beauty of the scene. Before reaching the Goebeng Bridge and turning into Rajoen, one obtains some fine views of the distant ranges and the placid surface of the winding river (Brantas), which here and there is studded with beautiful lilies; stately bungalows face the water, and occasionally an outrigger sweeps past, the rhythmical click of the oars falling pleasantly on the ear. This quarter is considered the healthiest portion of the city, and many fine modern villas line the cool, pleasant roads generally bordered by great trees forming shadowy forest aisles. Across

the river to the east lies the small suburb of Goebeng where the Upper Town Railway Station is situated on the main line from Batavia.

The Kepoetran Road takes us back towards the city, past the Telephone Exchange, and here we branch off westwards along a fine thoroughfare, the Embong Malang, and pay a visit to the native quarter of Boeboetan by taking the Blaøeran Road, turning off the Embong Malang to the right. The village and the native industries established here are most interesting. On the Embong Malang some old Chinese cemeteries are observed, and also numerous modern dwellings. Proceeding northward we issue upon the Passar Besar which leads us along its course to the railway crossing where a turn to the right, past the large artillery barracks, the Protestant Church and an old fortress, brings

us, with another turn to the right, into Soeloeng Road; crossing the Djagalan Bridge and proceeding along the road of the same name eastwards, the Kali Pegivian is crossed near a busy native market. Along the eastern bank of the river, past the lovely residence of the "Captain of the Chinese" and the Ngemplak Hospital, a fine view is obtained of the Goebeng sluices, the bridge and the lovely reaches of the river. Again crossing the river at the Kelabang Bridge, with one turn to the left, we issue upon the beautiful Simpang quarter near the Simpang Hotel. The Kembang Djepong, before mentioned, with its scores of busy shops crowded with purchasers, is worthy of more than a casual glance, and here the visitor can obtain curios of all kinds in the various Chinese, Bombay and Japanese shops. Close to the Red Bridge is the Passar Glas (or Dark Market) where a heterogeneous collection of articles is displayed for sale in numerous small stalls kept principally by Javanese;

coming and going in seemingly endless numbers are the gaily-attired natives, and the scene is both novel and interesting. From early in the morning until late at night this quaint throng may be seen chattering, laughing and attending to their different occupations—a busy hive



Photo Kurkoljan.

A Market Scene, Chinese Quarters, Sourabaya,

of practically all Eastern races. The bargaining is all conducted in good-humoured style; although generally exorbitant prices are asked, the salesman is not a whit abashed when a sale is effected at about one quarter of the original figure quoted.

Just before the Tjantran Bridge one should turn to the left and visit the oldest portion of the town, the Ampel quarter, where a large Moham-medan mosque and the tombs of Redan Rachmat (supposed to be the original founder of the city) and his family are built. Permission to view the tombs and mosque is obtained from a native priest who lives in the vicinity. Turning into Prins Hendrikstraat and going south, we observe another large market, the Passar Pabejan, the main entrance of which is in the next street on the right, which is also worth a visit.



Simons



Government Railway Offices

SOERABAYA



Telephone Exchange



The Official Quarters of the Resident

From Sourabaya excursions can be made to the Isle of Madura, to Grissee and to the beautiful health resort, Tosari. The first-mentioned place can be reached per steamer from the Kali Mas Station near the fortress, Prins Hendrik, at the moderate fare of 60 cents (1s.). Grissee may be reached by steamship, tram or motor car, but the steamer is recommended, owing to the beautiful scenery *en route*. An interesting Mohammedan tomb is situated at Grissee where the first Islam priest in Java is buried. About four miles from here, at Giri, is another tomb and a mosque where a sacred kriss, called Soroo Angoon Angoon, is kept.

The means of transit about Sourabaya and suburbs are up-to-date and inexpensive. In addition to the railways and trams comfortable two-horsed carriages (kosongs), motor cars and the inevitable "sado" can be procured, and, as the streets, both in the city and suburbs, are kept in excellent condition, motoring is the order of the day. The traffic is regulated by native policemen, the uniform consisting of dark blue serge with yellow facings, and in most instances they are armed with a short sword or baton. All heavy merchandise is transported by coolies or drawn in small carts by ponies or miniature bullocks (sapis).

Sourabaya is the centre of the great sugar industry, and during the months when the sugar is being shipped the scenes on the canal and roadstead are exceptionally interesting. The canal is at this time packed with lighters and prauws along its entire course, and feverish activity is displayed everywhere; half nude coolies stagger to and from the boats with their sweet burden, strange shouts and whistles rend the air, and on the water and along the quays the bustle prevailing is astounding.

Sport in Sourabaya consists of football, lawn tennis, cricket, golf and rowing, each game being popular, but, in spite of the heat, football is easily first; the British Association game finds most favor, and a football league established here, offers each season a competition for first and second grade players. The golf links are about four miles from the town at Goenoeng Sarie on nice undulating country, and an annual match for the Inter-Port Golf Shield has been instituted. On the Brantas River fine stretches of calm water are available for rowing, and a regatta held here was so successful that the club has decided to make it an annual event.

THE SUGAR INDUSTRY.

The cultivation of sugar was already in existence before the establishment of the old East India Company in Java. This Company regulated all economic questions at its own discretion, limiting the output of the various mills, which in 1710 numbered 130 to 300 piculs for each factory. This measure reduced the existing number of mills to 65, when

the company decreed that the number should be 70. In this arbitrary way the company controlled the production for a number of years, and in 1777 a delivery of 64,000 piculs was enforced, increasing each year until in 1808, 95,000 piculs was demanded. These restrictions had a depressing effect on the industry, and upon the liquidation of the company the Government assumed control, abolishing these measures. A new system was introduced by which the natives were compelled to cultivate certain areas and to sell the yield to Government at fixed prices. This mode proved unsatisfactory. The industry underwent numerous trials under a variety of conditions, none of which had the desired effect.



Kurkdjian, Sourabaya.

Sugarcane Transport, Sourabaya.

In 1892 the last traces of the old cultivation system had disappeared, and, private enterprise being encouraged, a gradual improvement in the cultivation and working methods was the result. Troubles again, however, menaced the industry, the selling price of sugar falling (causing heavy losses) and the appearance of the sereh disease in the cane. This disease spread rapidly and almost paralysed the industry. The Government, instead of fostering the industry, regarded it with disfavour and it was only after long delay that the heavy excise duty on land was abolished. An experimental station which had started at Pasoeroean was refused a subsidy three times by the

Government, while little attention was paid to the reduction of freights on the State railways. Finally the proper remedy to combat the sereh disease was discovered by Dr. Soltwedel, *i.e.*, the selection and granting of cuttings of canes from the mountain districts. Dr. Soltwedel was also the first to show the possibility of sexual propagation of the cane.

It is solely due to the unaided efforts of the planters themselves that the sugar industry in Java of to-day is an extremely profitable business.

We append the Grand Totals of the output of sugar of the various districts compiled to January, 1911:—

DISTRICT.	CROP, 1908.	CROP, 1909.	CROP, 1910.
Cheribon	P. 1342308	P. 1456222	P. 1395581
Tegal	„ 1071387	„ 1148975	„ 1153961
Pekalongan	„ 855759	„ 834477	„ 765841
	—————	—————	—————
	„ 3269454	„ 3439674	„ 3315383
	—————	—————	—————
Samarang			„ 453385
„ (Japara)	„ 1570753	„ 1524857	„ 1045907
Soerakarta	„ 1488130	„ 1394041	„ 1488849
Djocdjakarta	„ 1711487	„ 1511325	„ 1690074
Banjoemas	„ 558699	„ 509867	„ 531867
Kedoe (Bagelen)	„ 153475	„ 149722	„ 220051
	—————	—————	—————
	„ 5482544	„ 5089812	„ 5430133
	—————	—————	—————
Sourabaya	„ 4031850	„ 4030450	„ 4286467
Kedirie	„ 2434855	„ 2484579	„ 2552870
Madioen	„ 733604	„ 740846	„ 705607
Pasoeroean	„ 2688227	„ 2667434	„ 2950843
Besoekie	„ 970572	„ 946310	„ 1013898
	—————	—————	—————
	„ 10859108	„ 10869619	„ 11509685

Grand Total, Crop, 1908, P. 19611106; Crop, 1909, P. 19399105; Crop, 1910, P. 20255201.

One Picul = 136 lbs. English.

Hotels: Oranje, Embong Malang, Genteng Ketabang, des Indes, Sarkies, Simpang, Pension Slier.

Chemists: Vriendschap, Rathkamp, de Salamander.

Jewellers: van Arken & Co., Wolf, Mager.

Livery Stables: Fuchs.

Outfitters: Henderson, Prottel.

Curios: Inagaki.

Dentist: Dr. Koch.

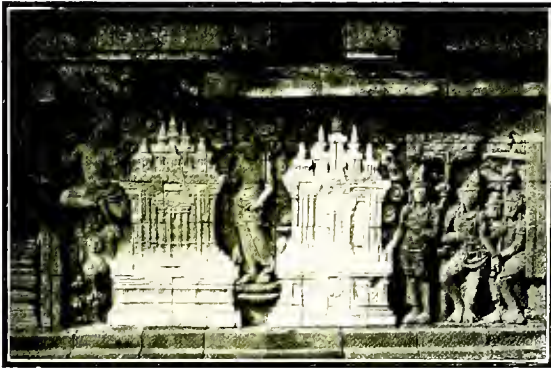
Cigars, etc.: Dobbelmann.

Pianos: Naessens & Co.

Delicacies: Simpangsche Bazaar.

Libraries: Nijland, Führi.

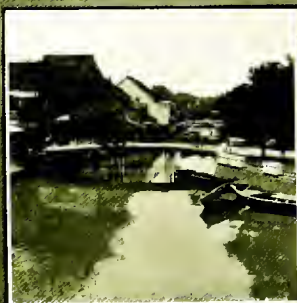
Having inspected Sourabaya we now propose to take the reader to Batavia, being the capital, the seat of the Governor-General and the Government, and visit the principal places of interest on our journey through the Island.



Bas Relief, Boro Boedoer.



Entrance to Harbour



The Canal

Batavia



Old Batavia



Portion of Harbour

Arriving at the narrow entrance to the Port of Batavia, Tandjong Priok, the steamer moves slowly through, and in a few minutes enters the inner harbour, where an animated scene is

BATAVIA. presented to our eager eyes. A calm sheet of water, two-thirds of a mile long and about 600 feet wide, is dotted with shipping of every description, the unwieldy-looking lighters pushed slowly alongside by natives with long bamboo poles, contrasting strangely with the trim little steam launches fussing here and there. Long white stone wharves and huge sheds form the eastern and western boundary, and here great steamers are busily engaged loading and discharging cargo into the large warehouses forming part of the wharves. A constant stream of strangely attired Javanese coolies drawing trucks, handle the cargo, etc., passing to and fro, and their quaint cries mingled with the clanking of numerous steam winches and the shrill blasts of the sirens form a fitting accompaniment to the din and bustle of the scene. Proceeding safely to our wharf, the gangway is lowered and runners from the different hotels clamber on board. Entrusting our luggage to the "Mandoer" (Hotel Porter), who will see that it is taken to the Custom House—a short distance—and then to our hotel, we walk along the wharf and, turning to the right, to the railway station, just opposite the exit of the former. Here we take train to Batavia, fifteen minutes' journey, and arrive at the Batavia station. The first impressions of Batavia are, perhaps, a little unfavourable. One drives past old-fashioned, gloomy buildings lining narrow streets, teeming with natives, Arabs and Chinese, the latter element being much in evidence. The sidewalks are thronged with but sparsely clad Chinamen industriously following their various occupations.

Batavia is divided into two parts, the upper town (Weltevreden), and the lower town, called Old Batavia. History tells us that originally a native city, Jacatra, existed here, and that in the year 1618 Governor Jan Pietersz Coen established and occupied a garrison with a limited number of soldiers. Troubles soon arose with the Jacatrans, and Governor Coen, building a fortress, decided to return to the Moluccas for reinforcements. In his absence the commander was captured, fever and privations so weakened the garrison, that their position became very critical. However, a Captain Raay, in order to cheer the survivors, gave a feast, and during the ceremonies the town was christened Batavia. Upon Governor Coen's return, the town was seized and razed to the ground, and upon the old site, the present town of Batavia was built. Ten years later a thriving commercial town had grown up, but, owing to its extremely unhealthy position, it earned for itself the unenviable name of "The White Man's Grave." Huge swamps surrounded the township, and thousands of people died from malaria and other kinds of fever. In consequence



around
old
Batavia



Chs. van Ess & Co., Batavia.

The Fish Market.—The Holy Cannon.—Fruit Sellers.—A "Bamboo" Orchestra.
A Play.

of these adverse conditions, it was not until the year 1808, during the Governorship of General Daendels, that a new city was established on the higher ground, about two miles distant, now known as Weltevreden, which has become the residential part of Batavia.

Both towns are traversed by an elaborate system of canals running from south to north, the water for which is obtained from the River Tjiliwoeng, originating in the mountains above Buitenzorg, some forty miles inland. These canals are built through the whole city, and finally discharge their waters into the ocean north of Batavia. The banks are well constructed, mostly of stone work, and at frequent intervals bridges span the stream; steps conveniently arranged allow easy access to the water, and here hundreds of natives may be seen washing clothes, bathing and fishing. The colour of the water does not invite one to emulate them, and the visitor will rest content with the facilities provided by the leading hotels.



Chinese Quarters, Batavia.

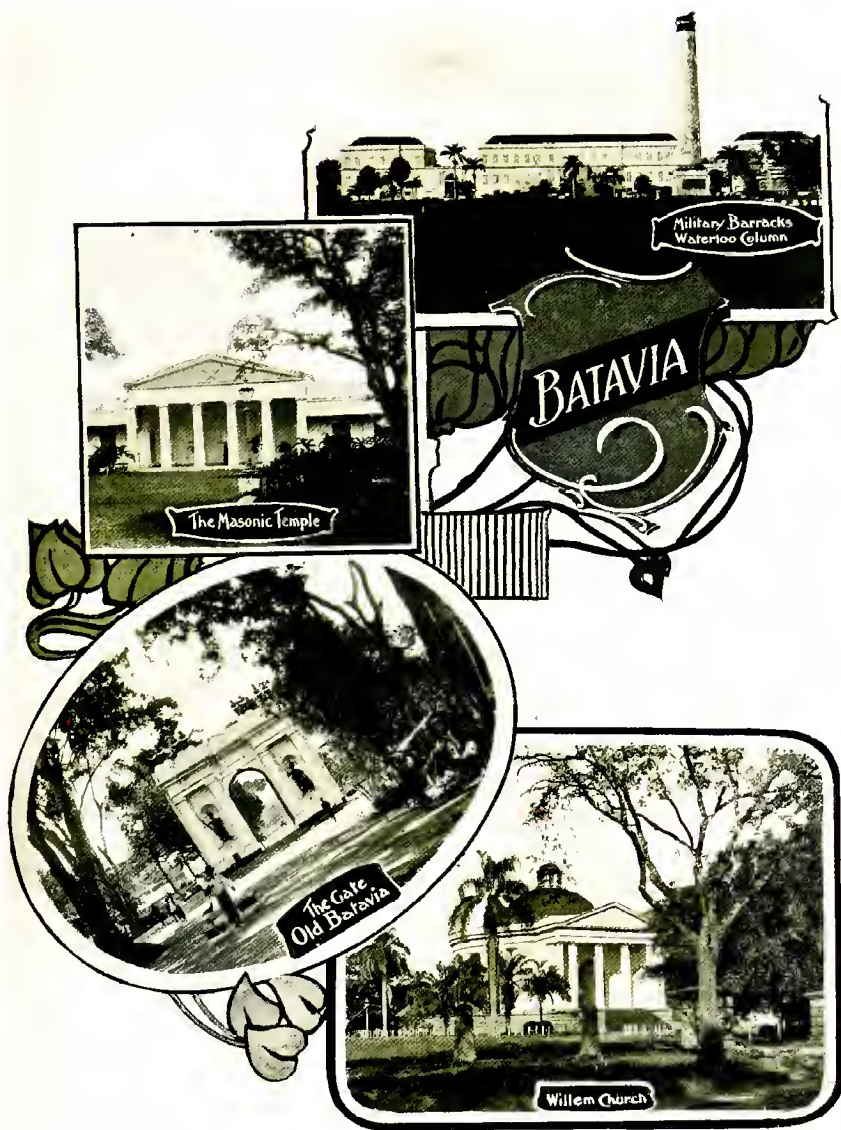
Batavia has two railway stations, one belonging to the Government or "Staatspoor," and the other to the Nederland Indische Spoor (N.I.S.), within a short distance of one another. From the Government station a line runs directly to the pretty suburb Meester Cornelis, and another round Chinatown to Tanah Abang, then turning due east, connects with the line to Meester Cornelis at Struiswyk, thus completely encircling the town and the outlying suburbs. From the N.I.S. station a line running due south almost divides the circle, and after passing through the city, continues on to Buitenzorg, a short line branching off to Meester Cornelis. Steam and electric trams also run between the old and new towns, the former *via* Molenvliet, and Rijswijk to Meester Cornelis, and the latter running parallel to the State line, towards Meester Cornelis, for a considerable distance, turning abruptly westward, crosses the Tiljiwoeng near the Zoological Gardens, to Tanah Ahsang, and then north to the terminus opposite the "Harmonie Club." The fares are very moderate on both systems; three classes of carriages are used, one being reserved for natives, or "inlanders," as they are called.

Old Batavia is the main business portion of the city, and here, fronting the Kali Besar on both sides, are the leading commercial houses. The principal points of interest to the visitor are: The Stadhuis (Town Hall), containing the offices of the Resident, Assistant-Resident, and other

Government officials, situated on two sides of a small square, and the Courts of Justice. Further north, a relic of Old Batavia stands the Penang Gate, in the vicinity of which the holy cannon, about fifteen feet long, will prove an object of much interest, being held in great veneration by the native women, who often burn incense there for the purpose of securing its blessing for generations still unborn. Continuing onward, some old buildings from the time of the "Dutch East India Company" are passed, and we arrive at the old "Stadsherberg" (the Town Tavern), opposite which is situated the fish market. Close by is a big mosque and the tomb of a famous "hadji," to enter which one must remove one's shoes.

Retracing our steps to the terminus of the steam tram, and turning to the right, a short street connects with the Kali Besar, running along both sides of the canal, which is faced by large commercial houses, banks, shipping agencies, etc. These buildings were, some 300 years ago, occupied by Dutch patricians, but have long since been transformed into offices and stores. After nightfall Batavia is deserted by the white population, who reside at Weltevreden, or in the suburbs, to which extensive additions have been made quite recently (1911). Regaining the main street, we proceed towards Weltevreden and pass the Glodok bridge. If desiring a visit to the Chinese commercial quarter, we turn to the right, and soon the visitor finds himself transported into a typical Chinese town. Narrow winding canals, a labyrinth of streets and lanes radiate in all directions, while thousands of Chinamen pass to and fro. Some 20,000 Chinese inhabit this quarter, and the houses with their quaintly arched ridge cornices give a distinctly Oriental appearance to the quarter. Returning to Molenvliet, we perceive, across the canal, the large prison, and leaving Batavia with its heat and dust behind us, approach the beautiful residential quarter of Weltevreden.

On the right stand the offices of the Government Mines Department, and a short distance further on, where a road branches off to Tangerang, the Department of Public Works and the head office of the Railway Department. On both sides of the canal are well-kept bungalows in spacious grounds, the white walls blending harmoniously with the wealth of green foliage surrounding each residence. Strolling onward, the Hotel Des Indes is observed on the right, and immediately opposite across the canal, another hotel. Here, Molenvliet terminates and the canal turns away to the east. Crossing a small bridge we follow the canal and the fine tree-lined boulevard "Noordwyk;" the street on the opposite side is the "Rijswijk." The continuation of Molenvliet runs through, what is known as, the French quarter, and fronting both stands the "Harmonie," one of the principal European Clubs. These three streets



are lined with large up-to-date shops, which would be an ornament to any city. The streets, kept in excellent order, are wide, and along the canal, great avenues of trees throw a welcome shade on the thoroughfares. On Noordwyk are situated the principal cafés, and the scene at night is exceptionally brilliant. These cafés, with their hundreds of small tables extending right to the footpath, are thronged with Batavia's élite, bands discourse excellent music, well-appointed carriages with

fashionably attired folk dash past, scores of electric lights gleam softly in the leafy canopy, and the visitor might well be pardoned for imagining himself on a popular boulevard in Paris.

On Rijswijk is situated the palace of the Governor-General, two large hotels, the Hotel der Nederlanden and Grand Hotel Java; likewise the Official Tourist Bureau. Along Noordyk and across the railway line on the left are the extensive offices of the Royal Packet Steam Navigation Company, and on the right Wilhelmina Park, abounding in lovely shady nooks. At the entrance to the park is the Achin Monument, and a short distance into the park, brings one to the picturesque old citadel of Prins Hendrik. Crossing a small bridge, and turning to the right, a beautiful shady avenue of lofty trees is traversed, and in a few minutes we reach Waterloo Plain, an open green surrounded by fine, old trees. In the centre of this great square stands a column, about 100 feet high, surmounted by a lion, commemorating the Battle of Waterloo. Handsome buildings front the park on all sides, the most important being the fine High Courts of Justice, the Palace built by Governor Daendels, the fine Roman Catholic Church, with delicate spires towering far overhead, the Military Barracks, and the beautiful Military Club, "Concordia," with its splendid gardens. Following Hospital Road south, we pass the Palace of the Commander-in-Chief, Government store houses, officers' quarters, Military Hospital, and the School for Native Doctors. Reaching the canal, we turn to right, and, crossing the River Tjiliwoeng near the English Church, and the Observatory, another turn to the right brings us to the residence of the Resident fronting the "Koningsplein." This plain is about half a mile square, fringed with tall leafy tamarind trees, and within its confines are the training stables and racecourse of the local Turf Club, and the English and Dutch tennis grounds. Splendid roads border the plain on all sides, and this being the chief residential quarter of the city, fine villas are observable in all directions. On the northern side, another view is obtained of the Governor-General's Palace, which is only used on official occasions by His Excellency, his residence being at Buitenzorg, some forty miles inland. On the western side are situated the various Consulates, the Library of Arts and Sciences, and the Museum. Here many pleasant hours may be spent in viewing the wonderful collection of Javanese antiquities and art works. Interesting models of native houses and kampongs are exhibited, and the walls are lined with grotesque masks, strange weapons, and models of canoes. In tall glass cases are wondrous specimens of old metal work, ornaments, costumes, textiles, weapons, coins, and other articles too numerous to mention. In front of the building stands a bronze elephant, presented by the King of Siam. On the southern side we find the Armenian Church, the Royal Natural

Historical Society, and the Resident's official quarters. Continuing northwards on the western boundary stands the handsome Willems Kirk and numerous bungalows, and on the left the railway station "Weltevreden." Crossing the railway line and bearing to the left along the northern side of the Plain we pass a small bridge, and turning to the right, through the French quarter, issue on to Molenvliet, near the "Harmonie." At the Harmonie Club every Sunday, from 6.30 to 8.30 p.m., an excellent musical programme may be enjoyed, whilst at the "Concordia" Club on Wednesdays, from 6 to 8 p.m., and on Saturdays from 9 till 12 p.m. the exceptionally fine Military Band entertains the members and their friends. Both clubs are well appointed, and possess fine billiard rooms, libraries, large ballrooms, and spacious reading rooms. The "Concordia" has a membership of well over a thousand,



A Corner View of the K.P.M. Office.

including ladies. Visitors can obtain admission to both clubs through their respective Consuls, or through a member of the Committee. The sights of the city are by no means exhausted, and a visit should be made to the Pasar Baru, chiefly inhabited by Chinese. Bombay, Japanese, and Chinese shops line the narrow roadways and here very beautiful and interesting articles are sold, but the purchaser will have to drive very hard bargains before obtaining them at a reasonable price. The streets are thronged with a very cosmopolitan, good humored crowd, the universal white suit of the European relieved by the brilliant tints of the Javanese sarongs. Street vendors with their dubious looking wares are scattered here and there, and coolies, nude save for loose trousers rolled up to their thighs, swing past at their peculiar trot, laden with firewood, water and all kinds of burdens suspended on each end of a bamboo pole. Practic-

ally everything portable is carried on the shoulders or backs of coolies, as with the exception of very small carts drawn by miniature ponies, heavy vehicles, such as lorries, are unknown in Java, and it is a common sight to see coolies transporting through the streets pianos, bedsteads, and all the necessary impedimenta of a household. North of the Pasar Baru is a unique Chinese Temple (Klenteng Sentrong), and in the neighbourhood some interesting Chinese graveyards, wherein may be seen a number of Hindu images.

Most enjoyable drives may be taken early in the morning or in the evening between the hours of five and seven o'clock, to avoid the heat of the day, which is rather trying to the newcomer. A favourite drive is to the charming suburb of Meester Cornelis with its hundreds of fine villas. Securing a comfortable "Mylord" (a rubber-tired

Victoria drawn by two ponies), the visitor proceeds *via* the Noordwyk, and after passing Wilhelmina Park and the small bridge, turns to the left along the canal, viewing *en route* the Post and Telegraph Office, the offices of the Eastern Extension Telegraph Company, and the large



Photo: N. J. A. van Waaijngok

The Roman Catholic Cathedral, Weltevreden.

theatre. At the theatre, driving to the right along the steam tram line, past officers' bungalows, the Public Library, and the Masonic Hall, and southward past Waterloo Plain, with its impressive buildings, to the canal (Parapattan), cross the Seven Bridge, and issue upon an excellent road, splendidly shaded by an avenue of tall old trees. These magnificent monarchs of the forest line the road on either side, and their branches far-overhead interlace; the rays of the setting sun, tint the sombre shades of green with streaks of burnished gold, and throw fantastic shadows upon the roadway. Here, as elsewhere, we gain the impression of driving through one huge garden, the white classic villas with their gardens of beautiful strange blooms, deepening the impression.

Meester Cornelis is an important military centre, large barracks, magazines, Protestant Church, and schools being located here, the elevation of the suburb enhancing its popularity as a residential quarter, apart

from the natural beauty of the surroundings. Retracing our steps, we cross the Tjiliwoeng, here a picturesque, winding stream, dotted with bamboo rafts, which the natives float down from the interior, and shortly striking the railway line to Buitenzorg, follow it northwards towards the city, passing the Zoological Gardens on the right. Strange to say, there are no animals kept, but the grounds abound in pretty shady spots, and a spacious pavilion erected here, is frequently the scene of gay entertainments, fancy dress balls, concerts, and other amusements. The festivities in connection with the Coronation of H.M. King George V. were held here on June 22, 1911, when the British community of Batavia gave a splendid ball to the Dutch residents, the animated picture presenting a most brilliant spectacle. Reaching Parapatan, we turn along Kebon Sirih, a fine, shady thoroughfare, flanked on either side by handsome villas, to Tanah Abang (European cemetery), and follow the electric tram line back to the "Harmonie."

Public conveyances, besides the trams, as mentioned above, in Batavia are limited to the Sado and Ebro. The former is a low, two-wheeled vehicle drawn by sturdy ponies, whilst the latter is a four-wheeler capable of seating 3 to 4 passengers, but neither are recommended for sight seeing.

The water supply of the city is obtained from artesian wells, but in every hotel additional precautions are taken, and all drinking water supplied to visitors is first boiled, and then bottled ready for use. The hotels in Batavia are excellent, the tariff moderate, varying from 6 to 8 guilders a day, and every convenience is installed for the comfort of visitors.

The bedrooms are large and airy, simply furnished, every room opening on to wide, spacious verandahs, lighted by electricity, telephones connect with the main building, while capable Javanese servants attend to every want, and the cuisine leaves nothing to be desired, either in variety or quality. All soiled linen is well and quickly washed by the hotel "menatoe" (washerman) at five cents an article, or, if required within a day, at ten cents. In the evening, along the canal, one will observe the men busily engaged immersing the clothes in the water and then thrashing them heavily on a small stool, or failing that, a convenient flat stone, and he will offer up a prayer that at least some small remnant will be returned to him. The canal is used by the Javanese for bathing and washing purposes, and hundreds of natives can be seen disporting in the rather muddy element, small boats laden with miscellaneous cargoes glide past, and the scene to the newcomer is both novel and interesting.

Batavia's population is of a very cosmopolitan character and numbers, together with the suburbs, about 120,000 people. Many races are represented here, Chinese and Arabs predominating. The Chinese have inter-married freely with the natives, and the issue from such

unions regard Java as their home, and, generally speaking, make good citizens.

The dry season is from May to October, and during this period the temperature averages 80° F., and about 78° F. in the wet months, January and February. The climate, although warm, is considerably tempered by the pleasant breezes which spring up at night.

The visitor will leave Batavia with a sense of regret, and a profound admiration for the Dutch, who, by their energy and industry, have succeeded in building one of the finest cities of the world, upon the site of a once impenetrable jungle.

Hotels: des Indes, Nederlanden, Grand of Java, Wisse, de France and Ort.

Outfitters: Eigen Hulp, A. Savelkoul; Firma van der Veen.

Jewellers: van Arken & Co.

Livery Stables: Fuchs.

Chemists: Rathkamp & Co.

Auctioneers: J. Pryce & Co.

A Few Remarks About the Bamboo Hat Industry.

An enterprising Chinaman is credited with being the pioneer of the bamboo hat industry in Java. Settling at Tangerang, some 23 kilometres from Batavia, he commenced to manufacture hats by the method of twisting them out of bamboo strips. (Bamboo tali or Rope Bamboo.) Success attended his efforts, and with the aid of native workmen, he gradually extended his operations until he had built up a successful business. Competitors soon sprang up, and the industry from such a small beginning increased till at the present time over 60,000 natives find employment in connection with same. A ready market was found all over the Dutch Indies. The next step was further afield. A Frenchman, M. Petitjean, of Tangerang, in 1899 sent a collection of hats manufactured at his establishment to the Paris Exhibition, which attracted great attention. The exhibit took the form of a Javanese "Kampong" (a native house), with an entire native family engaged in making his now famous bamboo hats. As far back as 1876 M. Petitjean started exporting hats to all corners of the globe, chiefly to England, France, Germany, Austria, Italy, and Greece. His efforts to please the customers of all



nations were crowned with gratifying success since 1882, and of late years he has shipped large stocks to America and Australia, where his hats are much admired. The method of making the hats is most interesting to witness. The tools employed by the natives consist of a knife, a wooden board with a hole equal to size to the crown of a hat in it, and a flat-headed nail. The bamboo is first of all cleaned, the outer covering is stripped off with the knife and the inner portion exposed to the dew at night and to the heat of the sun by day for a period of 48 hours. The next step consists of cutting the bamboo into pieces at every knot, and these pieces are split into blades 3 to 4 inches in width. These are again split, and only the hard portions retained, the centre, being too soft, is thrown away as useless. Many cuttings of the blades are made until the desired width for the tapes is attained, and then the material is handed to women and children, who weave the hats. The length of time required to finish a hat varies from two days to as many months, according to the quality desired. The districts of Tangerang and Bantam supply most of the hats for export. Tangerang is only a few miles from Batavia, affording a most pleasant motor ride, the return journey occupying about $1\frac{1}{2}$ hours.



Buitenzorg may be termed as one of the show places of Java, and it is well-named "The Free from Care," nestling at the foot of the majestic volcanoes, Gedeh and Salak, at an altitude of only 850 feet. Although only one and a half hour's journey by rail from Batavia, the difference in climate is remarkable. On leaving the station the traveller is agreeably impressed by the handsome park which faces the railway. Ornamental shrubs, beds of multi-coloured flowers and fine,



An Avenue, Botanical Gardens, Buitenzorg.

old trees make a most pleasant setting and bid one a cheerful welcome to this beautiful world-famed resort.

Turning into the main street (Palambang) the Hotel du Chemin de Fer comes in view. At right angles to the station a lovely avenue of trees leads towards the town, and in a few minutes the main road is reached. On our left stretches the famous Botanical Garden, reputed to be the finest in the world, and to the right, clean white bungalows, with occasional stores, face the roadway. Five minutes more brings us to an open square, and, turning to the right, we enter the Hotel Belle Vue's grounds.

Three or four days are necessary to exploit some of the more prominent beauty spots of Buitenzorg.

Within the confines of the Botanical Gardens stands the palace of the Governor-General, the large white building crowned with a cupola peeping gracefully through its green setting. Well laid out grounds surround the Palace extending into a fine park, wherein a large number of deer disport themselves on the vividly green sward. Entering the Gardens by the main gate near the Chinese quarter, the visitor finds himself in the wonderful avenue of Kanari trees. The roadway, some twenty feet in width, is lined on either side with these great forest monarchs,



Victoria Regias,
Buitenzorg Botanical Gardens.

whose trunks are almost entirely hidden with climbing plants, which hang in graceful festoons eighty to ninety feet in the air, enlivened here and there by beautiful orchids, bird-nest ferns and staghorns. The branches, a hundred feet overhead interlace, forming a grand natural aisle through which the sun rays shine, softened and subdued. Walking onward, a small artificial lake comes into view with tiny islets, apparently floating upon its calm waters which, on closer inspection, prove to be huge lotus flowers and Victoria Regias. Rising from a small island is noticeable a group of curious looking palms, their crimson-stained stems contrasting strangely with the brilliant green of their leaves. In the background is visible the Palace of the Governor-General. Access to the private grounds is provided by means of a small rustic bridge.

Many pleasant walks radiate in all directions amidst thick groves of magnificent trees, palms, feathery bamboos and forest growths of every description. Here the visitor may wander along winding paths in solitude; at every turn he is attracted by strange novel plants and tropical fruits. Lovely blooms are espied high in the thick foliage, elegant bamboos, silhouetted against the sky, delicate ferns, overshadowed by graceful palms, and the gentle murmur of distant rivulets comes faintly to the ear. A picturesque stream—the Tjiliwoeng—flows through the gardens, its rocky bed causing the water to break into miniature foaming cascades. Crossing the iron



The Pond, Botanical Gardens, Buitenzorg.

bridge which spans the Tjiliwoeng, a nursery garden is reached, and here a new Kanari avenue has been planted, which only requires the aid of years to become equal to the old one in grandeur and extent. The best time to view these gardens is early in the morning, as rain frequently falls in the afternoon between the hours of two and five o'clock.

The streets are wide and well kept, and many pleasant excursions can be made through the town and its environments. The bungalows are large and beautifully situated. A handsome club stands off the main road and a fine convent and large military hospital are prominent features. Near the Railway Station we find a native "Passar" or market, where all kinds of edible fruit are displayed. The smiling Javanese in their gay raiment lend the necessary colour to the scene, and the visitor will find it quite interesting to pass an hour or two strolling round the various stalls.

An excellent bathing establishment is situated at Kota-Batoe, about half-an-hour's drive from the Hotel Belle Vue, where for 15 cents a splendid bath can be enjoyed.

After bathing, a short walk brings the visitor to Batoe Toelis, where a large stone bearing hieroglyphics of the Hindoo period is to be seen, and from where an excellent bird's-eye view of the fertile Tjidani Valley may be obtained.

The principal *modus vivendi* to be secured for sight-seeing is a "Dos-a-dos" (abbreviated into Sado), a small two-wheeled vehicle drawn by one or two sturdy little ponies, the charge for which is a modest shilling per hour (60 cents).

Motor cars or carriages may be hired from the Hotel Belle Vue or Hotel du Chemin de Fer, and naturally prove the more comfortable when viewing the country.

An excellent road connects Buitenzorg with Batavia, some 40 miles distant, and offers one of the most pleasant and enjoyable "runs" of the neighbourhood.

RICE.

Rice forms practically the chief article of the Javanese diet. Every kampong (village) has its own plot of ground, which is worked by the members. The ground is prepared by primitive wooden ploughs drawn by buffalos, and then small terraces are erected around it, to retain the necessary water. After the ground has been flooded and well worked, it is ready for planting. The rice is usually grown in small seed beds very thickly sown, and at the proper season is removed to the rice fields, where

it is planted some inches apart in water. After full growth is attained and the grain well formed it is harvested by women who cut off the ripe grain and tie them in small bundles, leaving the stalks as fodder for their cattle. It is then taken to the kampong and the grain is separated from the ears by threshing. This process consists of placing the bundles into a hollowed block of wood and stamping them with a short heavy pole until the grains become separated. The rice is then ready for domestic purposes. Irrigation plays an important part in rice production and the Javanese employ a most elaborate system. Sloping ground is taken advantage of and the water is conserved in every way, of which, owing to the abundant rainfall, there is no lack. These rice fields or "sawahs" extend in some cases to the very top of large hills and present a very fine



Rice Fields.

picture. The terraces of water gardens seem to hang one upon another, with small streams of water trickling downwards through the green rice fields.

Maize also figures largely with the natives, being sown immediately after the harvesting of the rice crop and being well adapted to the dry season. Cavassa is also grown and the dried discs or roughly prepared flour of this product furnish the raw material for the tapioca factories of Europe. Another plant of commercial value is the "sesamum," from which is obtained castor oil, as also a fine lubricating oil, used in many



Photo: Kerkeljan, Surabaya.

Transplanting Rice.

factories in Java. Cotton is grown in the district of Samarang, where large plantations exist. In view of the rice cultivation, only that variety of cotton that will thrive between the rice seasons is planted here. It is almost impossible to enumerate in a limited space the many products of this fertile country, but the following may be mentioned:—capsicum, cucumbers, arrowroot, potatoes, cabbages, onions, ginger, curcuma, cocoanuts, cloves, nutmeg, cocoa, vanilla, and kapok.

THE RUBBER INDUSTRY.

It is only of recent years that extensive cultivation of Para rubber has taken place in the Dutch East Indies, although great interest was manifested in the operations of planters in the Federated Malay States and Ceylon. When these were reaping the reward of their enterprise, planters in Java and Sumatra realised the possibilities of the industry and obtained practically all their young plants from these countries. Formerly only the Rambong rubber tree was tapped, but owing to the great size to which they attain, allowing less trees to be planted to the acre, and the fact that good rubber cannot be obtained until the trees are many years old, Para rubber trees have been selected for cultivation. Many large plantations are scattered over the Netherland Indies, and in Sumatra estates are rapidly being developed, both cultivated land and virgin forest being employed. In the latter case the planter or agent having inspected the area, applies to the Government for its use, which is then put up for

tender and goes to the highest bidder. The land is not sold outright, but leased for lengthy periods, the majority being for ninety-nine years. The rent is small, varying from one to two shillings per acre, according to quality of soil. Under an old law by Sir Stamford Raffles payment for land need not be made until the purchaser has held it for six years, thus giving him every chance of recouping himself for the necessary outlay.

The task of clearing the jungle is effected by felling a large proportion of the trees, drying and packing their trunks around those that are still standing, and awaiting a suitable opportunity when fire applied to one side, aided by favourable winds, sweeps right across the desired area, leaving blackened stumps and gnarled trees behind it. These are again burnt out and the ground is then made ready for planting.



The young trees, which have been grown in nurseries for some six months, are planted out and stumped. Sometimes planting takes place from seed, but the former operation is easier and generally adopted. In order to give admittance for sunlight the trees are planted at unequal distances, namely in avenues of 24 x 30 feet or 20 x 17 feet; they are kept back for some six weeks until the roots have formed properly, when they are allowed to grow steadily in height and girth. During the time of preparatory growth, catch crops such as coffee, tobacco and tea are grown among the young rubber, this method giving a fairly good return until the trees are matured and fit for tapping. Rubber consists of the dried milk or latex of certain plants or trees; it is extracted from the trees by incisions made in the trunks about six feet from the ground, cups



being affixed to receive the juice. Water contained in suspended vessels is allowed to drip upon the incisions, preventing coagulation and accelerating the flow of the latex. The incisions are sometimes made on the branches and up to twenty feet from the ground and great care has to be taken to prevent injury to the tree. Generally tapping takes place when the trees are seven years old, or upwards, as premature tapping lessens the quality and seriously endangers the tree. When a sufficiently large quantity has been gathered it is taken to a central factory, freed from impurities, such as bark and sand, and then immersed in a settling tank or coagulating receptacle. Sometimes it is smoked to prevent subsequent softening. Next it is placed in a bowl-like apparatus, acetic acid is added and the whole revolved. The latex gradually accumulates in the centre and the watery portion on the outside. When the water is clear

the rubber is removed, and after being pressed, stretched and washed, is ready for market. All labour is done by coolies. The rate of pay is low, women being paid fourpence and the men fivepence a day. Everything possible is done to induce them to remain on the estates, even theatres and other amusements being provided. An efficient hospital is maintained on each of the large estates. Most of the large estates in Java are situated within the Preanger district.

Soekaboemi is another health resort, 2000 feet above sea level, and surrounded by magnificent mountain scenery. It is connected with

SOEKABOEMI.

Buitenzorg by rail (about two and a half hours). Soekaboemi is noted for its lovely climate and natural beauty of its surroundings. The average temperature being 75° F. the tourist can enjoy walking excursions at almost any hour of the day, along cool, shady paths



Falls, Soekaboemi.

and roads, kept in excellent condition. The township, although small, has two large hotels, but it is advisable to secure rooms beforehand, as, owing to the popularity of this resort, the accommodation is often severely taxed. An excellent sanatorium is situated here, and people wishing to undergo the open-air cure and lead "the simple life" will find every convenience. Charming carriage drives through luxuriant tropical forests can be made, the charge varying from three to six guilders. From Soekaboemi a journey may be made to the, yet active, volcano Gedeh, but it is easier approached from Sindanglaya. The many private residences are surrounded by beautifully-kept gardens, studded with all kinds of tropical blossoms, mingled with creepers, palms and magnificent roses which bloom all the year round.

The white bungalows, ensconced in such surroundings, with their background of virgin forest, present a most pleasing picture, and at night, when the villas are illuminated, the whole villages, with its hundreds of gleaming lights, remind one of Fairyland. The tastes of the sportsman are also catered for, and in the wild country of the Southern Preanger he will find game of such calibre as to satisfy the most ardent enthusiast, notably rhinoceros, tigers, deer, panther, wild buffaloes and boars. Before starting on such excursions arrangements should be made with some of the landed proprietors in this district, who would materially assist in the obtaining of guides and native servants, necessary

for big game shooting. The Soendanese of the Preanger districts are a quiet and obliging people and willing to help at a small fee.



Kurkeljan, Suwabaja.

A Basket Maker.

A very nice excursion can be made by auto car to Sela Bintana on the Gedeh Mountain, from where, within an hour's walk through rich tea plantations, a small plateau is reached, and further down a narrow, winding path, a ravine into which a charming waterfall dashes from the mountain close by. A couple of days can easily be spent viewing Wijnkoopers Bay, about thirty-three miles away on the southern sea-shore of Java, approachable by a very nice road; the charge of the vehicle being about *f*12.

Very fair accommodation can be secured at the rest-house on the bay. Some interesting spots are to be visited here, and the scenery is magnificent, bold majestic cliffs ascend from the water's edge and against their rugged sides the high surf beats itself into beautiful lace-like patterns. The beauty of the scene at sunset is glorious, the small fishing boats idly floating on the blue waters, the dark mountains with their sombre shades of green, the everchanging surface of the restless ocean and the gleaming strip of yellow sand, all softened and subdued in the evening light, present a picture, which would tax to the utmost the powers of an artist to portray.

As the journey in these altitudes is often taking us through coffee plantations a short resumé of the planting, growing, and handling of this commodity will no doubt interest the reader.



Bas Relief, Boro Boedoer.

COFFEE.

East Java is easily the premier coffee-producing district of the Island, and practically over one half of the total number of plantations are within its confines, but of late years very few of the estates are

devoted exclusively to the cultivation of coffee, but combine it with other crops, such as tea, rubber, pepper and cinchona, etc. The coffee plants thrive well upon levels from 1500 to 3000 feet on undulating country. Different methods prevail of clearing the jungle, some planters entirely clearing the ground with the exception of big wind-breaks; others only clear the shrubs and undergrowth, leaving the tall trees for shade. The ground is broken up by the "patjol" (a kind of hoe), and sometimes by the plough; where necessary, terraces are made on sloping ground.



COFFEE.



Coffee Cleaning.

The plants are grown in nurseries from seed, and at the beginning of the rainy season are planted out, usually in holes two feet square, and well manured. The trees commence to bear fruit (berries) after two or three years, but abundant crops should not be looked for until the fifth

or sixth year. The intervening time is taken up by the care of the young trees; suckers must be removed, all diseased or dead plants renewed by healthy, fresh ones, and the shrubs restricted in height by constant topping. Shade trees are planted at regular intervals, and the proper maintenance of the plantation goes on throughout the year. The trees ordinarily bear fruit three times a year, and the berries are plucked by numerous native women, conveyed to the factory and pulped by machinery to remove the fleshy substance which encloses them. After pulping, the berry is thoroughly washed, dried, then moulded or stamped, and the husks removed by fans. This method, called the West Indian or Brazilian method, imparts a fine, bright appearance to the berry which



Kurkdjian, Sourabaya.

Coffee (Robusta) The Berries.

is so much appreciated in the market. The coffee next passes through the hands of the sorter and is then packed in strong bales ready for export. It is sometimes stored before baling, as this strengthens the quality of well-prepared coffee. Very few of the estates prepare the beans by grinding, etc., but simply sell the beans in bales containing one picul of coffee (61'76 kilos).



Kurbljan, Sourabaya.

Coffee (Robusta) in Bloom.

Very many kinds of plants have been introduced into Java, but the Liberia variety seems the one most favored. The bulk of the coffee is still shipped to Holland, owing, probably, to the fact that it enters that country free of duty.

Sindanglaya lies to the north-east of Soekaboemi, on the heights of the Gedeh range of mountains. The climate, owing to the height above

SINDANGLAYA.

sea level (3479 feet) is very cool and healthy and a pleasant time may be passed in this beautiful hill resort. An excellent sanatorium is situated here, and visitors will find every convenience for their comfort at moderate charges. To reach Sindanglaya two routes are open, the first, by rail from Buitenzorg to a small station, Tjiandoer, on the main line and then per car or carriage along a well made mountain road; or, by native trap direct from Buitenzorg over the Poentjak Pass. This route, although it entails five hours in a small trap drawn by sturdy mountain ponies, is much to be preferred. Leaving Buitenzorg early in the morning one enjoys the splendid scenery *en route*. Distant views of picturesque kampongs, fertile valleys with their ever-attendant rice fields gleaming brightly in the morning sun, and the wild grandeur of the majestic mountains amply repays one for the extra

exertion. Reaching the top of the Pass a visit should be made to a pretty little lake (Telaga Warna), surrounded by thick foliage to the water's edge. From here it is about one hour's journey to the hotel. The trip, which takes about five hours altogether, costs twelve guilders (f12).

Many beautiful shady walks can be taken, and the traveller should not neglect to visit the country residence of the Governor-General, situated at Tjipanas in a well laid-out park, and the hot springs where a bath can be enjoyed, free of charge. Continuing our walk, a branch road leads to a section of the Botanical Gardens on the slope of the Gedeh (4500 feet). This hill garden possesses many plants from all parts of the globe, and the writer was pleased to renew acquaintance with such old and familiar friends as the Australian eucalyptus and acacias. Laid out like a park, with its wealth of tropical blooming flowers on all sides, this beautiful spot affords keen enjoyment to the lover of Nature.

Another pleasant walk is to the waterfall of Tjibeureum and the Bat Grotto. Following a road branching off below the gardens, we ascend gradually to the Bat Grotto and the waterfalls. The view is superb, three distinct waterfalls being observed, that of Tjibeureum falling 450 feet into the depths. Delicate ferns grow in wild profusion amid the rocks, and the lace-like curtain of water gleams brightly against the dark green back-ground.

Before making the ascent of the Gedeh it is advisable to ascertain at the hotel the necessary details for such an excursion. The easiest way is to inspect the gardens and waterfalls in the morning and ascending to the rest-house at Kandang-Bodak, passing the night there. This mountain derives its name from the rhinoceros who formerly frequented it, but it is doubtful if one of the species now remain within its



A Son of Toil.

wooded confines. To reach the rest-house one takes the road leading to the waterfalls and at an open space where the road divides, turns to the left, climbing steadily along a narrow mountain path for two and a half-hours, the summit is attained. For a charge of one guilder, accommodation at the rest-house is procured and at 4 a.m. next morning a start should be made in order to see the Gedeh and return the same day to the hotel.

A magnificent view of the surrounding country is obtained from the summit of the Kasoer (3640 feet) and it is possible not only to catch a glimpse of the Gedeh, but frequently to see a column of white smoke ascending from it. Mountain peaks, their summits hidden by phantastically-shaped clouds lie before us, deep valley and ravines clothed with luxuriant virgin forests, and away on the distant horizon the blue waters of the Java Sea gleam fitfully in the bright sunshine.

Situated in the Preanger highlands, upon the great plain of the same name, at an altitude of 2400 feet above sea level, Bandoeng possesses

many attractions, not only for the tourist but also for the resident of the plains, who, during the holiday season, visits this prosperous town in great numbers to enjoy their well-earned vacation. A more delightful change from the sultry heat of the plains, to this cool bracing climate cannot be imagined. Bandoeng is the capital of the Preanger Regencies and the centre of several important industries, such as tea, quinine, coffee, rubber, rice and food preserving. The town is well laid out with clean broad streets, smart up-to-date shops and private residences. It possesses five banks, two first-class hotels, viz., Hotel Homann and the Preanger Hotel, two newspapers, a church and other public buildings. The population numbers about 100,000 people and is constantly and rapidly increasing. Bandoeng's future seems to spell "success." The stores of the War Department and the workshops of the State Railways established here have helped considerably in the development of this town.

The plains of Bandoeng have an area of about 12,000 acres, which are almost exclusively devoted to the cultivation of rice, the view from any of the surrounding hills giving an excellent impression of the fertility of the soil. The mountain scenery in the vicinity is extremely beautiful and long walks may be taken in all directions without any great discomfort, the pure invigorating mountain air acting as a fine tonic. A trip recommended to the tourist is that of the ascent of the volcano, Tangkoeban Prahoe, which may be easily accomplished. Bandoeng should be left early in the morning (5 a.m.) and securing a native trap the visitor gradually ascends to the small village of Lembang, 4000 feet above sea level. En route a magnificent panorama of the great plains



Another Beautiful Fall.



R.C. Church



Railway Station



Palm tree land

VIEWS OF BANDOENG



Volcano Ianchoewang Prahot in Action



Street Scene G.R. Offices



Masonic Lodge

unfolds itself to the beholder. Bathed in the rays of the rising sun lie the green picturesque rice fields, stretching away into the dim distance, interspersed with groves of tropical growths: The gleaming waters of the mighty river Tjitaroem, bold rugged mountains looming in the background, with their wealth of virgin forests seemingly acting as sentinels, present as fair a scene as can be enjoyed in the whole of Java. At Lembang sedan chairs or horses must be secured and the journey continued

upwards, through a cinchona plantation and a dense tropical forest, to the edge of the crater, where a splendid view of the bubbling sulphur pools is obtained. There are two deep craters here (a small one being in process of forming) from which a column of smoke arises and although the descent to the bottom of the crater is rough and dangerous, it is quite possible to accomplish it. This trip costs about ten guilders (16s. 8d.).

Another pleasant excursion is to the Fall of Tjitaroem, which should not be missed as this fall is the most important one in Java. Where the River Tjitaroem leaves the plain of Bandoeng it breaks through the western chain of mountains at a point, where in the course of ages, a narrow ravine, over 1600 feet deep, has been hollowed out of the rock. Through this ravine rushes the waterfall or rather a series of small falls to the depth below. The trip, although tiring, amply compensates one by the beauty of the scene. To reach this spot one takes train to Tjipenjeum and from there proceeds on horseback seven miles further to the village of Tjatjabau. From there a walk of half-a-mile brings one to the fall. The charge of this excursion is f3.25 (6s. 3d.).



The Quinine Factory, Bandoeng.

Perhaps one of the most important industries, touching as it does every part of the civilised world is the manufacture of quinine—the greatest fever-suppressing agent known to medical science—and to Bandoeng belongs the honour of having a factory of this nature within the city walls. The Bandoeng Quinine Factory was established in the year 1897, at the then small mountain place of Bandoeng, which is totally surrounded by a number of cinchona estates.

The extensiveness of the whole of the factory buildings makes a great impression and if the entrance were not forbidden (as the manufacture is kept a secret) many a tourist would be eager to have a look round in this interesting concern.

The situation, in the centre of the cinchona estates and in the immediate vicinity of countries, where much quinine is consumed, is very favourable.

This, in connection with the superiority of its products, enables the factory to most energetically compete with those in Europe and America.

A quantity of about 2,800,000 ounces of sulphate of quinine and other quinine salts, such as hydrochlorate, bisulphate, bihydrochlorate, tannate, etc., complying with the requirements of the different pharma-



MAP OF THE

copœias, is prepared every year, the factory being at present the largest quinine factory in the world.

As a speciality, sugar-coated quinine tablets are manufactured, and the large exports of this product, sufficiently demonstrates the superior quality.

Prices, however, are very low and this enables the managers of many tea and rubber estates to keep their workmen free from malaria, by the distribution of these prophylactical tablets.

The small cost of the prophylactical fight against the malaria by means of the quinine tablets of the Bandoeng Quinine Factory are of no importance if compared with the advantage of prompt working.



PREANGER REGENCIES.



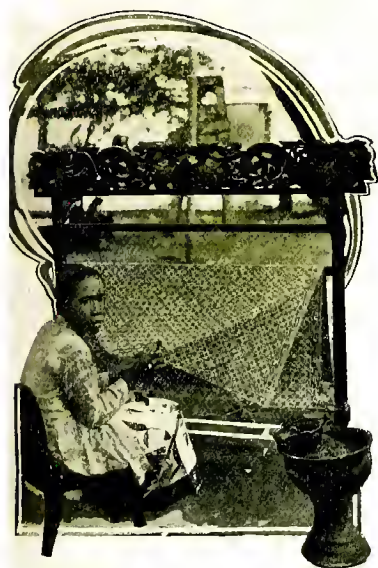
Kurholjian, Sourabaya.

A Glimpse of Garoet.

Lying 2500 feet above sea level on a great fertile, green plain, surrounded by mountains, Garoet possesses many charms for the tourist.

The climate is healthy, lovely and cool, the mountain air exhilarating and the scenery very fine. The town although small is very picturesque, and visitors will pass a pleasant time inspecting the native markets wherein all sorts of edible fruit and other products are displayed. The busy market with its crowds of chattering good-humoured Javanese buying and selling their produce is distinctly of strange interest, and the visitor's eye will be fascinated by the constantly moving throng of gaily-attired natives with their bright sarongs and multi-coloured head-dresses, which are quite distinct from other districts.

On the town square is situated a quaint little Mohammedan mosque and the houses of the Dutch Resident and the Native Regent. Three hotels cater for the public taste and give every satisfaction. Many charming excursions can be made in the vicinity of Garoet and, as the majority of these trips are easily accomplished, the lover of nature can gratify his desire in that direction without over-exerting himself. A trip to the volcano Papandayan should be taken; early in the morning a trap is secured and after a drive of twelve miles through open country the foot of the mountain is reached, where a horse or sedan chair is procurable at the small village of Tjisoeroepan, and the ascent of the mountain



Kerkeljan Sourabaya.

A Sarong Painter.

begins. In the glow of the rising sun the scene displayed is glorious, each lofty summit, bathed in liquid fire, stands out distinctly in the clear chilly air, and looking backward towards the plain a splendid view is obtained of the picturesque rice fields, the water gleaming brightly amid the waving fields of green rice, and here and there industrious natives with their patient oxen ploughing and tending their crops can be discerned. Continuing to climb upwards through belts of tropical growth the denser jungle is reached, and here solitude reigns supreme. Magnificent tree ferns with their delicate green fronds grow in wild luxuriance. Creeping palms and runners of all kinds hang in graceful festoons from the tall

forest giants, and the dark green hues are relieved by the lovely colours of the superb orchids and other strange tropical blooms. At last, entering a cutting in the solid rock, the visitor follows a narrow path which leads to the crater. Here, standing on the edge of the precipitous walls that surround the cup-like bowl, one can view the boiling, seething mass in the crater below. The rumbling noises, the roaring and hissing of the steam jets, form a fitting accompaniment to the wild, indescribable grandeur of the scene. Returning, one can have a good tiffin at the Hotel Villa Pauline and be back in Garoet between three or four o'clock; the charge for the trip being about ten guilders (16s. 8d.).



A Javanese Orchestra (Gamelang).

TELEGA BODAS.

In order to visit this lake the start must be made early in the morning and it is wise to take along some refreshments. We proceed per native trap to the village of Wanaradja, where a horse or sedan chair must be procured, and then across the plain to the road to Telaga Bodas, passing



MAP OF GAROET

native kampongs on all sides. Some five miles further a steep grade is negotiated, and shortly after turning to the right a rest house is reached, from where a fine view is obtained. A better view, however, can be seen a little later at a resting place where the coolies refresh themselves. At one's feet the great plains of Garoet and Leles stretch away into the dim



AND ITS VICINITY.



Garoet
 2200 ft above Sea Level
Hotel Villa Dolce
 L.H.W. Ingenhoes
 Manager & Proprietor.

Views of Hotel Villa Dolce, Garoet.

distance where rises the majestic mountain Goenoeng Goentoer, and a silvery gleam at its base betokens the lake of Bagendit. Farther afield towards the left may be seen the white residences of Garoet, and on the glittering horizon the tall peaks of the volcano Papandayan, while numerous other mountains seem etched against the sky-line. Turning to resume the upward path one enters a dense forest with its palms, tree ferns, creepers, and other tropical growths tangled in wild confusion, and scattered here and there grow gigantic white flowers of a poisonous plant called atropine, so well known to the eye specialist. Soon a small white stream is noticeable rushing down the mountain side, and here the road divides—the one on the left leading to the lake which suddenly comes into view—a most impressive sight. Pale green in colour and continually bubbling owing to the presence of small craters at the bottom. It is almost circular in shape and on the opposite side vapours are seen issuing



Tjipanas, near Garoet.

from the rocks, showing that the crater there is still active. A path leading to the right takes one to a smaller lake and to some hot sulphurous springs and small waterfall. The trip takes about seven hours and costs ten to twelve guilders (16s. 8d. to 20s.).

A pleasant time can be spent in an excursion to Kawah Manoek, a crater. Leaving early in the morning this trip can be easily accomplished before noon. The view from the summit of the famous Plain of Leles is splendid. In a little over half-an-hour a visit can be made to the small lake, Siteo Bagendit where, at a small cost, the visitor can be rowed across the lake to a hill on the west bank, from which a fine view of the surrounding country is obtained. The "ferry" consists of two hollowed-out trees, fashioned into long narrow boats, over which is securely fastened a frame work of strong matting, on which are placed some com-

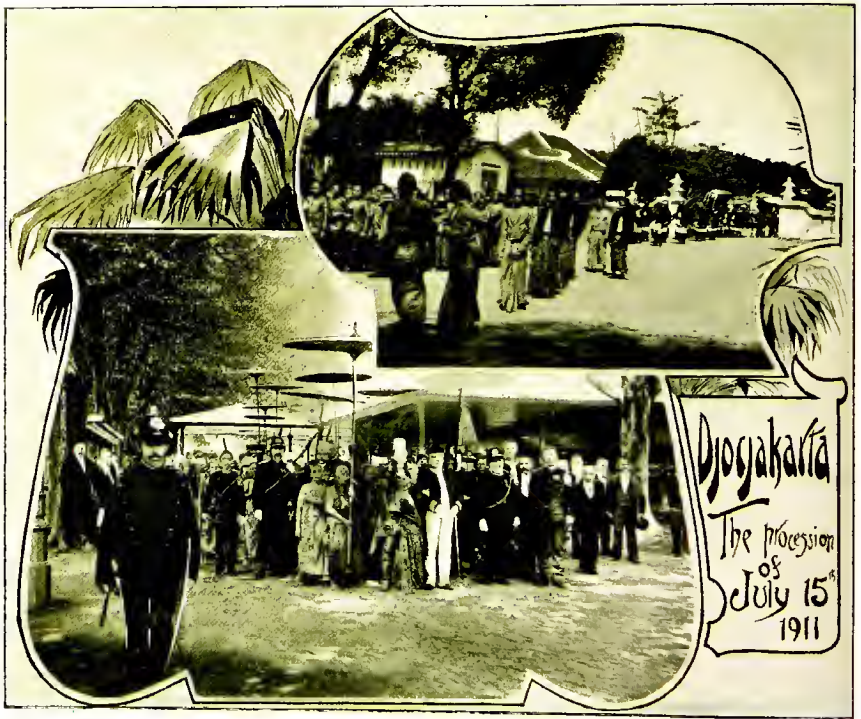
fortable chairs. The whole structure is covered by a bamboo roof to make matters comfortable.

On the return journey to Garoet a detour should be made to the hot springs, Tjipanas, where a fine hot mineral bath may be enjoyed at the reasonable fee of 50 cents. A small rest house is adjoining, where refreshments of any kind can be obtained.

Hotels: Villa Dolce, van Horck, Papandayan.

Store: Meyer.

We are leaving by an early morning train for Djocjakarta, arriving about tiffen-time at our destination.



Djocjakarta is situated in the south of Middle Java and is the seat of the once powerful Sultan of Djocjakarta. It has many points of interest for tourists and is a convenient starting point for an excursion to the famous Boro Boedoer Temple. The town is well laid out with broad sandy streets well shaded, and possesses some handsome buildings, including an excellent club and two hotels, a third one being in course of construction.

DJOCJAKARTA.

Many pleasant walks can be taken in and around the town. Here may be inspected "The Kraton" or Palace of the Sultan, enclosed by a wall over four miles in length, and containing many buildings, canals, and streets, the Sultan having some 15,000 people connected with his court. By special arrangement with the Resident it is possible to be presented to the Sultan. The Sultan still retains much of his former splendour and when the State procession with his gaily-attired retainers, musicians, dancers, fan bearers, singers, etc. in gorgeous array goes abroad, the sight presents a gay scene. The Palace is worth looking over.

A visit should also be paid to the "Water Castle" in the old portion of the town. The castle formerly stood in a small lake, connected with the shore by a secret tunnel, and was used as a cool summer retreat by the great Sultan Mankok Boeni and his harem. Repeated shocks of earthquakes partially destroyed most of the important buildings to shapeless mounds, and the ravages of time have covered the remainder with vegetation. Viewing this scene of desolation, the ruined gateways, age-blackened walls, staircases and galleries dripping with water and covered with moss, gives the keen observer some idea of its ancient grandeur. Here and there solitary pavilions with quaintly-curved gables seem the sole survivors of this once-picturesque castle.



A Native Woman, Djocja.

A walk through the native streets will prove of interest, as Djocja is the centre of the sarong industry and manufactures this garment in immense numbers and designs. The sarong is the native dress and may vary in price from half-a-guilder to £100 or more, according to quality or pattern. A permanent exhibition of native crafts and arts is established in the town, and one may watch the making of gold and silver ornaments, krisses, wood carving, etc., and artistic work of every description by natives with their primitive tools and crude methods.

The native kampongs are next visited and are very interesting. The small huts, roofed with red tiles or thatched with leaves and sides



Old Gate of The Kraton.

Main Street

Djogjakarta Views



Water Castle.



Fort of Djogjakarta.

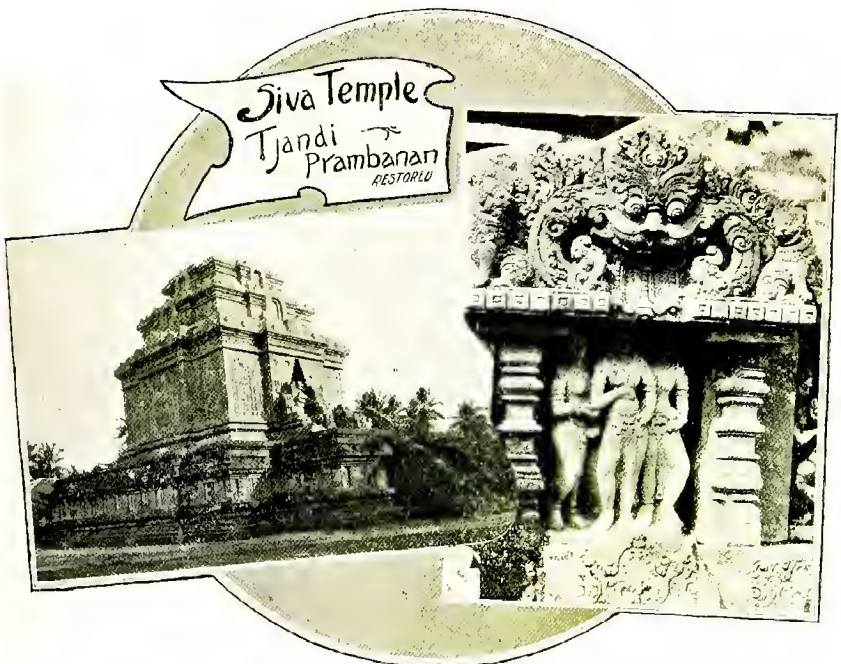


Park in Front of the City.



General View of Boro Boedoer Before Restoration.

of plaited bamboo closely woven together, appear to be clean and neat. Lying generally half-hidden among a clump of banana or cocoa-nut trees, with swarms of nude children in the foreground, they produce an extremely novel effect. The Javanese are generally a courteous, good-



humoured people and willing to allow inspection of their huts. All the dwellings are built some few feet off the ground for the sake of coolness and to avoid the damp. They are not built in rows but as their own sweet will desired it, and they face all quarters of the compass.

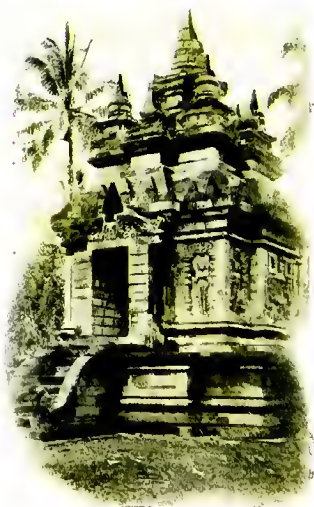
On a clear day the visitor can discern from Djocja the volcano Merapi with heavy clouds of smoke hanging above the summit and which at night take a reddish hue, making quite a most unique spectacle, well worth witnessing. In the neighbourhood of Djocja, sugar cane, tobacco and rice are extensively cultivated and 18 large sugar refineries fitted with modern machinery, situated within the district, testify to its importance as a producing centre. The town is connected with Batavia and Sourabaya by rail, and a branch line runs north towards Samarang. After half-an-hour's journey on this line the tourist takes coach (to be ordered from the station master beforehand) for the ruins of Prambanan which, although much smaller than the Boro Boedor, are rich in sculptures of the experiences and life of Buddha. To the south of Djocja the Indian Ocean can be reached, and a charming drive to Parangtritis should be taken, where excellent sea bathing may be enjoyed. The charge for the carriage is *f*12 (20s.).

BORO BOEDOER.

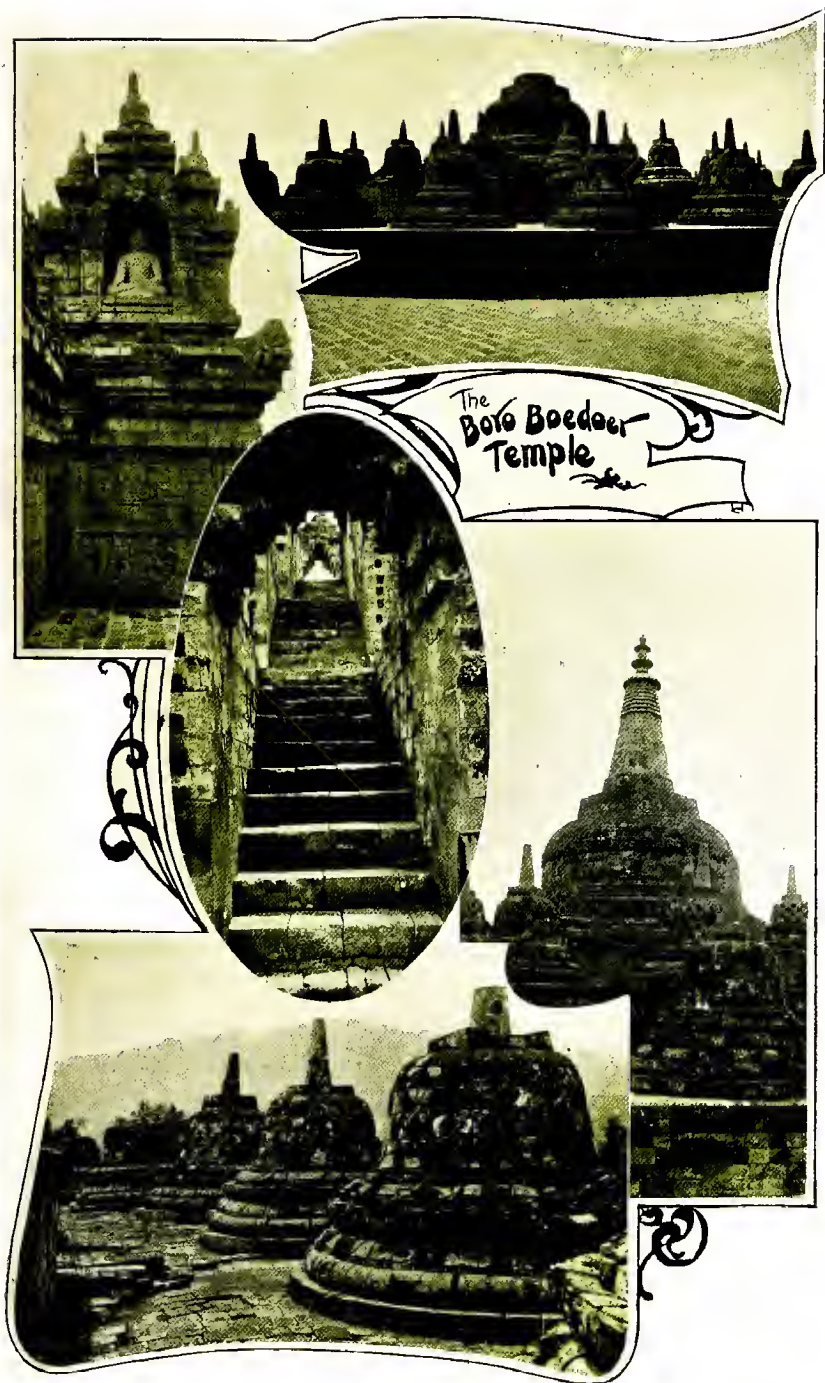
Without doubt the most important and impressive sight in the Island is the wondrous Hindoo temple, the grandest the world has ever seen—
Boro Boedoer.

In describing the beauties of this great Hindoo monument, which is probably the oldest in the world, we confine ourselves to an extract kindly supplied to the writer by Major T. van Erp, who was in charge of the restoration of this temple for several years.

In 1814, when British engineers arrived at Boro Boedoer, no indication of a hidden temple was to be seen, nothing, save a tree-covered hill. After nearly two months of excavating, the greater portion of these ruins were brought to light. The structure is built in several terraces of volcanic stone on a natural hill. The base is square, with two rectangular



The Tjandi Pawon.



A Buddha on Fourth Gallery.— Exterior Before Restoration.—The Steps Leading to the Galleries.—The Restored Dome.—The Top Gallery.



Chandi Pawon, on the Road to Boro Boedoer.

projections on each side, having a length of about 340 feet. This square form is repeated on the four higher terraces or galleries, which on the outer sides have balustrades. Ascending stone steps the plateau is reached, where the square ends and three consecutive circular terraces are seen supporting open work dagabas, each containing Buddha images. On the upper terrace rises the central dagaba, now fully restored.

Hundreds of life-size statues ornament the ruins, and upon the walls are carved beautiful bas-reliefs depicting the birth and episodes of the life of Buddha. Twenty monumental gateways lead to the several galleries and the plateau. These gateways are carved with the "Kali-Makara," consisting of an open niche containing the image of a Buddha and surmounted by a temple-like structure. This plan has been repeated by the architect of the temple 432 times, with many variations, however, on the different terraces, and forms one of the most attractive features of this wonderful edifice. Upon climbing to the plateau, or round terraces, all decoration ceases and within the central dagaba upon the last terrace is found an unfinished Buddha statue supposed to be the likeness of "Adhi Buddha."



A Corner of Gallery, Boro Boedoer.

The most advantageous plan to inspect the temple is to leave Djocja by the 2 p.m. train, arriving at Boro Boedoer about 6 p.m. by carriage from Moentilan. Instruct your driver to return for you on the following day, in time for the afternoon train for Djocja, leaving the morning of that day free for the viewing.

Hotels: Mataram, Toegoe, new hotel building.

Chemists: van Gorkum & Co.

Curios: ter Horst.

Retracing our steps reluctantly from the Boro Boedoer we return to Djocja. A short train journey takes us to Solo.

Everywhere throughout the galleries are texts carved on the walls, but most of them have not been finally identified. It is remarkable that the whole of this great monument of ingenuity and its terraces was built without mortar or cement.

The Netherlands Government has spent during the last ten years f1,500,000 upon the restoration of the ruins. Major van Erp imparted much interesting information upon this wonderful temple and the gigantic task of its restoration, which is now practically completed.

The view from the top plateau is beyond description, beautiful.



A Buddha Image.

Soerakarta (Solo) is situated in the heart of the once-powerful Javanese kingdom of Mataram. Here we find native princes still holding their courts in time-honoured style but, of course, minus the independence of former days. Solo

SOLO.

is connected with Batavia by rail and a branch line also runs north to the seaport town, Samarang. The climate is healthy and temperate (average shade temperature, 86°) with cool nights, and the picturesque little town is well worth a visit.

Among the more conspicuous places of interest may be mentioned the Sultan's palace. This edifice is enclosed by twelve-feet high white walls and contains numerous buildings for the various officials and servants connected with the court. An introduction to the Sultan may be obtained through the Dutch Resident, but it is not always easy to secure.



Solo Street Scene.

A Dutch fort is situated here, called "Vastenburg," and a permanent force is always maintained. The street scenes are particularly interesting, and one may meet a company of strolling actors in hideous masks gravely performing in the crowded streets, oblivious of the din and bustle.

Driving through magnificent avenues of Tamarind trees, the visitor's attention is drawn to the constantly moving throng. Here a street hawker may be observed squatted on the ground, with his two baskets, displaying his dubious-looking wares which evidently find favour in the eyes of several Javanese youths who are spending their money to the best advantage. Comely, gaily-attired women wend their way along, with their quaint little children suspended by a band from the shoulder. Hundreds of good-humoured chattering Javanese pass to and fro, all looking neat and clean in the universal sarong, and occasionally a court dignitary with golden umbrella in his well-appointed carriage.

Many drives of great beauty may be taken in and about the town through beautifully shaded streets, with a distant view of the mountain peaks in the background. Before leaving Solo the tourist should avail himself of the opportunity to visit the most interesting home of the Chief

Architect to the Sultan. Every object within the building has been designed by himself, assisted by natives. The doors, walls, picture frames, and furniture of all kinds are beautifully inlaid with hundreds of various native woods, the whole blending and harmonising to produce a most artistic effect. Another striking feature of this unique home is that every settee, table, chair or bookcase has for legs or arms an exact imitation of some agricultural implement used in Java. Weapons of every description cover the walls, and scattered through the various rooms are works of art of great variety in seemingly endless numbers. A couple of days may easily be spent viewing this most artistic and picturesque dwelling. In Solo the traveller has the privilege of witnessing the "wajang wong" (wajang representation by living people) or puppet drama. Historical events or ancient legends are portrayed by means of grotesque shadows thrown upon a sheet or curtain, with the aid of exaggerated puppets made of leather or cardboard and manipulated by unseen hands.



Kurkdjian.

Entrance to Kraton, Solo.

His Highness the present Sultan of Solo possesses a very fine native band or "gamelang," from whose queer-looking instruments quaint harmonious music is produced. Here also one may see the Serimpi (a body of special dancers), maintained by the Sultan, in their quaint attires and graceful dances. Solo can boast of a fine City Park, beautifully laid out, a portion of which is arranged as a Zoological Gardens, where a large collection of wild animals, such as tigers, leopards, jaguars, also crocodiles, stags,



A Native Woman and Child.

which is arranged as a Zoological Gardens, where a large collection of wild animals, such as tigers, leopards, jaguars, also crocodiles, stags,

monkeys, snakes, birds, etc. are kept. A visit to these gardens should not be omitted, the entrance fee being only ten cents. (2d.).

There are two hotels in the town, but no special recommendation could be given to either.

Hotels: van Slier, Rusche.

Chemists: Volksapotheek.

After a short sojourn in Solo we take train once more, for Samarang, arriving there about 4 p.m.

Samarang is a thriving commercial town, the third of importance, situated on the north coast of Java. Communication with Batavia and

SAMARANG. Sourabaya is maintained by means of the Nederlandsche Indische Railway, running south and connecting with the State line at Solo, and also by steamers, which call weekly from both ports and Singapore. To the east of the town an extensive tramway system also connects with Sourabaya. These lines are the property of the Samarang Joana Steam Tram Company, and extend in various directions, serving the town and port and traversing the coast as far as the seaport town, Cheribon. There is also a railway line connecting with Djocja *via* Magelang, which is most picturesque.

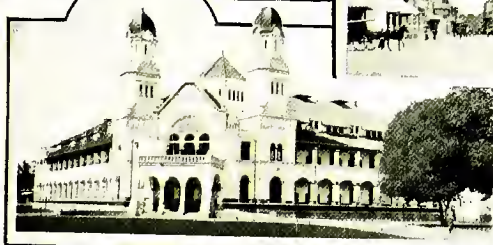
The roadstead is very shallow, owing to the continuous silting up of sand and mud, and the steamers are compelled to anchor about two miles from the entrance to the canal. Two breakwaters about half-a-mile in length protect the mouth of the river or canal, and continuous dredging is necessary to keep the passage navigable. A tall white lighthouse stands on the western bank; opposite is the small customs house, where a landing is effected. Despite these natural disadvantages of the port, its trade has increased enormously, and in 1898, 835 vessels, representing a gross tonnage of 1,639,161 tons, cleared the port, which figures have since more than doubled. Amongst the principal exports were coffee, cocoa, tobacco, spices, etc., and about 300,000 tons of sugar. That these figures have been materially increased is natural, as, owing to its position, Samarang is the outlet for the trade of the rich lands of Middle Java.

The town is bounded on the east and west by huge swamps, and, to guard against floods, two large canals protect it on either side. The Samarang River flows through the centre of the city and empties its waters into the harbour some distance west of the lighthouse; formerly, during the rainy season, the western portion of the town was frequently submerged, but since the inception of the two great canals the trouble has disappeared, and the public health has greatly improved.



Town Hall & Post Office

Heeren Straat



N I S Railway Offices

SAMARANG



Petty Officers Club

Samarang possesses some very fine buildings.

The town may be divided into two portions, the old and the new quarter; the former lies nearer the sea and with, perhaps, the exception of a visit to the busy canal, has nothing in the shape of attractions for the tourist. Blocks of queer, old two-storeyed buildings line the narrow, dusty streets, and the general absence of shade trees adds considerably to the temperature of that quarter.

The total population of Samarang is about 120,000, of which 5200 are Europeans.

Leaving the small Customs House, we proceed along the canal which presents a very busy scene. Hundreds of strange crafts swarm on its waters, prahus, junks, dhows and large lighters capable of carrying 400 tons lie in a seemingly inextricable tangle. Fronting the canal, which is well constructed of solid masonry, lie huge godows (bulk stores), and constantly passing and repassing moves a stream of coolies laden with merchandise. Some distance along the canal is the large Customs House, and all dutiable goods must go through a lock to reach it. This building is shortly to be removed to the beach near the breakwater, where



Flashlight picture of the Opening of the New Skating Rink at the Club "Harmonie," Samarang, on the Eve of the Queen Mother's Birthday, August 1st, 1911.

harbour improvements are going on, and where quays are to be constructed, thus simplifying the handling of all cargoes. Some distance to the east, outside the town, lies the railway station, and a line connects with the wharves.

Turning away from the canal slightly to the left the large buildings of the Schcepsagentuur and the Royal Packet S.N. Co. are passed, and, crossing the town bridge over the river, which forms the division between the old and new town, we issue upon a broad, well-kept road (Heerenstraat). On our left lies a large triangular park or public garden where hundreds of natives may be observed in the evening chatting or playing football and other games. On the north of this park stand the substantial buildings of the Town Hall and the Post Office, and on the west the Hotel Du Pavillon and the residence

of the Regent, being situated towards the south. Continuing from the Heerenstraat runs the main street known as Bodjong, lined on either side with well-kept bungalows and huge tamarind trees. Prominent features of this portion of Samarang are the New Club, "The Harmonie," and the Protestant Orphanage. After running south-west for about one mile and a half, flanked on either side by beautiful white



Chinese Market.—The Canal and Lighthouse.
A Residence at Tjandi.

bungalows, the road ends in a large, grassy park where, in the evenings, the music of an excellent band may be enjoyed. Here is located the handsome town house of the Resident in a well laid-out garden. Formerly a magnificent old castle, erected by Governor Daendels, stood here, but, upon the division of Java into Residencies, it became the home of the Resident, and, proving too large for modern requirements,

was finally demolished. From here a post road runs west along the coast to Cheribon, a seaport, and three other roads branch off in different directions, one—the Pendrian—running back towards the town past the racecourse and the entrance to the disused Orange Fort. Away to the east, bordered by leafy trees, stretches a fine road which connects with another road running south from the station, which offers a very pleasant evening drive through picturesque kampongs, quaint Chinese burial-grounds, and well-cultivated fields. Upon reaching the Oenarang Road one turns to the right and proceeds southwards towards Tjandi, a charming residential suburb—almost entirely English—situated on a gentle slope some 300 feet above sea level, from whence an excellent view of the town and harbour is obtained. A steam tram also traverses this road, but a carriage must be ordered to convey tourists from the foot of the hill to the hotel.

Tjandi possesses a club, an hotel, two tennis clubs, and splendid golf links. Along the road are some handsome Chinese graves reputed to be the finest in existence, one in particular being constructed of the finest marble, the carvings taking nearly a year to execute at a total cost of over 100,000 guilders.

In the neighbourhood resides probably the richest Chinese gentleman in all Java. His mansion is fitted with all modern luxuries regardless of cost. Adjoining his home is laid out a typical Chinese garden which is open to visitors. Everywhere quaintly arranged rock-work enclose charming flower-beds planted with rich blooms. Winding paths flanked by miniature temples, grottoes or grotesque stone idols traverse the garden in all directions, and the visitor is confronted everywhere by novel specimens of Chinese architecture. In the centre stands a large temple surrounded by a small moat, the dark green waters fitfully disturbed by numerous fish. The scene at sunset is weird and impressive. The glow of the fading sun casting strange shadows upon the white pavilions and gateways, and the uncanny silence of the surroundings gives one the impression of disturbing the sanctity of some holy place.

From an artificial hill in the rear of the garden an excellent panorama is obtained. The fertile plains of Demak lie before us, huge marshes and rice fields stretching far away to jungles of teak, and in the background loom numerous high mountains, and the active volcano Merapi is clearly visible. Away behind the Japara coastline rise a group of peaks (the Moriah), below which the richest oil wells in Java are located.

Returning, a visit should be paid to the large Chinese kampong, where the Celestial may be seen in all his glory, a very hive of bustle and activity; and afterwards to the Arab and native kampongs situated in the western end of the town.

Samarang is a very important sugar-producing centre, and in the neighbourhood are large plantations devoted to the culture of sugarcane, coffee and other products.

To the east of the town is a famous post road, some hundreds of years old and probably dating from the Hindu period. The road, which is excellent for motoring, runs away into the interior, passing through Solo and Djocja. Many pleasant trips can be taken by the steam trams in all directions and a walk or drive should be undertaken to the great locks on the Western Canal at Simongan and to the old fort of Prins van Orange near the racecourse. Harbour works are in course of construction which, when completed, will add considerably to the safety and importance of Samarang as a port.

Hotels: Pavillon, Jensen.

Chemists: Klaasesz.

Jeweller: Wolf.

Outfitters: Rixtel, Zikel & Co.

Auto Cars: Velodrome, Tropical.

Pianos: Seelig & Zoon.

A trip through Java cannot be considered complete without a visit to Tosari, which can truly be designated as one of the wonders of the world. To cope with the ever-increasing demands

TOSARI. by residents, as well as tourists, up-to-date residential quarters and a fine sanatorium on modern lines have been established here, presided over and conducted by Dr. D. J. Fangman.

Bungalows of various sizes are available for the accommodation of guests, which offer all the advantages of a first-class hotel. During a chat with Dr. Fangman the writer gathered the following kindly supplied particulars regarding this wonderful resort which, although not entirely original, will no doubt prove of interest.

In the beautiful island of Java one of the finest spots is Tosari, situated in the eastern part in the neighbourhood of Sourabaya. Especially the famous volcano Bromo, which is only a few miles off, has a great attraction for globetrotters: there they behold a spectacle which may be called unique in the world.

As regards Tosari itself, in the *Straits Times Annual*, 1905-1906, it is described "as the Massoorie or the Darjeeling of the Netherland Indies. At any rate it is the coolest and loveliest spot with the European hotel accommodation between India and Japan." And further on: "From Tosari one may take the most entrancing walks and rides—though of



Photo: Kurlédjian, Sourabaya.

An Eruption of Mount Smeroe.

course there are no wheeled vehicles on the hill tops--and of the many places worth making an excursion to, the most wonderful by far, and the most fascinating, is the trip to the Bromo crater, which is found in the middle of the Sand Sea, about ten miles from the Tosari Sanatorium. Volumes might be written to describe the impression that the view of this extraordinary spectacle conveys to the astonished traveller when it first bursts upon his gaze from the top of the Moengal Pass. It is one of the wonder spots of the world--unique, unforgettable."

To reach Tosari, one takes train from Sourabaya to Pasourouan--about two hours--whence a five hours' climb brings one to Tosari. For two-thirds of the way, as far as Poespo, a lesser hill resort, some 2500 feet above sea level, one can drive by carriage.

A much quicker route, however, is about to be established between Sourabaya and this grandest spot in all Java, the energetic proprietor of the Tosari Sanatorium, Dr. D. J. Fangman, having succeeded in obtaining official leave to run motor cars daily for the conveyance of

passengers. By this means the journey will be rendered shorter and more comfortable, whilst the cost will not be unduly raised.

The nearer we get to Tosari the scarcer become the high trees; the forest changes gradually into fields, with only a few tjemara trees (*casuarinæ*) here and there.

In these fields European vegetables are cultivated, especially potatoes, cabbages, maize and onions. These and the tjemara trees give to the Tenger landscape a peculiarly bare, European character, quite unlike that of the Preanger volcanoes.

If you are fortunate enough to get there when the Bromo crater is active, you will see every now and then, and quite suddenly, fantastic, dense, dark-grey clouds rise above the summit of the mountain, moving slowly like an apparition, and then steadily spreading into many curling peaks, which resemble huge mounds of dirty wadding. When at last they manage to get free from the mountain edge, they assume the most peculiarly deceptive appearances, and float slowly away toward the west, whilst some fine oblique streaks at the bottom indicate the volcanic ash, of which the cloud of smoke disburdens itself. The dull roaring, which accompanies these periodical eruptions, may often be heard at a considerable distance.

Tosari, standing on a small promontory of the Tenger ridges, is the highest health resort of Java, and is famous for its cool, and at the same time dry, mountain climate, which makes it especially suitable for the cure of malaria and nervous complaints.

From the balcony outside the conversation-room, one of the most magnificent views of East Java may be obtained. Right before us lies the strait of Madoera, bordered on the south and west by the continent of Java. The lowland, with its numerous fish-ponds and rice-fields, covered with water, shines and sparkles just like the smooth surface of the sea itself, which gives one the impression of the latter everywhere penetrating into the very heart of the land. The island of Madoera is only distinctly visible in clear west monsoon weather. To the left, from north to south, we observe three mountains, viz. the sugar-loaf shaped Penanggoengan, the Ardjoeno with its five summits, and the Kawi with its three peaks.

All round Tosari are seen campongs on the projecting edges of the mountain ridges, with peculiarly-shaped houses. These are the dwelling-places of the Tengerese, a race of Javanese that remained true to their old, half-Brahma, half-Heathen religion. It was on the spreading of the Islam, and the downfall of the realm of Madjapahit, that they retreated to these mountain ridges, which in those days were hardly

accessible, and where they managed to hold their ground in spite of all difficulties. The Tenggerese, though kind and honest, are a rather ignorant and uncultivated race. The strict etiquette of the Javanese is unknown to them, and they are free and familiar in their manners towards strangers. In the surrounding districts of Tosari this familiarity has, through the conduct of visitors themselves, changed into downright impudence and covetousness

They dwell *en famille* in large, square houses without windows and with only one door. The long side of these houses faces the Crater Bromo, which they worship. The passages between the houses are very clean, though the interior is the reverse, as are the inhabitants themselves, who, in consequence of the cool climate and the scarcity of water, seldom if ever bathe. They occupy themselves in cultivating vegetables, and till their fields with great care and industry, even along the slopes of the steep mountains. They have almost entirely stripped the Tengger of its original forest, leaving only here and there a single tjemara tree for the necessary fuel.

A natural consequence of this is that the rainfall upon the Tengger has decreased, the water running away too quickly, which, added to the existing dryness of the climate of East Java, causes lack of water. Whilst formerly the houses were compactly built of various and beautiful kinds of wood, we now see them built of nothing but bamboo, and even this material the Tenggerese have to drag with the greatest difficulty from the ravines, along steep hewn-out mountain paths. The Tenggerese do not cultivate rice, because during their retreat before the Mahomedans, they were forbidden to do so. They bring their vegetables down on strong little mountain ponies. The whole of East Java is provided with vegetables from the Tengger.

Visitors, more particularly those who have already passed some time in the tropical climate, should know that they must be very careful when bathing for the first time in the cold mountain water, as it is apt to cause dangerous catarrhs. They should also see that they are warmly clad, and have warm coverings at night.

The number of delightful walks and rides one can take from Tosari is practically unlimited, the beauty of the scenery being of the very finest all around.

Of the longer trips we will only mention the following:—

1. To the Bromo Crater, the return journey taking about seven and a half hours; a description of which is given below.

2. To the summit of the Penandjaan, which commands a splendid view of the mountain district around and the Sand Sea beneath. One

JAVA



Mount
Smeroe in
Eruption

Photo: Kurkdjian, Sourabaya.



TOSARI

- 1 The Sand Sea
- 2 Interior of the Volcano Bromo



Photo: Kiokidjian, Sourabaya.

should try to be up there by sunrise in order to see the shroud of mist rising from the Sand Sea. The Penandjaas being considerably higher than the Bromo, it is possible from its summit to look some way down into the crater of the latter volcano, whilst during part of the way the traveller catches frequent glimpses of the Sand Sea below.

Upon the whole this trip (seven hours) affords more magnificent scenery than the one to the Bromo Crater, whilst it is decidedly less fatiguing.

3. To Nongkodjadjar, a health resort at an altitude of about 4200 feet.

This excursion (seven hours) derives its interest mainly from the descent down the famous Gletek Pass, undoubtedly one of the grandest mountain passes in Java. After the bareness of the Tosari scenery the densely-wooded mountain-sides here offer quite an agreeable change.

4. To the Smeroe Lakes, lying about 9000 feet above sea-level.

Starting from Tosari at daybreak the nearest lake—Ranoe Pagi—may easily be reached before sunset, a strong pony being even able to carry the traveller to the further lake—Ranoe Koembala—before dark.

As no habitations of any kind for miles around exist, one has to fit oneself out with a tent, provisions, guides, etc., which can be obtained at the Tosari Sanatorium. Taking three days for this excursion, night should be passed on the shore of Ranoe Pagi, reaching Ranoe Koembala—the larger and more beautiful of the two—the next morning (about four hours' riding) and returning to Ranoe Pagi on the same day. The home journey to Tosari may be comfortably accomplished on the third day.

5. To the Smeroe Crater, the highest volcano in Java (12,300 feet).

This expedition can be thought of only by stout climbers with perfectly sound heart and lungs, as several steep mountain-sides have to be negotiated on foot. To accomplish the journey with any degree of comfort, five days are necessary.

The particulars of this excursion will be found dealt with in a separate booklet obtainable at the Sanatorium.

It is advisable to start before sunrise, on horseback, equipped with large hat, gloves, and gauze veil to protect your skin from scorching.

The road gradually ascends through cabbage, potato, onion, and Indiancorn-fields, with a young tjemara tree here and there and some fine blooming shrubs.

If it be remarkable in itself to see so many different blooming shrubs together in the Dutch East Indies, still more surprising it is to observe the similarity to European mountain plants of Alpine character, such as Wolf's milk, mint, blackberries, rhododendrons, camomile, dandelion, wood violets, valerian, edelweiss, wild mignonette, strawberries, brambles, stinging-nettles, for-get-me-nots, sorrel, etc.

Half-way *en route* to the Moengal Pass a magnificent perspective opens out in the south. There we see a volcanic peak, grand Smeroe, standing in all its nakedness, and basking in the golden rays of the morning sun.

It appears as if painted in vivid colours against the beautifully blue expanse, rising from an irregular girdle of olive-green tjemara woods. From time to time a white cloud of smoke ascends from the west, similar in shape and movement to that of the Bromo.

After a ride of about two hours we reach the Moengal Pass. Here the road divides, the left one leading up a steep path to a small plateau, on which stands a little hut. On the top, suddenly, and quite unexpectedly, an overwhelmingly beautiful spectacle is revealed to the astonished eye. This is the view over the Zandzee (sea of sand), with its volcanoes Batok, Bromo and Widodaren. Standing on the edge of a steep precipice we see below us in the valley an extensive lake, as smooth as a mirror which, however, is not filled with water, but with a yellowish-grey desert sand. Out of this sandy plain rise the three separate mountains; the Batok, with radiating ribs and curves, scalloped bases, and a softly indented, flat top, so regularly shaped that we might fancy we saw before us a gigantic pudding mould.

Behind the Batok, partly obscured by it, a murky, fantastically-carved ridge is seen, evidently enclosing a deep cave, as a portion of the steep, precipitous, and pitch-dark inside can be observed, set off against the green declivity of the Batok. This is the "furnace" of the crater Bromo, from which emerge alternately vapourish light-blue clouds of smoke, or enormous black ones, varying in hue according to the activity of the volcano.

These ashy-grey, bare, mountain ridges border on similarly shaped verdant ribs pending downwards from a gradually rising brink, to the west, which is the north crater wall of the Widodaren.

Behind and almost entirely hidden by this triple mountain complex standing in the sandy plain, we observe a high, steep wall rising with an irregular border. This is the Idèr-Idèr. To the left (east) this border will of the Sand Sea suddenly slopes down into a much lower and perfectly straight bulwark, which reminds one of a dyke wrought by human hands,

running parallel to the Idèr-Idèr, and to the Moengal (the northern mountain ridge upon which the traveller is standing. The latter wall, we see, extends in a fantastic and declivitous manner right and left. To the right it becomes, by means of hill ranges, connected with the Idèr-Idèr, and the south-west border of the Widodaren. To the left, it rises with a row of continually graduating tops, to the Penandjaan (2770 M.), and the Argawoelan, which obstruct the view on that side. The Idèr-Idèr also reaches its highest point close above the connecting dyke towards the east, called Goenoeng-Poendaq-Lemboe (2628 M.). The dyke itself is called the Tjemara-Lawang, or the Gate of the Spirits.

Right across it an extensive view is obtained. In bright weather we can see the notched edge of the Ijang mountain and the clean cone of the Lamongan, which is always smoking. To the south, of course, is the majestic cone of Smeroe; thus there are three working volcanoes close to each other. The following explanation with regard to this landscape is generally accepted.

The Dasar, Sand Sea, is the bottom of the gigantic crater of a no less gigantic volcano, the Tengger. The crater is surrounded by a circular wall, of which, in the north-east, a small part has been cut away. The rounded sides form, on the north the Moengal, and on the south the Idèr-Idèr. The interruption of the circuitous crater wall by the linear dyke Tjemara-Lawang is evidently the result of an eruption which caused the mountain to split to the very foot, and allowed the mud and lava to run from the crater through the gap into the valley, while the high north and south walls (Moengal and Idèr-Idèr) stretch far away in an easterly direction, past the Sand Sea along the whole mountain slope, like the side walls of a mountain rift that kept getting lower. This rift is the ravine of the Kali-Bates.

When the working of this giant crater had decreased, or entirely ceased, new craters formed in its interior. There are four of these, three of which lie upon one volcanic cleft, running in a S.W.—N.E. direction along the head-axis of the Sand Sea, which at the same time is the middle-line of the ravine of Kali-Bates. They form inner and outer circles, and have apparently risen consecutively—the Widodaren, the Giri (which seen from the north is hidden by the former), and the Bromo.

The fourth, the Batok, lies north of the great eruption-cleft, stands by itself, and is quite undamaged. A fifth small volcano, the Goenoeng-Kembang, lies south of the Giri, and forms, apparently, the highest point of the Widodaren. The crater-bottoms of the Widodaren and the Giri we find as small sand lakes between their partly-destroyed surroundings. They are called the Segara-wedi Kidoel and the Segara-wedi Lor. The



Tosari
Sand Sea
& VOLCANOES
Bromo & Smeroe



Giri has destroyed the east edge of the Widodaren, and cast itself up again inside its crater, to give place in its turn, on the east side, to the Bromo, rising as an outward touching crater. A deathlike silence reigns over this spectacle of the destructive forces of the earth; the mysterious quietness of the greyish-green mountain-sides and the bleak sandy desert, is undisturbed by the metallic rustling of the wind through the tjemaras, a sound that makes one think of the approach of a train.

Sometimes we are surprised by the sound of voices from the other side of the sandy plain, but we seek in vain for human beings. If we accidentally distinguish a pedestrian or horseman in the midst of the Dasar, then, and not till then, does it strike us what gigantic dimensions that plain and also the surrounding mountain-sides must have. Everything is too light, too clear, too peaceful, too silent to bring home to the spectator that inside the bowels of those apparently slumbering mountains are hidden the blazing crucibles of the earth. But the consciousness of their presence gives to the extraordinarily beautiful landscape, something mysterious and thrilling. The conviction that the rest and stillness are deceptive and treacherous, fills us with wonder and awe.

If we happen to be present at an eruption of the Bromo, then, of course, the aspect is totally different. The black volumes of smoke rise with a roaring noise, and with tremendous speed, whilst a shower of stones and lava falls in and around the crater, and the thundering voice of the volcano between the trembling rocks is terrible. All of a sudden it ceases, as if listening in astonishment to the overwhelming silence that reigns around, whilst the soft entwining folds of smoke float away like a mountain spirit clad in a garb of fleecy white.

The descent to the Sand Sea is along a very steep zig-zag path, which is rather too dangerous and difficult for horses, so it is safer to dismount.

At the top of the stair-like path we discover, on both sides of the hill ranges, small vault-like holes, dug by human hands. These are the places where the Tenggerese sacrifice to their Dewas, or spirits, when setting foot on the dwelling-places of these invisible beings.

On the precipitous Moengal Pass we often go by scooped-out walls, where we have occasion to observe how the whole mass that forms the crater wall, consists of parallel sloping layers of volcanic sand, lava and stones (hardened mud or coagulated lava). This makes it apparent, that at least the more superficial layers, that build up the Tengger, have fallen and settled there by consecutive eruptions of the Sand Sea crater. When those eruptions decreased so much in violence, that they no longer burst up the whole bottom of the crater and threw it over the wall, the four mountains that are now to be seen, raised themselves, one after the other on a crack in that bottom.

To reach the Bromo, it is necessary to ride round the west and north sides of the Batok. When doing so, we fancy, from time to time, that we are riding in a desert. The grey sand sparkles in the sun, sends up whirling eddies in the trembling hot layers above its surfaces, and causes a mirage that reminds one of the *fata morgana*.

Here and there grow greyish heather and lank cypress grass. The Roedjak, the south part of the Sand Sea, is better covered with a thick grass carpet and ferns. Here graze hundreds of half-wild horses, that run about entirely free. At times we observe their bones lying about here and there, which is a sign that a dying horse is sometimes attacked and devoured by wild dogs, called adjak.

Should dark clouds gather over the Tjemara-Lawang, and float slowly over the softly-rippled waves of sand and hillocks that have been swept there by the wind, then we imagine ourselves suddenly removed to the shores of the North Sea, and fancy we breathe the chilly air of a misty Autumn day.

On arriving at the east side, the Bromo appears in its entire circumference as a gigantic, naked, compact belt of lava, with sharp edges and deeply-notched and carved slopes. A labyrinth of rounded sand-hills, confusedly mingled together, has been washed away from its foot, by the water. The shining tops of these hills, hardened by the sun, are marked out like the lining of square tarpaulins against the opaque grey slopes caused by the rain. These rain gullies begin about the middle of the slope. Higher up it gets steeper, and covered all over with volcanic ashes.

From one point of this border we observe wooden stairs which run up to the edge of the crater. These stairs are renewed by the Tenggerese once a year, when the great Bromo festivities take place, which they celebrate in honour of their principal god, Dewa-Soelan-Iloe, in the month of May. Thousands of people camp on this occasion on the Sand Sea at the foot of the Bromo, whilst their priests, dressed in odd robes made of different highly coloured patchwork, and adorned with rough cabalistic figures, ascend the stairs and throw offerings into the crater. Dried Indian corn-stalks, palm leaves, empty match boxes, and other remains remind one long afterwards of the presence of these crowds.

The huge pieces of stone spread about the Bromo and upon its slopes, are the result of extraordinary violent eruptions. They consist of dark lava, intermingled with large sparkling crystals. The ascent of the Bromo (only 220 M. above the surface of the Sand Sea) is very easy, and unattended with danger, unless at the time of the before-mentioned violent eruptions, which are, however, very rare. We can go on horseback as far as the stairs.

Arrived at the top, we look down into a steep crater to a depth of at least 200 metres, without a sharply-declined bottom. Far below in the depth, fumaroles and solfatara are boiling and foaming; blue sulphurous fumes rise to the surface, whilst small streams of ashes are hurled with a whizzing, rumbling noise along the smooth walls and back again into the depth. It is possible, but not easy to walk along a small upper ledge entirely round the crater. Having reached the highest point, on the side of the Segara-wedi Lor, we can from there look into this latter crater bottom, which forms a sand sea in the shape of a crescent.

Those who wish to see as much as possible of the Tengger mountains within a short space of time, would do well after having ascended the Bromo, to push on immediately, across the inner wall of the Tjemara-Lawang, to Ngadisari, the highest village of the Tengger, where a rest-house (*pasangrahan*) affords a good opportunity for passing the night. The little village is splendidly situated on a small mountain ridge formed by the rivulets that run into the large crevice of the Tjemara-Lawang, and have dug out ravines, which admit of a view into the structure of the deeper layers of the volcanic mass, that consist of a bright coloured lava stone, interspersed with soft tufa. If not too fatigued, we may, after having partaken at Ngadisari of the customary rice-meal (*rijst tafel*), ride on to Soekapoera, along the beautiful path that follows with precipitous slopes and bold leaps, the ravine of the rivulet or brook, the Prahoe. To the left, we first have the huge piles of the Goenoeng-Penandjaan and the Argawoelan; next the latter suddenly protrudes as if it would obstruct the road, but the path opens itself a way through a narrow crevice at the foot of the mountain, to descend into the valley of Soekapoera which gets gradually wider.

The tjemaras give way to all kinds of wild foliage that, in turn, but too soon, change into extensive coffee plantations. However, the delightful coolness of these dark-green plantations somewhat compensates the tired horseman for their monotonous gloom.

For f6.—we hire a carriage (which must be ordered beforehand) by means of which we can reach Probolinggo before sunset.



Bas Relief, Boro Boedoer.



The De Witte club



Protestant church



Railway station

MEDAN DELI VIEWS



Water tower



Residents House



Street Scene

Photos: Kleingrothe, Medan-Deli.

SUMATRA.

Sumatra is one of the largest and most important islands of the Dutch Indies, lying to the N.W. of Java and separated from the latter by the picturesque Sunda Straits. Sumatra

MEDAN-DELI

has an area of 167,563 square miles. Numerous small islands are dotted around it, the more prominent being Banka and Billiton. Communication is maintained by means of the very comfortable K.P.M. steamers, "Rumphius" and "van Noort," from Batavia and also direct from Singapore, which is situated due east across the Malacca Straits.

The first place of importance on the east coast visited by the K.P.M. is Palembang, on the banks of the Moesi River. The town is very interesting. All the native houses are erected on piles some distance

above the ground, while along the water-front are moored hundreds of raft dwellings, rising and falling with the movements of the tides. The scene on the broad river is full of interest, quaintly shaped canoes passing and repassing, while the



bronzed attendants, clad in bright-hued garments, furnish a distinctly eastern colour. Many delightful trips can be made on this fine river through thickly-wooded country. Resuming the voyage, one passes the island of Banka and proceeds northwards through the Straits of Berhala and Doerian. The latter is studded with a number of small richly-wooded islands forming the Lingga Archipelago, through which the steamer ploughs her way. Soon one reaches the port of Belawan, the harbour of Medan Deli; crossing the bar at the mouth of the river, the anchorage of the K.P.M. Company's steamers, adjoining the Railway Station, comes into sight. After passing through the Custom House and crossing the overhead bridge, we reach the station where we entrain for Medan, some 25 miles distant. In about fifty minutes we arrive at the town and secure accommodation at either of the two large hotels, the de Boer or the Medan Hotel. The town itself, situated on the Deli River, is well laid out, and possesses a fine club, several hotels, many handsome buildings, and is in every respect up-to-date. The principal

commercial houses, banks, post and telegraph offices and municipal buildings occupy the four sides of a large square in the centre of the town. Originally a private garden, intended for the recreation of the daughters of the Sultan of Deli, this square is now the favourite evening promenade of Medan. Upon the green sward in the evenings football matches are played and a native band discourses pleasant music. Smart up-to-date vehicles are seen dashing past containing well-dressed people and occasionally a fair equestrienne joins the throng. The scene is a particularly gay one and the many handsome equipages and motor cars with their gaily-attired occupants, impress the visitor as to the prosperity of this flourishing city. The streets are well kept and clean, and the whole town, being lighted with electricity, gives a distinctly European effect to the scene. Within the last few years the town has become a municipality, and the prominent local men associated with it have accomplished many improvements.



A Native Woman,
Sumatra.

A visit should be paid to the Palace of the Sultan—built in Moorish style—the fine Chinese temple, the Mahomedan mosque and the private zoological collection belonging to the Chinese captain at Pulo Brian. Medan is also the seat of the Resident of the East Coast of Sumatra, the Residency itself being a very fine building. Deli, as well as the three neighbouring States of Langkat, Asahan and Serdang, are famous for the excellence of the tobacco leaf it produces. Other products are Liberian coffee, rubber, pepper and coconuts. From Langkat, benzine and kerosene oils are exported in large quantities, and in this industry, as well as in rubber, Sumatra has an assured future. The population of the East Coast is about 700,000, of which total the Malays and Chinese are greatly

in the majority. A trip can be made to the coastal town of Tandjong Balciper steamer along the broad Asahan River and from there down the river to its junction with the Pane River to Laboeran Bilik. From here the K.P.M. steamers leave direct for Singapore or via Bengkalis and Siak along the coast.

The short journey by boat to the principal town on the West Coast of Sumatra, Padang, is full of interest and the beautiful views *en route*—the picturesque Sunda Straits and the numerous

PADANG verdure-clad islands seemingly floating on a sea of glass—will strongly appeal to the artistic tastes of the traveller. The bold rugged coast line abundantly clothed with vegetation offers views of magnificent mountains, range upon range, until their



Sumatra
The Sultan
of Deli's Old
and New
Palaces
The Mosque

Photo: Vervloet, Medan Deli

summits are lost in phantastically shaped clouds. The scenery is wild and beautiful. Landing at Emma Harbour, the seaport of Padang—some six miles from the town—the train carries us across the Padang River and in twenty minutes we arrive at the station, where carriages await us from the two hotels (Atjeh and Oranje). The town itself is beautifully laid out; the streets lined with avenues of fine trees, and the first impressions are most agreeable. Two well appointed clubs are located here; the sanitary arrangements of the town are excellent and the climate, although hot, is very healthy. Imposing mountains are seen bounding the town on two sides, whilst the other two face the calm waters of the Indian Ocean. The residences, mainly constructed of wood, are erected on



Emmahaven, Sumatra.

piles in spacious grounds, well ornamented with flower beds and great shade trees. The town itself has few attractions to offer the tourist, and after visiting the Square of Rome, the club houses and the native quarters the visitor is ready to proceed to Padang, some twenty-four miles distant by train. Away to the north-east of Padang are situated the Oembilin coal fields, connected with the town by a railway running north to Padang and there turning south past the beautiful lake of Singkarah to Solok. The three hours' journey to Padang is full of interest, the wild rugged scenery of the Aneh Pass providing scenes of unusual beauty. Huge mountains tower on either side, their lordly crests clothed with rich vegetation, whilst far below, glimpses of the mighty Aneh are obtained, sweeping onward to the sea. From Kajoe-Tanam

the rack-rail system commences and, as the engine is attached to the rear of the train, an uninterrupted view of the magnificent scenery is obtained from the leading carriage. Just before reaching Padang Pandjang the imposing volcano, Merapi, is observed. The small town, lying on a plain almost destitute of trees, possesses a comfortable, though small, hotel (Merapi) and a fine little military club, an introduction to which may be obtained from the Assistant-Resident. Many interesting excursions can be made to the beauty spots in the vicinity. The climate is all that can be desired and the morning walks in the cool invigorating mountain air most enjoyable. Wishing to ascend the Merapi, notice should be given to the Laras, chief of the Soengei-Poera, at least one day in advance in order to provide coolies, guides and accommodation, as the night must be spent at a hut some distance from the summit of the mountain.



Padang, Sumatra.

From Padang Pandjang the rack-rail runs north towards Fort de Kock, and taking train the visitor proceeds to Kota-Bahroe, where cars convey him some six miles to the chief's house (5 return). From here the ascent of the volcano is begun through dense jungles, and just before dark, the hut (where the night is passed) is reached.

After an early breakfast we push on again, and in two hours attain the summit, where we peep into the crater. Clouds of vapour rise from a depth of nearly 300 feet, and the silence is broken by the dull roaring of the sulphur fumes in their ascent. From here a magnificent panorama unfolds itself and an uninterrupted view north, west, and south is obtained. The descent takes about three hours. A pleasant walk leads through the Aneh Pass to the Kandang-Ampat Station, returning by rail. Excursions can be made to the lake of Singkarah, to the springs and watering place, Mata Koetjing and to the Singglang mountain, north-east of the town. Resuming our trip northward to Fort de Kock through fine mountainous scenery and thickly populated districts the town is reached in about two hours. It is very prettily situated on a fertile plain, with huge mountains looming in the background. A large military encampment is established here, and the town possesses one hotel, a school for native teachers, a



Native Villages,

large native market and a racecourse. The climate is cool and healthy and from here excursions can be made to Kota-Gedang, to Kota-Bahroe, and to the beautiful crater-lake of Manindjoe, about thirteen miles to the west of the town. This trip can be made by native cart (*f*16 to *f*20) or on horseback (*f*5, there and back in about seven hours) or, if preferred, a night can be spent at Matoer, where a fairly comfortable rest-house is provided; charge, *f*5. The road is very steep in places, and close to



the town the two rivers, Masang and Si-anok, have worn a broad gully (Karbouwengat or Buffalo Gully) about 150 feet wide into the soft tuff stone. Rugged walls, some 400 feet high, bare of vegetation, line the course of the rivers, in the centre of which an island-hill rises 245 feet in the air. The lake itself is eleven miles long, five miles broad, and about 500 feet deep; steep crater walls rise abruptly from the blue waters, and the scene is calm and beautiful. Luxuriant vegetation clothes the pre-

crater walls, ranging in height from 800 to 4000 feet, and from where a distant view is obtained of the sea. An interesting trip by rail is to Paja-Kombo, where a great market day is held every Sunday, in a spacious "pasar" enclosed by stone galleries. Here some thousands of natives may be seen attired in bright-hued sarongs (in some cases woven of gold and silver thread) and wearing gold bracelets, breast-plates, earrings, etc. From here a trip can be made to the black marble quarries at Soeliki, north of the village. The accommodation is limited to a small wooden house with a few rooms, but the table is fairly good. Returning to Fort de Kock and thence to Padang Pandjang we follow the main line south past the lake of Singakarah to Solok and then to the coalfields of Sawah Loento. The lake is extremely beautiful and covers an area of about seventy-five square miles. From the train running along its eastern boundary excellent views are obtained and at one time the whole width of the lake is observed. Passing through the village of Singkarah, surrounded by picturesque rice fields, in about two hours we reach Solok, a small rising village, containing a hotel, a few houses for Government officials and a small garrison of soldiers. From Solok the journey is continued northwards to the coal fields, between steep, hilly ranges, and here access to the pits may be arranged through the courtesy of the manager. There are three seams of coal six and a half feet thick lying above each other at distances of eighty feet at a slope of eight degrees. Main galleries have been bored and connected by intersecting passages and small tracks convey the coal down gradients to an iron shed 150 feet long, where it is washed and sifted. Many buildings cover the steep slopes and everywhere reigns bustle and activity. The coal is taken by rail to Padang and shipped from there. A road, fifty-four miles long, connects with Padang, and although very steep slopes are encountered, is practicable for conveyances, costing from *f*40 to *f*50. The return journey to Padang by rail occupies about seven hours, and boarding the steamer at Emmahaven we steam along the picturesque coast towards Batavia, calling at the pretty little town, Benkoelen, charmingly situated on the seashore. Formerly occupied by the British it has an English appearance and the small town is neat and clean; the fort, dating from the English period, is now garrisoned by a company of Dutch infantry. From this point it is possible to journey right across Sumatra by motor car to the East Coast and the Moesi River and catching the small river steamer, proceed to Palembang, where the K.P.M. steamers call. A railway is now in course of construction which is to connect Telok Setong, the southern-most port of Sumatra, with Palembang, and ultimately with Padang, while the K.P.M. maintains a ferry service between Telok Setong and Anjer, the Terminus of the Java railways, thus linking up the Java and Sumatra railway systems.

BORNEO.

This Island, with an area of about 290,000 square miles, is situated fairly in the centre of the Dutch East Indies Archipelago, and, with the exception of Australia, is the second largest island in the world. It is separated by the Straits of Macassar from the Island of Celebes.

Its inhabitants number about two and a half million people, the major portion of whom are included in the territory belonging to the Dutch, who occupy about 200,000 square miles, while the British possessions extend over 50,000 square miles, and that of the British North Borneo (chartered) Company over 30,000 square miles.



Balik Papan, East Borneo.

The Island is very mountainous, some ranges rising some 9000 feet above sea level, and is, as yet, only partially explored. The climate is not as trying as might be expected, although humid; but the tropical insects, such as stinging ants, mosquitos, sand-flies, etc., make an unpleasant addition to everyday existence. The forests abound with animal life of every description, from the large orang outang and long-nosed ape to the rhinoceros, elephant, deer, wild oxen and panther. The flora is magnificent in its luxuriant profusion, and in the woods abound pheasants, partridges, parrots, doves, etc.

The inhabitants are principally natives, with a fair percentage of Chinese and Arabs.

The products include bananas, pineapples, melons, pumpkins,

cucumbers, cinnamon, pepper, nutmegs, cloves, betel nuts, the delicious mangosteen (a kind of peach), also tobacco, cotton, sugar, camphor, rubber, etc.

Of late years mining has been successfully carried on, oil forming no inconsiderable part of that industry, the port for export being Balikpapan.

CELEBES.

The extensive shipping facilities offered by the Royal Packet Steam Navigation Company (K.P.M.) make it possible for tourists to visit the whole of the Molucca Archipelago with ease and comfort.



A K.P.M. Steamer Loading Wood, Celebes.

The Island of Celebes is reached from Sourabaya in about thirty-six hours, and from Macassar, the principal port, a number of highly interesting and pleasure excursions can be undertaken by steamer, the route practically encircling the whole of the Island.

SINGAPORE.

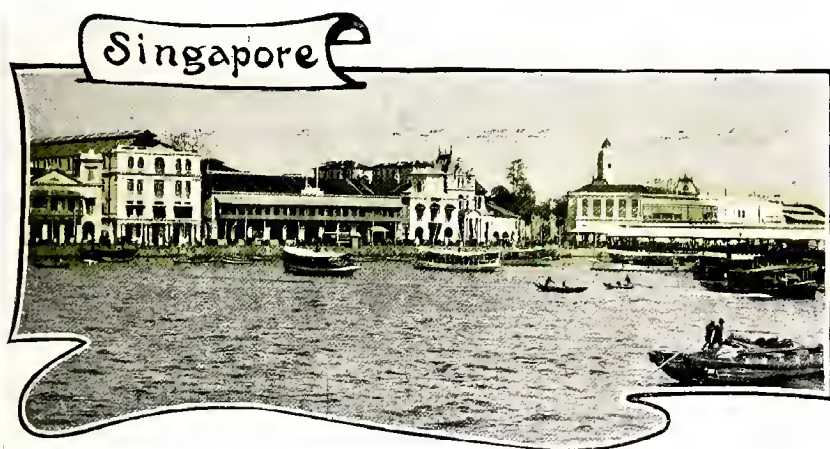
Singapore, the capital of the British Straits Settlements, is situated on an island of the same name, east of Sumatra and separated from the mainland by a narrow strait some three-quarters

SINGAPORE. of a mile in width. The city is built on the shores of a beautiful and extensive harbour well protected, owing to its excellent position, from adverse winds, and may be likened to the intersection of very busy streets. For here all shipping from the Eastern and Western Hemispheres must cross, which has given rise to the name of "The Cross Roads."

Entering this picturesque harbour, a lovely view is unfolded before the eye. Groves of verdant cocoanut palms line the gently-sloping coast lines, their leafy crowns swaying gracefully in the soft breeze;

small canoes float on the calm, blue waters, and in the distance loom the white spires of the city. Ships of all nations lie alongside the spacious wharves, and a landing is quickly effected.

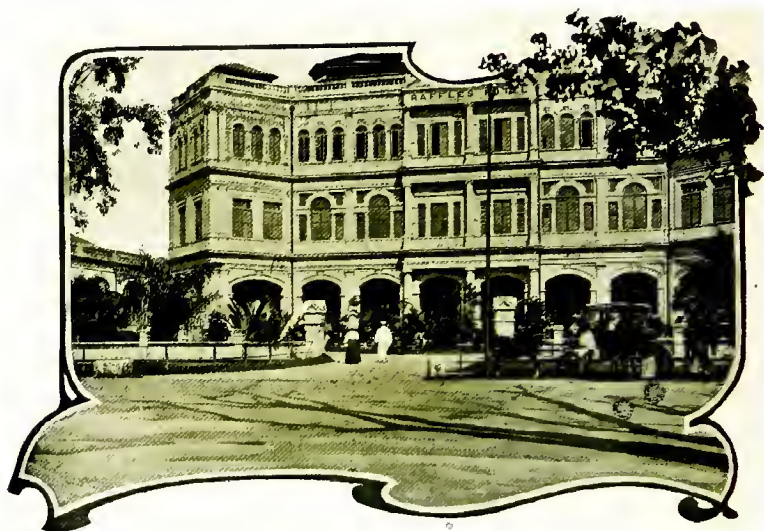
Singapore being a free port, the traveller experiences no delay with Customs examination. The wharves are some two miles in length, and at all periods of the year present a busy and animated spectacle. Everywhere gangs of coolies hurry to and from the large steamers laden with miscellaneous burdens; hundreds of canoes, each with its bronzed crew, line the water's edge. The bustle and confusion of the busy scene is indelibly imprinted on the mind. Obliging porters of the different hotels are in attendance at the docks, and, securing a gharri or rickshaw, the visitor is driven to the city, about two miles distant.



Founded by Sir Stamford Raffles in 1819, the city of to-day has much to be proud of, as its fine streets are lined with splendid buildings, and even in the native quarters modern residences are to be seen. On the outskirts of the city, on a small hill, stands the Governor's Palace, in a charming, well laid-out park.

A magnificent thoroughfare, the pride of the city, fronts the outer harbour, and well-shaded avenues on the foreshore provide a fashionable promenade. A military band discourses excellent music, and the throng of well-dressed people create a picture of singular attractiveness. In the centre of the town is the Commercial Square, where most of the banks, the financial institutions and leading commercial houses are situated. It is about 200 yards long by 50 yards wide, with garden plots in the centre, and, with the adjacent streets, forms the hub of business life in Singapore. The shops are large, handsomely fitted, lavishly stocked; capable of supplying almost any want. The most notable buildings are

the City Hall, the Cathedral of St. Andrew's, the Roman Catholic Cathedral, the Raffles Museum and Library and the Hongkong and Shanghai Bank. Along the esplanade are the principal hotels, Raffle's



Raffle's Hotel, Singapore.

Hotel, Hotel de L'Europe and the Adelphi, and near the landing-stage on the quay stands the fine post and telegraph offices and a club replete with modern conveniences. Within easy distance of the town are the Botanical Gardens where one may wander among shady palms, beautiful flowers and magnificent tropical vegetation of all kinds—a veritable Paradise. Connected with the Gardens is a Zoo where a great variety of animals from the Malay Peninsula may be observed. One of the greatest attractions of Singapore is its busy street scenes, and here the reflective student of human nature will find abundant food for contemplation; every thoroughfare is thronged with a motley crowd of humanity, passing and repassing, the gay head-dresses and bright-hued sarongs of the Javanese relieved by the flowing white garments of the stately Arab. Surging through the traffic at his peculiar trot comes the bland Chinese, making little of the obstacles in his path, followed by grim-visaged, soldier-like Sikhs, Malays, Tamils, Siamese, Burmese, Cingalese, Parsees, Malabars, Sasars, rich and poor, of high caste and low, each playing his small part in the great game of life upon this temporary stage.

Singapore has a fine system of electric trams traversing the waterfront and city, and a Government railway line connects with a ferry to Johore, some fourteen miles distant; trains leave every hour, and the return fare is \$2.00. Other public conveyances are hackney coaches and rickshaws.

Biennial race meetings are held in May and October on the pretty racecourse on a plain to the east of Government Hill.

In the rear of the town is built a large fort (Fort Canning) well-equipped with modern batteries and commanding the entire harbour, but it is almost impossible to obtain permission to view these, and the taking of photographs is forbidden under pain of heavy penalties.

South of the fort is an interesting old tomb, found by accident whilst the jungle was being cleared on the outskirts of the fort. A lofty grove of trees surrounds the tomb which is much venerated by the Mohammedans, and within a vessel containing incense has been burning for the last fifty years. A very fine view of the town and harbour is obtained from the summit of Bukit Timah Hill, about 519 feet high.

A visit should be paid to the native quarters, also in the evening to the Chinese Theatre where, to the discordant sounds of music, the Chinese drama is enacted. Other places of interest are the fine Museum in Stamford Road containing a splendid collection of zoological and ethnological specimens connected with Malaysia. An early morning walk to one of the fine, large markets wherein fish of all kinds are displayed will be found instructive.

A nice excursion is that to the Sultanate of Johore. A motor ride to Woodlands and thence by comfortable ferry steamer across the narrow strait to Johore will be much enjoyed. The internal affairs of the territory are in the hands of the present Sultan, assisted by a Council of State, although internationally the State is under the Protection of the British Government.

Among the various attractive sights we mention a beautiful mosque, the four corners surmounted by fine towers, the gambling saloons with their cosmopolitan crowds, and the Sultan's Palace armoury and crown jewels, which are of wondrous beauty. Permission to view may be obtained from the manager of the fine hotel maintained by His Highness.

The climate of Singapore although hot is healthy and considerably tempered by refreshing rainfalls; the average temperature being 81°. The difference between winter and summer, however, is only two degrees! Rain falls on about 180 days in the year, the month of January being particularly wet.

Special Notice

of shippers and merchants generally is drawn to the firm of C. A. Fairland, of 59 Pitt Street, Sydney, Australia, who, as Customs, Forwarding and Shipping Agents, are thoroughly to be relied upon. The firm also acts as General Insurance Brokers.



BATAVIA
WELTEVREDEN

RIJTUIC
MAATSCHAPPIJ
FUCHS

Livery Stables & Motor
Garage

SOERABAYA





Bas Relief, Boro Boedoer.

SECTION II.

CHAPTER I.

Commercial Section—Business Notices.

The commercial interests of Java, Sumatra and the Dutch Indies generally are of such magnitude that it would require a large volume of its own, to deal with this important subject.

As the purpose of this work is, primarily, to point out the many wonderful advantages of these isles for the tourist and sight-seer, we purpose merely to take a cursory glance at the commercial life of these countries and to mention, in condensed form, some of the business houses, who have added by their enterprise to the general welfare of the community, and who, at the same time, are of interest to the visitor.

With this object in view, short articles touching upon shipping, industries and mercantile matters are offered to the reader for information.

JAVA.

One of the principal factors responsible for the development, progress and prosperity of Batavia and Java and the Dutch Indies generally, was, and still is, the establishment and maintenance of a first-class steamship service between Holland and these colonies, which was inaugurated by the Netherland Line and the Rotterdam Lloyd. A short article, dealing with the principal feature of these companies, ports of call, etc., will prove interesting.

The Steam Navigation Company, "Nederland," better known as the "Nederland" Line, and the Rotterdamsche Lloyd Steamship Company (Rotterdam Lloyd), in conjunction, maintain a regular weekly mail service between Holland and her East Indian possessions, under contract with the Dutch Government.



Barque Pop Smir 850 tons 1867

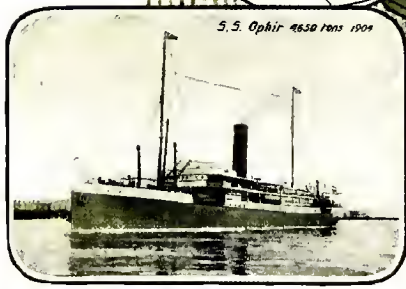


S.S. Pop Smir 1000 tons 1872

ROTTERDAMSCH LLOYD



R.L. New Offices, Rotterdam



S.S. Ophir 4650 tons 1904



S.S. Sindara 5200 tons 1900

The Nederland Line was established in 1870, and the Rotterdam Lloyd in 1883. Although both Companies in the beginning of their existence met with a considerable amount of trouble and difficulties, they eventually succeeded in overcoming all obstacles and have grown to powerful concerns, with a magnificent fleet of steamers.

The Mail Service is maintained by fast, first-class steamers, which embody in their construction all modern improvements, including wireless telegraphy and submarine signalling; they are recognised as among the best equipped and most comfortable liners of to-day.

The passenger accommodation is specially comfortable, spacious cabins, many single berth rooms, electric fans, etc., together with an efficient service and excellent cuisine, being amongst the principal features.

The steamers carry the Royal Netherlands and Royal Italian mails to the Far East.

Through passengers from Australia tranship at Sourabaya or Batavia and, if wishing to travel overland between these two ports, can obtain a free railway ticket from the Companies' Agents at Sourabaya (De Scheepsagentuur for the Nederland Line, and the "International" Co. for the Rotterdam Lloyd).

Intending passengers from Australia to Europe *via* Java are particularly advised to book their passage well in advance, as the home-going mail steamers are often fully booked for months ahead, especially during the earlier part of the year.

Although Sourabaya is the terminal port of both mail companies, the mail service only extends as far as Batavia, which is the final port shown in the time-tables, and here the mail steamers leave on the home journey, their departure being fixed for every Wednesday, 5 p.m.

The oversea journey from Batavia to Genoa or Marseilles takes about 23 days, so that London can be reached in 25 days from Batavia, and, allowing for a week's stay in Java, through passengers from, say, Sydney, can reach London in seven weeks. North-Queenslanders or residents of Papua will find the Java route to the Old Country very much shorter than the one *via* Sydney, Melbourne and Fremantle, seeing that the through trip from Cairns, Townsville or Port Moresby to Genoa or Marseilles *via* Java (including a whole week in Java) only takes 43 days, whilst the Fremantle route, without lengthy stoppages, would take about the same time and cost considerably more.

Return tickets are interchangeable between the two Dutch mail companies, and passengers going by one and returning by the other line will find a pleasant diversity in the routes followed. If travelling by the *Nederland Line* they will see Singapore, Sabang (a charming island at the northernmost extremity of Sumatra), Colombo, the Suez Canal and Genoa, whilst the *Rotterdam Lloyd* calls at the beautiful Port of Padang (west coast of Sumatra), Colombo and Marseilles. If continuing over-sea instead of overland, passengers by the *Nederland Line* visit Algiers, Tangier, Lisbon, Southampton and Amsterdam, and those by the *Rotterdam Lloyd* have an opportunity of seeing Gibraltar, Tangier, Lisbon, Southampton and Rotterdam. The *Rotterdam Lloyd* steamers call at Southampton, Lisbon and Gibraltar on the outward journey, and passengers for London on the homeward journey are provided with a free passage from Rotterdam by either Flushing or Hook of Holland route.

Descriptive pamphlets, time-tables and handbooks of the Dutch mail companies may be obtained on application to any Agent of the Royal Packet S.N. Company throughout Australia, or to their own Agents in London and the East:—

S.M.N.—SOUTHAMPTON: Messrs. Keller, Wallis & Co. LISBON: Messrs. Ernst George Succ. GENOA: Agenzia Maritima Olandese. COLOMBO: Messrs. Aitken, Spence & Co. SINGAPORE AND JAVA: The Ships Agency, Ltd. (De Scheepsagentuur); and all over the world.

R.L.—SOUTHAMPTON: Messrs. Escombe, MacGrath & Co. LISBON: Messrs. Ernst George Succ. MARSEILLES: Messrs. Ruys & Co. COLOMBO: Messrs. Aitken, Spence & Co. SINGAPORE AND JAVA: Internationale Crediet & Handels, Vereeniging, Rotterdam, and all over the world.



Sabang.—Straits of Malacca.

For passengers desirous of travelling to Australia from Europe, we give an outline of a trip as far as Genoa, which is often in request by holiday-makers, returning overland from that port.

The starting point of the Nederland Line is Amsterdam, and the following ports are visited *en route*: Southampton, Lisbon, Tangier, Algiers, Genoa, Port Said, Suez, Colombo, Sabang and Singapore to Java and back, *via* same ports.

The Rotterdam Lloyd sails from Rotterdam via Southampton, Lisbon, Tangier, Gibraltar, Marseilles, Port Said, Suez, Colombo and Padang to Java and back *via* same ports, excepting Gibraltar, Lisbon and Southampton.



"Hoogesluis" over Amstel River.

AMSTERDAM.

The steamers of the Nederland Royal Mail Line leave the wharves of the Company at 12.30 p.m., and passengers are advised to come on board at about noon. From the Central Station to the landing-stage is about three-quarters of an hour's walk; from the Weesperpoort Station to the Central Station by tram (line 8 or 11) takes about 20 minutes.

There being no tram accommodation from the Central Station to the landing-stage, passengers will have to go there on foot or take a cab (ordinary cabs and taxicabs available at both stations). A steam ferry takes the passengers from the Handelskade to the Y-kade.

Tickets for entering the wharves of the Company and for coming on board are to be had at the entrance at *fo.* 10 (2d.) and *fo.* 25 (5d.) on the morning when the steamers leave.



Rijks Museum, Amsterdam.

To passengers arriving in Amsterdam on the day before the departure we would recommend a visit to some of the most notable features of the town, such as the Rijks Museum (National Picture Gallery), the Plantentuin (Botanic Garden), the Dierentuin, locally called Artis (Zoological Gardens), the Stedelijk Museum (Municipal Museum), the Vondelpark, the Koninklijk Paleis (Royal Palace), etc. They will find no difficulty



St. Nicolas' Cathedral, Amsterdam. in spending a pleasant evening in one of the numerous theatres or music halls.



Southampton.

The steamers arrive in Southampton at about 2 o'clock on Sunday afternoon, moor alongside the Extension Pier and leave Southampton on Tuesday afternoon at 1 o'clock. Passengers wishing to visit London during these two days will find a convenient

SOUTHAMPTON.

train for London leaving on Sunday afternoon at 5.50 (Docks); they may return on Tuesday morning at 10.15 from London (Waterloo Station) by express train, arriving at Southampton West 11.52 (Railway time-table may be had on board). Return tickets to London at a



Coaching.

reduced rate may be obtained from the purser on board. If desired, motor cars with accommodation for four passengers will be engaged in advance (fares 1/- per mile; £5 5s. for the whole day, maximum 120 miles, and £2 12s. 6d. for half a day, maximum 60 miles). We suggest the above outing because on Sunday there are hardly any steamers plying between Southampton and the Isle of Wight, and the services of the well-known coaches are suspended that day. Passengers not continuing their journey per Nederland steamer can make a nice excursion *via* the isles of Guernsey and Jersey to St. Malo and Granville on the French Coast, or *via* Havre and Rouen to Paris.



Lisbon.

The steamers generally arrive at the entrance of the River Tagus on Friday at daybreak and moor in midstream opposite the town at about 8 o'clock. As a rule they leave again at 4

LISBON.

o'clock of the same day. An employee of the Agency will come on board on arrival of the steamer for the purpose of making arrangements for conducted tours.

A large steam launch, belonging to the Agency of the Company, keeps up communication with the shore. Passengers should apply to the purser for a ticket (1/- each) for going ashore and returning to the steamer by this launch. Those who do not continue



Lisbon.

the voyage by the steamer will be landed with their luggage free of charge.



Tangier Scene.

Generally the steamers arrive at about 2 o'clock on Saturday afternoon, opposite the town, and leave at about 6 o'clock the same evening.

TANGIER. During these four hours passengers have ample time to see this interesting Moorish town and get an idea of life in the Sultanate. Landing and embarking tickets should be obtained from the purser (1/- each), thus obviating difficulties with touting boatmen. The steamer lies one mile from the shore.

The Moorish guides who come on board and wear the badge of the Company are perfectly trustworthy. Under their guidance passengers will be absolutely safe and experience no trouble. The necessary horses, mules or donkeys are always in readiness at the landing-stage. Passengers may join a party conducted by a guide for 5/6 each, and will be shown the Palace of the Sultan, the Law Courts, the Prison, the Harem



General View of Tangier.

(admittance for ladies only) the large and very interesting market, the Snake-charmers, etc., the above amount including all charges for horse,

mule or donkey toll, and tea which may be taken at the termination of the tour at the Hotel Cecil or in one of the Arabian coffee-houses. Those who remain in Tangier may make special arrangements for excursions to Cape Spartel, Tetuan, etc.



The Mosque, Algiers.

The steamers are timed to arrive at Algiers on Monday morning, at daybreak, by which passengers are enabled to enjoy the magnificent panorama of the town in the early morning. At

ALGIERS.

about 8 a.m. the steamer is moored alongside the quay in the harbour, and passengers may go ashore, availing themselves either of an improvised landing pontoon or of boats, for which tickets may be had on board. The steamer sails at noon, leaving passengers four hours to see the town.

Through the medium of our Agency carriages may be engaged for an excursion (7/6 each, inclusive of all charges for carriage, guide, tips, etc.) to the town of Algiers, etc.



Genoa.

GENOA.

The distance from Algiers to Genoa is covered in about forty hours, so that outward-bound steamers arrive in the harbour early on Wednesday morning, where they moor at their berth alongside the Ponte

Guglielmo. After obtaining permission, passengers may go ashore and probably, before returning home, will spend a few days in Genoa and environs.

The town has many points of interest, such as the numerous Palaces and the Campo Santo, etc., and is, besides, a good starting-point for a visit to the Italian Riviera.

An excursion to Rapallo and the Portofino Kulm may be recommended. Through the medium of our Agency motor cars may be



General View, Genoa.

engaged and arrangements made for various tours. Passengers wishing to return overland by rail may avail themselves of the first and second class through carriages of the Nederland-Algiers express running between Genoa and Amsterdam *via* Milan, St. Gothard, Basle and Cologne or the fast train service *via* Marseilles and Paris, or *via* Switzerland and Paris to London.

From Genoa the Nederland Line proceeds, as mentioned above, *via* the Suez Canal, Colombo, Sabang and Singapore to Batavia, whilst the Rotterdam Lloyd touches, after leaving Marseilles, likewise Colombo and Padang.



A Rotterdam-Lloyd Liner.

Passengers for England are landed at Rotterdam, and are granted a free passage to London by Hook of Holland or Flushing routes. Return tickets available for two years are interchangeable with both companies.

The shipping facilities offered by the above-mentioned two lines, combined with the efforts in the same direction by the Koninklijke Paketvaart Maatschappij have naturally produced most beneficent results as far as the commercial community of these Islands is concerned. This is particularly noticeable in the principal cities where fine banking and insurance houses, high class stores and hotels have sprung up, and are keeping step with the increasing demands which education, refinement and accumulated wealth are making.

THE RAILWAYS OF JAVA.

A few words concerning the railway systems of Java and Sumatra may be *apropos* and interesting.



On the Samarang-Willem I. Line.

In 1863 a company called the "Nederlandsch Indische Spoorweg Maatschappij" was formed for the purpose of laying down and working a railroad from Samarang through Solo to Djocjakarta. A concession having been granted by the Government of the

day, the work was at once commenced, and the line, with the addition of a branch from Tempoeran to Willem I., was opened to traffic on May 21st, 1873.

During the first few years the Company had great difficulties to contend with owing to financial troubles. With the assistance of the Government, however, they not only completed the Samarang-Djocjakarta line, but constructed also a line from Batavia to Buitenzorg.



Black kindly lent by the Government Railway Department.

View of the Station at Maos.

All these are single-rail lines fitted up on European designs. The carriages and rolling-stock are up-to-date in every respect. Sleeping carriages are not needed in Java, as the trains do not at present travel after sunset. The various railway stations, although of simple construction, are most comfortable, and the principal officials invariably are courteous and understand English.



On the Buitenzorg Line.



Bridge in the Preanger.

THE GOVERNMENT RAILWAYS.

In view of the success attained by the pioneers of the railroads in Java--The Nederlandsch Indische Spoorweg Maatschappij--the Dutch Government in 1875 voted a sum of money for the construction of a State Railway between Sourabaya and Pasoeroean. This line, completed in 1878, was such a success financially, that the Government was encouraged to put down new lines connecting with principal places, which have since become towns of importance. To-day the traveller is enabled to make a journey by rail from Sourabaya to Batavia--right through the Island--a distance of about 700 miles. The railways have been divided



Block stands lent by the Government Railway Department.

View from the Station Tjilanté on the new line between Batavia and Bandoeeng.

into two sections—East and West—and the actual working of the two systems is controlled by a manager for each division, supervised by an official; termed chief inspector, who is responsible for all railway matters in connection with the Government. Besides the railways in Java an extensive steam tram service is maintained, which acts as feeders to the railroads, and these are the means of opening up large tracts of rich country. Owing to the natural difficulties encountered the main roads are made use of. A very efficient and cheap service is provided.



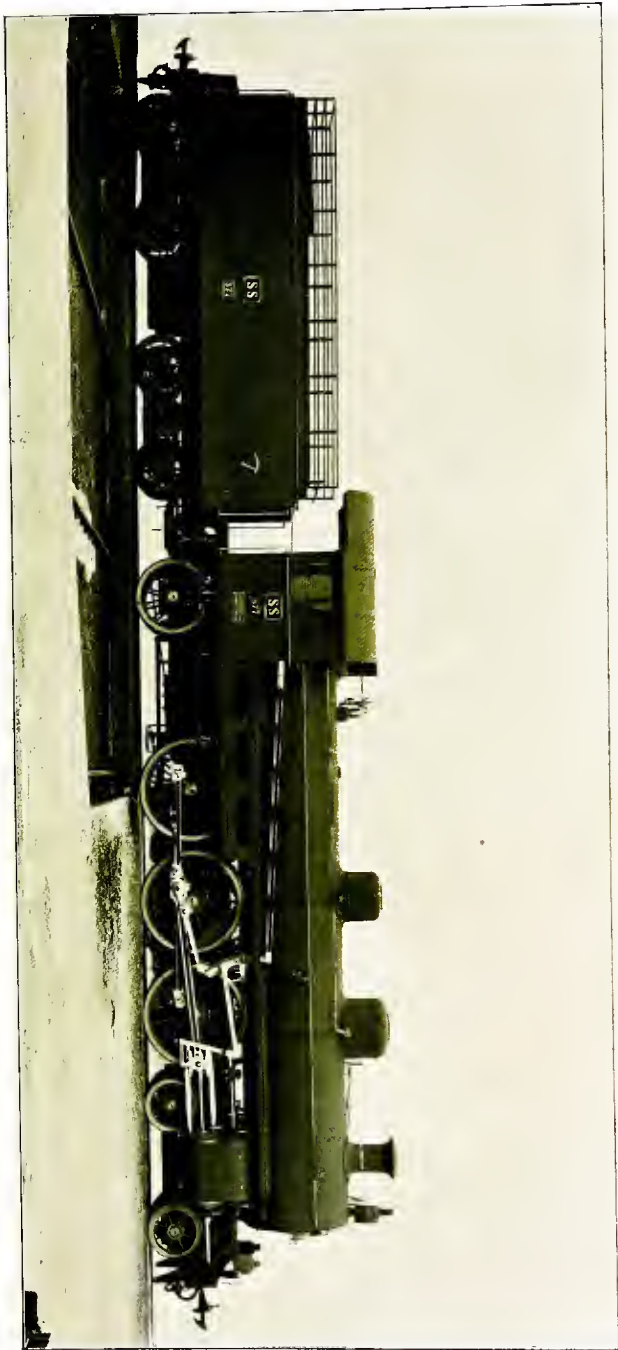
Photo: Kurkeljien, Sourabaya

Curved Bridge on Preanger Line.

SUMATRA RAILWAYS.

With the exception of Sumatra, no other islands in the Dutch East Indies possess railways as yet. In Sumatra three systems are found. On the West Coast a State line runs northwards to the Government coal fields at Oembilin, a portion of which is a rack-a-rail.

On the East Coast, the Deli Spoorweg Maatschappij have a private railway line, in order to deal with the large trade which their tobacco industry has created, the line between Belawan, connecting the port with Medan, being the first to be constructed. The tramway to Achin is owned by the Government and comprises the third system. This line was built solely for military purposes to provide a quick transport for troops.



New 2-C-1 Express Engine used on the Government Railways, with overheated steam for the transport of trains of 300 tons waggon weight (without the engine), running with a speed of 50 miles along horizontal track and 35 miles along sloping tracks of 5°/100.

TIME TABLE.

TANDJONG PRIOK — BATAVIA (lower town) — WELTEVREDEN (upper town) — VICE VERSA.

Departure from Tandjong Priok.	ARRIVAL AT					DEPARTURE FROM					Arrival at Tandjong Priok.
	Batavia S. S.	Kemajoran (Weltevreden S.S.)	Batavia N. I. S.	Noord-wijk.	Weltevreden (Koningsplein).	Weltevreden (Koningsplein).	Noord-wijk.	Batavia N. I. S.	Kemajoran (Weltevreden S.S.)	Batavia S. S.	
DAY-SERVICE.											
6.14	—	—	6.31	—	—	—	—	—	4.47	—	5.21
6.17	6.36	—	—	—	—	—	—	—	5.29	—	5.50
7.11	—	—	7.28	—	—	—	—	—	—	5.55	6.12
7.35	7.55	—	—	—	—	—	—	—	6.19	—	6.38
8.4	—	—	8.21	—	—	6.22	6.26	6.44	—	—	7.1
8.20	8.37	—	—	—	—	—	—	—	—	7.—	7.17
9.6	—	—	9.23	9.41	9.44	—	—	—	7.13	—	7.34
9.15	—	9.38	—	—	—	7.19	7.23	7.37	—	—	7.54
9.35	9.52	—	—	—	—	—	—	—	—	7.39	7.56
10.	—	—	10.17	10.36	10.39	—	—	—	7.48	—	8.7
10.3	—	10.25	—	—	—	—	—	—	—	8.21	8.40
10.14	10.33	—	—	—	—	8.16	8.20	8.36	—	—	8.53
10.28	—	11.3	—	—	—	—	—	—	—	9.16	9.35
10.54	—	—	11.11	11.27	11.30	9.10	9.14	9.30	—	—	9.47
11.30	11.47	—	—	—	—	—	—	—	9.39	—	9.58
11.45	—	12.7	—	—	—	—	—	—	—	10.18	10.35
12.3	—	—	12.20	12.38	12.41	10.5	10.9	10.27	—	—	10.44
12.49	1.6	—	—	—	—	—	—	—	—	10.54	11.11
1.8	—	—	1.25	1.42	1.45	—	—	11.25	—	—	11.42
1.15	1.32	—	—	—	—	—	—	—	—	11.53	12.15
2.3	—	—	2.20	—	—	—	—	—	12.8	—	12.27
2.6	—	2.28	—	—	—	12.6	12.10	12.30	—	—	12.47
2.18	2.35	—	—	—	—	—	—	—	1.14	—	1.35
3.1	—	—	3.18	3.33	3.36	—	—	1.33	—	—	1.50
3.13	3.31	—	—	—	—	—	—	—	—	1.48	2.5
3.13	—	3.40	—	—	—	—	—	—	2.26	—	2.45
3.35	3.52	—	—	—	—	2.15	2.19	2.34	—	—	2.51
4.17	—	4.40	—	—	—	—	—	—	—	2.47	3.7
4.20	—	—	4.37	4.51	6.7	3.36	3.40	3.55	—	—	4.12
4.44	5.1	—	—	—	—	—	—	—	—	4.—	4.17
5.12	—	5.35	—	—	—	—	—	—	4.17*	—	4.38
5.30	—	—	5.47	6.04	6.7	4.27	4.32	4.50	—	—	5.7
5.45	6.2	—	—	—	—	—	—	4.59*	—	—	5.18
6.18	—	6.42	—	—	—	—	—	—	—	5.20	5.37
6.20*	—	—	6.37	6.50	6.53	5.24	5.28	6.2	—	—	6.19
6.29	6.47	7.04	—	—	—	—	—	—	—	—	6.59
NICHT-SERVICE.											
7.8	7.30	7.40	—	—	—	—	—	—	7.50	8.3	8.20
8.30	8.50	9.—	—	—	—	—	—	—	9.10	9.23	9.40
10.20	10.40	10.50	—	—	—	—	—	—	10.56	11.10	11.27

* On Thursdays only.

RAILWAY FARES.

Tandjong Priok — Weltevreden S. S. (Kemajoran)	1st cl. f 0.40	2nd cl. f 0.25
„ „ — Batavia S. S. (lower town)	„ „ 0.30	„ „ 0.20
„ „ — „ N. I. S.	„ „ 0.30	„ „ 0.20
„ „ — Weltevreden N. I. S. (Noordwijk)	„ „ 0.50	„ „ 0.30
„ „ — „ N. I. S. (Koningsplein)	„ „ 0.60	„ „ 0.35

N.B. Subject to alterations.

See Official Time Table—Price 10 cts.

In order to assist visitors in search of commodities of one kind or another, it may not be out of place to mention some of the leading houses, which can confidently be recommended.

BATAVIA.

The choice of an hotel is, of course, of primary importance, and there no difficulty is experienced in mentioning two leading establishments.

The Hotel des Indes stands out conspicuously as a house of the first rank. Situated in grounds occupying some 15 acres, in the principal portion of New Batavia or Weltevreden, the hotel has for many years been looked upon as the rendezvous of the "Globe Trotter" or visitor from every part of the world. Partly hidden by beautiful palm trees from the street, the main building rises two storeys high behind two huge Waringin trees, the branches of each shading comfortably a quarter acre of ground. The hotel was established over a century ago, but it is only since the introduction of numerous complete steamships services, some fifteen years ago, that the "Des Indes" has become famous. The management, ever watchful of the progress of the times, have added to the main building, surrounded it with a perfect square of cosy bungalows and apartments, and laying out the intervening spaces with beautiful lawns, until, with the necessary annexes for stables, garages, etc., a small village took the place of the once modest centre: Even to-day, at the time of writing, further demands for accommodation have necessitated extensive alterations and additions, and the large sum of £1,000,000 is being expended in the erection of elegant two-storey bungalows—a new departure—and the remodelling of the existing premises. Thus very shortly the whole establishment will assume a new aspect. The long line of chambers on the left of the carriage drive will disappear, being replaced by a new dining hall and other apartments. The old dining saloon, writing and reading room, etc., will be turned into lofty music, lounge and drawing rooms, while provision is also made for a spacious billiard room.

Beyond the original building are placed the motor garage and the stables, having accommodation for 60 carriages of every description and their sturdy little ponies. Towards the river the new bungalows are being fitted up, and in order to minimise the discomfort of a somewhat tedious walk several times a day to the dining hall, the managing director of the company, Mr. Nieuvehuis, contemplates the laying down of a light miniature railway. The Hotel des Indes is one of the most charming places in the whole of the Dutch Indies, and combines the luxurious comfort of a perfectly arranged and conducted hotel, a delightful menu and service, with the privacy of a mansion.

A representative of the Hotel des Indes meets all incoming steamers and trains and takes charge of baggage, etc., relieving guests of all inconvenience in that direction.

Tourists who are making a lengthy stay in Weltevreden desirous of seeing something of the environments of the city will probably require some kind of vehicle for that purpose. They would do well to call at the Carriage Company, Limited, formerly F. J. Fuchs', where arrangements for horses, a carriage or a motor car can be made at very reasonable prices.

This company furnishes a practical illustration of the old proverb, "Small beginning—big ending." And certainly the beginning was small enough, as Mr. F. J. Fuchs commenced business with a modest livery stable and farrier's shop.

However, energy, enterprise, and business integrity soon told their tale. A repairing shop for building and repairing carriages was shortly followed by an addition for the manufacture of harness. Finally, provision was made for an import branch, dealing with horses. Success crowned this enterprise, and in 1885 the business was converted into a limited company with the aid of Mr. M. van Heusden, who still retains his seat on the board of directors, Mr. Fuchs occupying the position as Managing Director until 1895, retiring two years later from the company altogether. He was succeeded by Mr. J. W. Rens, who successfully managed the affairs for seven years. In the meantime Mr. Fuchs gave his aid to a competing carriage building house, but the venture proving unprofitable, he took over the concern, disposing of it, in turn, to his former company, who recommenced business—as a branch—on the same premises. After the retirement of Mr. J. W. Rens in 1902 Mr. D. Rens, a brother, took up the reins as managing director. Under his able guidance the company has prospered, extending their operations to the sale of carriage and motor cars and the importation of Australian cattle and horses.

In 1911 a branch office was opened in Sourabaya, quite close to the Oranje Hotel, and, judging by results, it has every prospect of rivalling the Head Office in Batavia, where at the time of writing about 200 people are constantly employed.

The opportunities for spending money in Java are many and various, but most of the tourists, visiting this wonderful island, are desirous of acquiring some kind of souvenir, more lasting and a little more costly than the mere curio, obtained from the irresponsible peddler merchant, who visits hotel guests almost daily, carrying with him an entire shop.

We refer to the souvenir representing the art of the native gold and silversmith. A visit to the old established house of Van Arken and Co., court jewellers, on Noordwijk, will prove most interesting and instructive, at the same time providing the opportunity referred to above.

The Hotel der Nederlanden, established since 1840, is another of the leading hotels in Batavia. Centrally situated, fronting Rijswijk, it possesses every convenience calculated to ensure the comfort of visitors. Large airy rooms, lighted by electricity, an excellent cuisine, and a well trained staff of Javanese servants, together with courteous management combine to make this hotel a most comfortable place to stay at. Large bungalows (consisting of three rooms with private bathroom attached), ensconced amid waving palms, are at the disposal of family parties. The large dining saloon is capable of seating two hundred people, where European dishes are served in addition to the famous "Rijstafel." The grounds are laid out and the private drives and tasteful walks beautifully shaded. Several languages are spoken and runners from the hotel meet all trains and boats.

Several large banks and insurance companies are established in Batavia—viz., the Java Bank, the Nederlandsche Handel Maatschappij, the N. I. Escompto Maatschappij, the N. I. Handels Bank, the Chartered Bank of India, Australia and China, and the Hongkong and Shanghai Banking Corporation, the Batavia Sea and Fire Insurance Co., etc. The Consular offices representing all the nations are to be found principally in old Batavia, their addresses can be ascertained at the official Tourist Bureau—Rijswijk, Weltevreden.

Visitors requiring the services of a reliable chemist are recommended to Messrs. Rathkamp & Co., whose premises are stocked with every toilet article, drugs and patent medicines which science has produced up till now. English prescriptions, although differing from similar recipes in the quoting of weights, etc., are carefully dispensed by this firm.

New arrivals who are unprepared for the climatic conditions existing in Java may have their wants attended to by Mr. A. Savelkoul, whose long experience, both in Holland and the East, together with an exceptionally fine assortment of travelling requisites, apparel and nic-nacks, places him in the front rank of this class of business. His Emporium on the Noordwijk is an education in itself, and well worth a visit. A detailed notice appears in the advertising section of this work.

Booklovers and others in search of literature are directed to the establishment of Messrs. Visser and Co., who receive by every mail the latest English and Dutch novels, books of science, school books, photographs and post cards, etc., and are always ready to assist strangers in the





VISSER & C.
Batavia
Booksellers
Stationers
&c.



selection of suitable works of every description. The firm was established in 1895, and its business increased considerably in the last ten years. Among the departments which needed expansion, those of the "book-selling" and "printing" are foremost, and are now managed by European experts. The printing department is working now with ten men, while the principal work is done by machinery.

Mr. J. Obdam was nominated director of the concern in 1905, and is supported by two assistant-managers, Messrs. G. J. Aalbers and H. Timmermans.

The firm has branches at Batavia, Buitenzorg, Bandoeng and Amersfoort (Holland).

Collectors of views will have a splendid opportunity of adding to their collection by paying a visit to the Photographic Atelier of Messrs. Chas. van Ess and Co., who are rightly mentioned as the leading photographic artists of Batavia. Their studio is in close proximity to the Java Cold Storage Co.

Ladies desirous of viewing the latest Parisian smart frocks, or the newest model of hat, should walk through that great emporium called "Eigen Hulp," almost opposite the Club "Harmonie." This company was established in Batavia about thirty years ago with a capital of over a quarter of a million guilders.

By the exercise of good management, business integrity, and acumen the company has succeeded in building up a business second to none in the whole of Java, their peregrinations to-day extending from one end of the island to the other. A branch of the firm is devoted to the furnishing of residences and has become deservedly popular. In one word "Eigen Hulp" has become an institution where one may purchase anything from "a needle to an anchor," and it would require great determination on the part of a visitor to inspect this great place with all its wonderful treasures and to come away without having found and purchased some souvenir of this "Bon Marché of the East."

In a climate, such as Java possesses, the existence of iceworks, cold storage and kindred conveniences play no unimportant part in the daily life of resident and visitor. Batavia is to be congratulated upon the fact of its counting such an industry among its many up-to-date establishments. We allude to the Java Cold Storage and Eastern Trading and Agency Co., Ltd., at Salemba, where the company has ice and freezing works, which are situated on the railway line to Salemba, connected therewith by private railway siding, running direct into the works, alongside freezing rooms. All goods are here loaded and unloaded under cover from special covered railway waggons, direct from and to the

BATAVIA - *Thule*
Eigens EMPORIUM
WELTEVEREDEN



freezing chambers. The objects of the Company are to supply shipping, stores, hotels and the general public with Australian frozen meat, butter milk, fruit, fish, poultry and other fresh provisions of the highest quality by means of regular shipments from Australia by fortnightly steamers, having freezing chambers. As far as the quality is concerned it may be mentioned that all cattle in Australia are inspected by Government veterinary surgeons, and when slaughtered the meat is inspected by another Government official of the Health Department. When frozen and before shipment the meat is again inspected by special Government Export Inspector, who in passing same attaches a Government label to each individual piece of meat, furnishing a certificate covering the whole shipment. Butter, fruit and all other goods are inspected and passed in like manner, certificates of quality and purity being furnished for each description of goods. These inspections are most rigorous, only goods of highest quality being allowed to be exported. Consumers can thus rely that goods supplied by this company are of the highest quality only.

Prompt delivery can at all times be made. Through having direct communication with the railway, meat and other goods can be delivered on board any steamer at Priok within an hour of leaving the works, and in all instances each parcel of goods is accompanied by an employee of the company. Ships requiring supplies need only cable their orders and hour of arrival from the previous port of call, and same will be ready for prompt delivery upon arrival.

The company also supply meat, butter and other goods retail to the general public, messengers making daily calls for orders and delivery, prompt attention and immediate delivery being guaranteed. The steady growth of this portion of the business is a sign of its warranty and success. Owing to the system adopted meat supplied, which, while conserving the flavor and richness for which the product of Australia is celebrated, is ready for immediate use.

Hotels, restaurants and caterers in the country are supplied with meat, butter, fruit, etc. Goods are placed on the trains, and are in the hands of the consumer within a few hours, in perfect condition.

While many object to the use of frozen goods, it is mainly owing to their not being aware of the perfection to which the treatment of goods by freezing has been brought.

The advancement made in cold storage methods, whereby goods can now be frozen retaining all their original flavor, richness and nourishing qualities when properly thawed, make the supply of goods, even in the hottest climate, equal to those obtained at the seat of production an undeniable fact.

The mercantile business in Batavia is, to a great extent, conducted through the medium of brokers or Makelaars, of whom there is a large number in the old town.

One of the leading houses is that of Messrs. Gyselman & Steup, who, apart from having large connections in Europe, are also interested in Australian matters, produce of a varied kind being the principal feature. Commercial men desirous of opening business relations with Java will have no difficulty in obtaining information regarding Java affairs from Messrs. Gyselman & Steup, who have branches in the principal cities of the island.

The European population of Batavia and of Java generally is more or less constantly changing, owing, in the first place, to the climate, no doubt, which demands a sea trip to Europe as a restorative. Frequently, again, officials or military officers are transferred from one city to another, and on other occasions, people, having spent a few years in this glorious country, and gathered sufficient of the world's riches to enable them to retire from the active performance on life's theatre, return to Holland altogether. In all these cases it has become customary, in order to avoid the expense of removing, to dispose of all goods and chattels of the old abode, and to purchase another assortment for the new place. This method has the advantage, apart from renewing one's household effects, of creating perfectly new surroundings, even within the house itself. As a natural consequence auctions are frequently held in and around the cities, and one of the oldest and most reliable firms engaged in auctioneering are Messrs. John Pryce and Co., of Old Batavia, who for many years have acted as auctioneers and horse buyers for the Government. A walk through their extensive rooms reminds one of Dickens' *Old Curiosity Shop*, and many a tourist has been fortunate enough to secure valuable examples of native art of one kind or another. Messrs. John Pryce and Co. also maintain an up-to-date furniture bazaar on Noordwijk, Weltevreden, for the convenience of their many patrons.

Mention should also be made of the Firma van der Veen in the same thoroughfare. This establishment is conducted in the interests of the gentle sex, and has, under the able management of Mr. Seehandler, succeeded in becoming the leading specialists in the dominion of ladies' requirements. Encouraged by the appreciation of their numerous *clientele* the Firma van der Veen opened in 1911 a branch in the lovely Preanger district at Bandoeng, and hopes are entertained that this venture may prove as successful as the Weltevreden concern.

The intense and thorough cultivation of the soil of the island has created a demand of every kind of machinery used in the process. The oldest house devoting their intention to general engineering is that of



BATAVIA & BANDOENG

FIRMA VAN DER VEEN
COSTUMIERE



Batavia Weltevreden.

Messrs. Taylor and Lawson, an English firm, who commenced operations in premises facing the Canal between Weltevreden and Old Batavia, about half a century ago. Their extensive steam plant has turned out some of the biggest iron works, such as bridges, steam cranes, etc., ordered by the Government. The original owners have long since passed away. The present proprietor, Mr. J. R. C. Semmelink, after completing his studies as engineer in Scotland, has maintained the high standard of excellence for which the firm is noted. Of late years motor cars have become very popular in Java, the splendid roads throughout the island being especially adapted for this mode of travelling, and Mr. Semmelink, anxious to keep up with the times, secured, in 1911, the agency for the well-known Napier Auto., a car deservedly popular in all parts of the world where motoring has become a favorite pastime and sport.

Visitors requiring the services of a shorthand writer or typist will be pleased to know that the Office Appliances Co., Roneo, on Rijswijk,

can supply such want. This firm are agents for the favorite "Oliver," "Hammond," "Underwood," "Adler," and Smit Bros.' typewriters, hundreds of which are disposed of by them annually, and, as the name denotes, are suppliers of every kind of office requisites and material.

One of the leading merchants in Java are Messrs. Jacobsen van den Berg & Co. A reference to this firm will be found in the Samarang Section, its headquarters being established in middle Java over half a century ago.

The Batavia branch is holding a prominent position in the import of cotton goods, general merchandise and Australian produce, especially Australian butter and flour.

A few words of praise should be given to the mineral and medicated water factory, "Fortuna," for their exceptionally fine tablewaters and fruit lemonades. The somewhat oppressive heat of Java makes a refreshing, cool beverage, of a delicious fruit flavor, most acceptable. The managing director of the "Fortuna," Mr. B. G. A. van der Hoeven, is always pleased to conduct visitors over the works, explaining the process of producing these most palatable refreshers. Apart from Apollinaris, some forty different varieties are available, making the selection a difficult task.

THE TEA INDUSTRY.

Batavia is the largest market for tea export, as over one half of the total output of Java is shipped to Holland, England being the next largest consumer, leaving only a very small percentage for Australia, Russia, Malay States, and other countries. One of the most important industries is the cultivation of this product. It was formerly supposed to excel in low altitudes ranging from 1000 to 2700 feet above sea level, but it has since been proved that Assam tea will thrive and produce more tea to the acre under favorable conditions at an altitude of 6000ft. The ground selected is usually gentle, undulating country, with plenty of water preferred, and is cleared by the felling of trees and burning; when dug and levelled, the hilly portions are formed into terraces to prevent loss of soil during the rainy season. After the formation of roads, stakes are driven into the ground in long rows, about three feet apart, allowing five feet between the rows. The cheapest and simplest method is planting direct from the seed, which is usually obtained from tea shrubs, which have been allowed to go to seed, but only the fallen ripe seeds are gathered. Two seeds are planted at each stake, about one inch deep, germination taking place in the low, warm regions within ten to fourteen days, whilst on high lying plantations two to three months is necessary. While the plants are young, all weeds have to be destroyed, and

careful pruning and attention is needed in order to keep the trees within reasonable reach of the pickers, thus avoiding injury to the shrubs. In their third year, the leaves appear in profusion, and regular plucking may then begin. This is done by hand, but the method employed varies according to the quality of tea desired; the top leaf (pekoe) is taken first, then the two following leaves and three-quarters of the third ones. The work is carried out by women, who convey the tea to the factory in small baskets or cloths, and are paid according to the weight of leaf brought in. Plucking continues throughout the year. The tea leaves gathered are next withered, by means of a warm current of air playing on them while exposed on special racks until ready for rolling, which is mainly done by machinery, occupying about three-quarters of an hour. Many planters first roll the tea for half an hour, ferment it, and then again roll it from twenty to forty-five minutes. The tea, after being rolled, is allowed to ferment, that is, to lie for some time in order to allow the various chemical constituents of the leaf, forced out during the rolling, time to act upon one another. The exact moment when to interrupt and arrest this fermentation varies considerably, but the operator is guided to a certain extent by the change of colour in the leaves. They are then dried, sometimes in the sun, but more often by machinery, and then carefully weighed. Sorting is the next process, when the different grades are collected and put through different sifting and cutting machines. Finally they are handed to women who cleanse the tea of all impurities, such as stalks, splinters of bamboo, and other foreign substances. The tea is then again weighed and will be found much heavier, owing to the quantity of moisture absorbed from the atmosphere, the increase being generally 3 to 4 per centum. The majority of factories have their own boxmaking plant, and into these lead lined boxes the tea is poured, pressed, and labelled with weight and brand ready for export. Native carts convey the tea to the nearest railway station, and this has been found the cheapest method.

A large proportion of the factories possess electric plants, and wherever possible water is utilised as the motive power. The factory buildings are spacious and well constructed. The area of the plantations, of which the greater number are in the Preanger Regencies of West Java, vary from 500 to 4000 acres. The fine Malabar and Tanara estates together form the largest tea producing area in the world, their output representing about half of the world's total tea supply.

One of the leading houses connected with the tea industry is Messrs. Rowley, Davies and Co.

The Batavia branch of the firm of tea merchants was established in 1904, but since its inauguration seven years ago their name has sprung into prominence.

To a considerable degree the premier position at present occupied by Messrs. Rowley, Davies and Co. is the result of the pioneer work undertaken by them, many new outlets for Java teas having been discovered, while the fact cannot be gainsaid that to this exploitation is due, to a great extent, the strong and increasing demand now existing for the teas from "The Garden of the East."

Until a few years ago they were the only firm which made a speciality of tea buying on a large scale for export, so that naturally their influence on the local market is considerable.

It was in 1906 that the connection was made with Australia through Messrs. Thompson, Fraser, Ramsay, Pty., Ltd., and since that date the trade, with the co-operation of this firm, has increased in leaps and bounds. It is, of course, apparent that Java's closer proximity to Australia, with its resultant lower freights, lends special facilities for her teas competing advantageously with those from India and Ceylon, and everything possible has been done by Messrs. Rowley, Davies and Co. to encourage and foster their trade with the Commonwealth of Australia.

During the past few years they have successfully floated two of the largest tea estates in the Island of Java. The first property, known as "The Tjiliwoeng (Java) Plantations, Ltd.," is situated about fifteen miles from Buitenzorg, on the border of the Preanger Regency, and is about 10,000 acres in extent. At its highest point the estate has an elevation of 5500 feet. The second estate, "The Nirmala (Java) Plantations & Lands Co., Ltd." is in the Buitenzorg district, and consists of about 15,000 acres. Floated two years ago, the Company has already commenced paying dividends.

In the early months of 1910, the two companies, "The Tangoel Rubber Estates, Ltd." and "The Kasintoe Rubber Estates, Ltd.," were floated by Messrs. Rowley, Davies and Co. Present indications point to those having a very successful future, the former having commenced tapping at the beginning of this year.

Although their principal business is in tea, Messrs. Rowley, Davies and Co. have also a produce branch, in which their energies are directed to trading in capoc, oils, hats, etc., etc., in all of which their experience entitles them to take a foremost place.

Recognising the want of a suitable estate supply store in the Preanger (the centre of the tea district), this year—1911—the firm has opened a "Planters' Supply Store" in Bandoeng, the chief town in the Preanger. In this will be stocked the various accessories necessary for tea and rubber estates. The representative in charge is Mr. Du Perron.

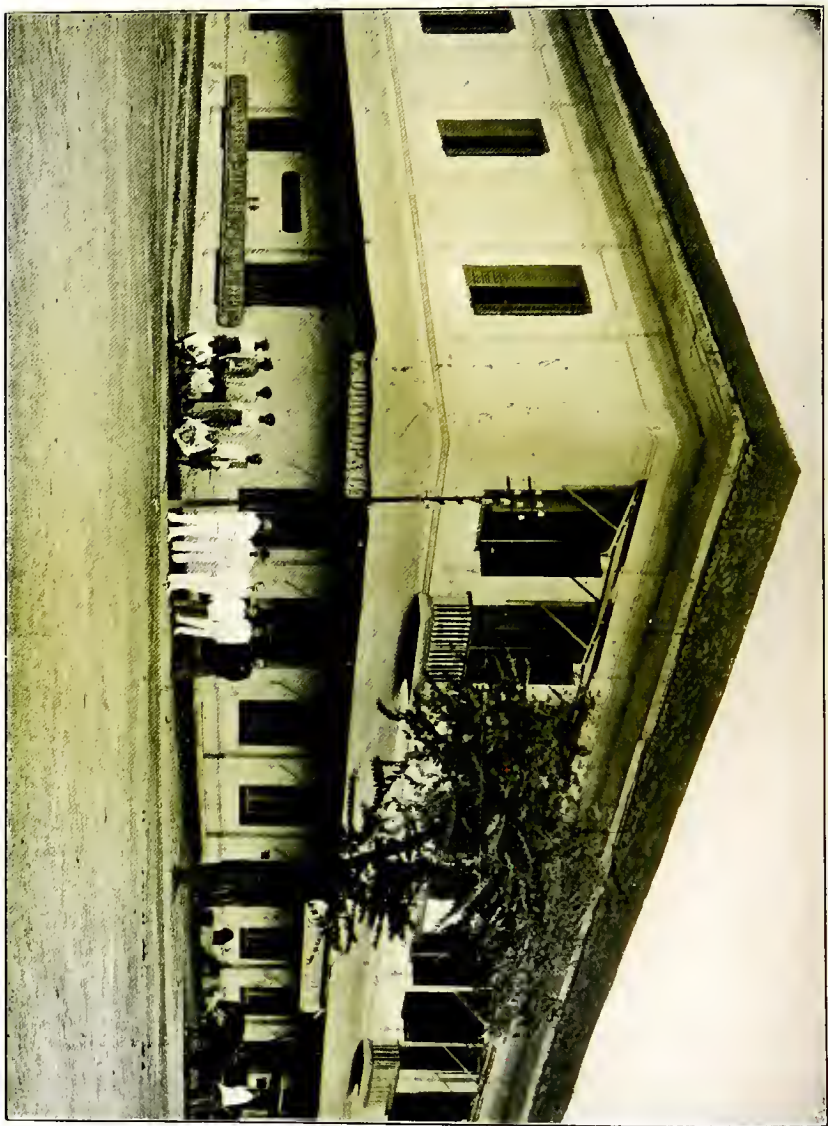
The partners of Messrs. Rowley, Davies and Co. are Messrs. F. Worthington and W. Hilliers. Their head offices are in London, and besides their business in Java, they have branches in Calcutta and Colombo. The managers of the firm in Batavia are Messrs. C. H. Taverner and E. J. Balliston.

Few business houses in Java can look back upon a more prosperous career than Messrs. E. Dunlop and Co., General Merchants, of Batavia, Bandoeng, Samarang, and Sourabaya. Chatting with the head of the house, Mr. E. W. Dunlop, that gentleman kindly furnished the writer with the following particulars:—

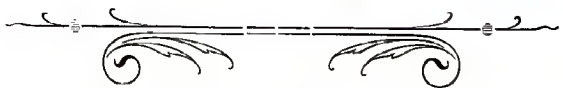
It was only in the year 1908 that the firm of E. Dunlop and Co. reached their majority, but their growth has been truly remarkable, as, during the comparatively short period of twenty-nine years, the business of this house has been extended to, and is now flourishing in, all the more important towns of Netherlands India. Messrs. E. Dunlop and Company are general importers, and deal in all manner of goods—wines, spirits, cigars, cigarettes, sporting goods, bicycles, Japanese curios, travellers' requisites, and so forth, both in a wholesale and retail way. Their stores in the different parts of Java are well known, the articles offered for sale are attractively and conveniently arranged, and customers have never had cause to feel dissatisfied at the manner in which their wants have been met. The firm started operations in 1887 in Old Batavia, where their head office is still situated. They have now a branch at Weltevreden for the convenience of their retail trade, both wholesale and retail departments at Sourabaya, a branch at Samarang, and one also at Bandoeng. The oldest of these branch establishments is that at Bandoeng, which was opened in 1896, the wholesale department at Sourabaya was started in 1899, and the retail store in the following year, while at Samarang the Company commenced business in 1908. The retail stores are conducted under the name "Nederlandsch Indisch Sigaren Magazyn, filiaal E. Dunlop and Co."

The founder of the firm was Mr. E. W. Dunlop, and his son, Mr. E. W. Dunlop, is now the junior partner, the senior being Mr. J. R. Mikkers.

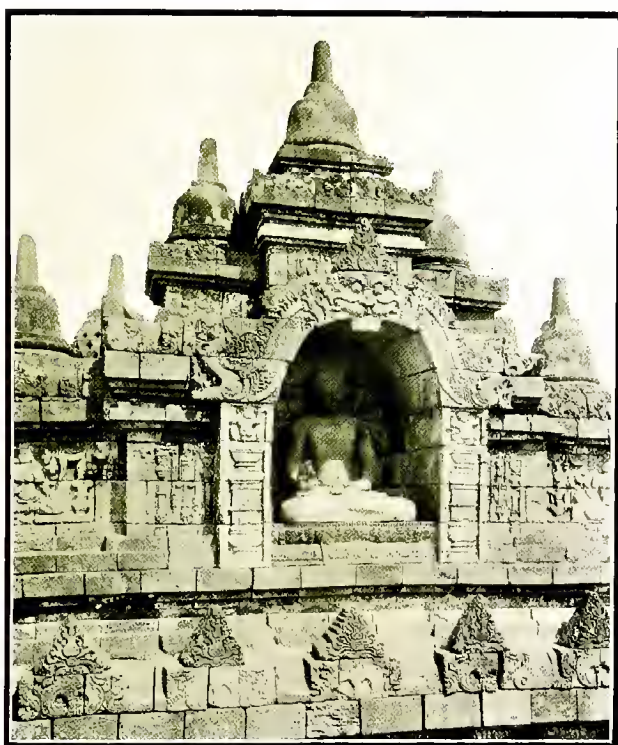
Among the many important agencies which the Company hold are those for Pierre Chabanneau and Co.'s brandy and wines, the Isle of Skye whisky, Usher's whisky, Amstel beer, Wittkampff gin, Henkes' gin, Bokma gin, Lucas Bols' gin and liqueurs, Gutierrez Hermanos' invalid port. They are also sole agents for Patria biscuits, Maconochie's provisions, Korff's cocoa and chocolate tablets, Swiss milk (Bear Brand), and for the cigarettes from the celebrated factories of A. G. Cousis and Co.



The Head Office of Messrs. E. Dunlop & Co., Batavia.



at Malta, Th. Vafiadis and Co., M. Melachrino and Co., and the Anglo-Egyptian Cigarette Company at Cairo. They furthermore hold agencies of English, Turkish and Russian cigarettes, and Dutch, Manila and Havana cigars, different kinds of bitters, Bordeaux, Greek, and Italian wines, champagnes and brandies.



A Buddha Image, Boro Boedoer.

BITENZORG.

The Hotel Belle Vue and Hotel du Chemin de Fer are excellent and up-to-date in every way. It is advisable to engage rooms by wire, as, especially at the Hotel Belle Vue the "back" rooms, with their fine verandahs, affording the magnificent view of Mt. Salak and the beautiful valley of the Tjidani River are always in request.

This Hotel cannot be too highly recommended. Messrs. Garreau Frères, the proprietors have proved themselves expert in the management of their hotels and exercise every care to enable their guests to enjoy a comfortable sojourn.

The "Belle Vue" stands on large grounds which abut the railroad to Bandoeng. Built in the bungalow style the main building consists of a large vestibule, offices and reading-room, adjoining which is the spacious dining-hall. From the far end of the latter steps are found leading to the residential quarters, which are arranged in horseshoe-fashion about the main structure. Every convenience is placed at the disposal of guests. The attendants are most attentive, and the menu and cellar leave nothing to be desired. The whole establishment is under the able management of Mr. Holzheimer, while Mr. Garreau himself supervises the Hotel du Chemin de Fer, a house much patronised by local residents and visitors alike.

Before leaving Buitenzorg a visit to the "Buitenzorgsch Weefwerk" should be paid on Pledang Tengah. The "Buitenzorgsch Weefwerk" is being carried on by Miss H. E. van Motman, a lady of singular attainments. In this most interesting place a permanent exhibition of old Javanese art woven things in great variety, design and kind is conducted by this lady, who has succeeded in preserving the ancient art of weaving gold and silver cloths. The patterns are said to have originated from Timor in the South-East, to Sumatra in the North-West, including, of course, Borneo and Celebes, etc.

Among the articles are curtains, table centres, tea cosies, fancy bags, cushion covers and a large quantity of other things, and are all highly artistic and beautiful, yet reasonable at that. Miss Motman takes pride to show visitors over some of the workrooms with their quaint appointments, which invariably proves very interesting. The by-following picture in colours will to some degree help to represent these art treasures, preserved as it were from the long ago.

Hotels: Belle Vue, du Chemin de Fer.

BANDOENG.

The visitor to Bandoeng is recommended to the Hotel Homann, situated in the centre of the principal part of the town. The exterior of the hotel is most inviting, and the pleasant impression thereby created is vastly improved after entering its portals. The Hotel Homann must certainly be styled as one of the very first class hotels of Java.

The rooms are lofty, well appointed, clean and comfortable. The service thoroughly efficient, whilst the dining-hall offers menus which, together with the excellent products of the world's finest cellars, must gladden the heart of the most fastidious connoisseur.



SAMPLES OF JAVANESE ART WORK
from the Weaving Establishment
of
Miss H. E. van MOTMAN,
Pledang,
Buitenzorg, Java.



Black shadow cast by the Gouverneur Lubbock Department.

Harbour of Tjilatjap—the only important Southern Port in Java.

Hotel
Homann
Bandoeng



The Reading Room



Drive & Front of Hotel



Dining Hall



The Vestibule

Mr. C. W. van Deutekom, the courteous managing director of the company, conducted the writer over the premises, which stand on large grounds facing the main thoroughfare. The centre structure contains a handsome vestibule leading into a dining hall of noble dimensions, where in Continental style guests enjoy the toothsome fare provided, served by swift, yet noiseless Malay "jonges." A beautifully furnished reading-lounge, equipped with all leading journals of the globe, leads off the vestibule, while the offices adjoin the *Sal a manger*. The apartments of guests are arranged in a separate building which at right angles

surrounds the main building. Mr. van Deutekom is ever ready to assist visitors in making their excursions to the mountains and his advice is always much appreciated.

The progress of Bandoeng within the space of a few years is best discernible on entering the premises of Messrs. J. R. de Vries & Co. a "Maatschappij tot Voortzetting der Zaken Voorheen." Only six short

Street View Showing Old Premises

Interiors of New Premises

J.R. de VRIES
& Co.
GENERAL MERCHANTS
AND IMPORTERS
BANDOENG
JAVA

years ago the business of this progressive house was conducted in a small building occupying not even one-quarter of the space of the present magnificent block of buildings which is now the rendez-vous of all the tourists and visitors to Bandoeng.

The firm, foreseeing the strides towards prosperity which the whole district has actually experienced, spent no less than £20,000 upon the erection of an emporium which for graceful elegance of design, lofty spaciousness and useful allocation of storage space it would be difficult to surpass in any part of the world.

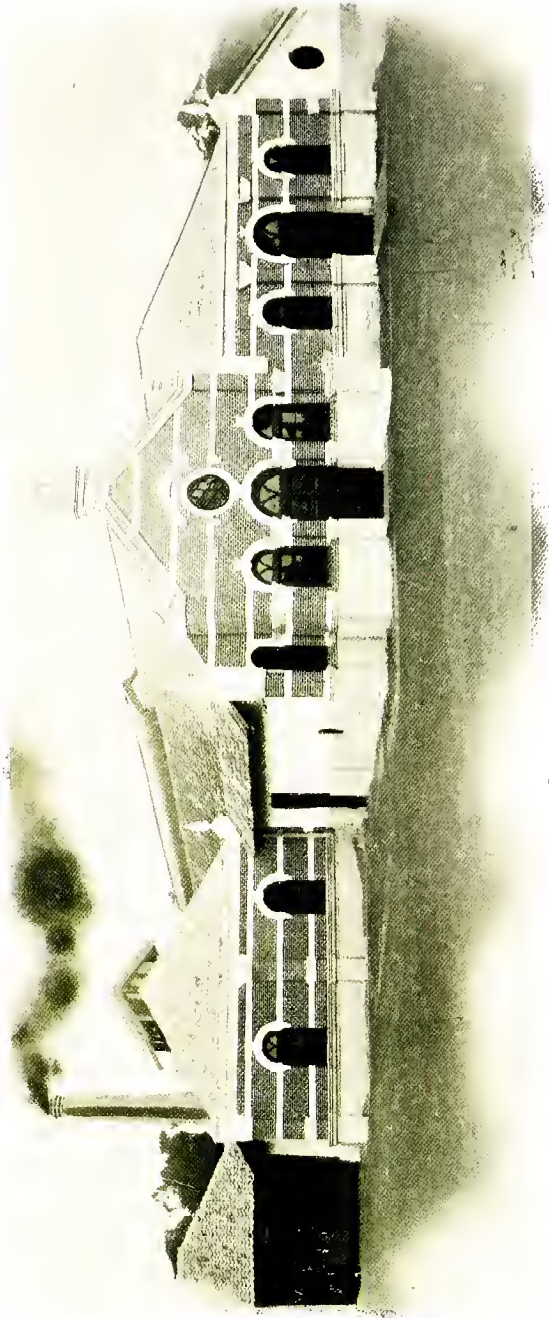
To describe this fine emporium adequately would occupy a volume by itself. Suffice to say that Messrs. J. R. de Vries & Co. have stocked their "Store" with every conceivable article necessary or desirable for the toilette of ladies and the outfit of gentlemen, for the adornment of a refined drawing-room or the comforts of cosy smoking apartment, for the providing of an afternoon tea or the supplying of choice wines for a dinner. To give a better idea of how wonderful the success of this firm has been, we present our reader with some views depicting the exterior of the old house and some interiors of the new establishment. Visitors to Bandoeng should not omit to pay a call to this place, which has become a landmark in the Preanger district generally and Bandoeng in particular.

Mention should here be made of the Preanger Hotel, a notice of which appears in the advertising columns of the work. The Preanger Hotel is pleasantly situated and its management has for many years commanded the support of many residents, tourists and visitors generally.

The Javasche Maatschappij tot Verduurzaming van Levensmiddelen (Java Preserving Co. Ltd.) dates from 1898 and was formerly known as the "Stoomconservenfabriek "Magnum" (Preserving Factory "Magnum.")

This Factory was the property of Mr. H. M. van Dalssen, who previously had been engaged in the preserving trade, and who since 1895 exported the well-known "Magnum Spring Chicken" to England. The Company quickly received large orders from the War Department in Netherlands India, which advised the erection of a second factory at Bandoeng, the capital of the Preanger Regencies, to which town the head office was finally transferred. The accompanying photo. was taken when the Factory at Bandoeng was completed, but before manufacturing actually took place.

Mr. van Dalssen, who was appointed director, was the first to commence preserving tinned provisions in Netherlands India, and is now the only purveyor of the Departments of War and Navy.



The Java Preserving Co., Ltd., Bandoeng.

Mr. van Dalfsen has also been the pioneer for other enterprises, such as the manufacturing of cocoa, chocolate, confectionery, as well as bis-



View of the Java Preserving Co., Ltd , Bandoeng.

cuits and cakes. The Factory at Poerworedjo is making cocos-oil, known in the trade as "Dulcine," and "Desiccated Cocoanut."

The Factories are fitted with the latest and most up-to-date machinery, which is driven by water power, developing about 200 h.p. with full pressure on the turbines. Two steam boilers are erected for the boiling and preserving.

The Company is continually expanding, giving their most careful attention to delivery of all articles manufactured, such as tinned preserves, chocolates, confectionery, biscuits and refined oils (specially Dulcine) at their factories.

The "Java Preserving Company" returned, during the twelve years of its existence an average dividend of 8% per annum, and its prospects for the future are excellent.



Messrs. E. Dunlop & Co 's Offices, Bandoeng.

Almost opposite the Hotel Homan will be noticed the attractive premises of Messrs. E. Dunlop and Co., whose head office is situated in Batavia. This branch also carries a complete, well-selected stock of high-class cigars, cigarettes, wines, etc., and the visitor will find the fine display of Japanese curios of every description most interesting.

GAROET.

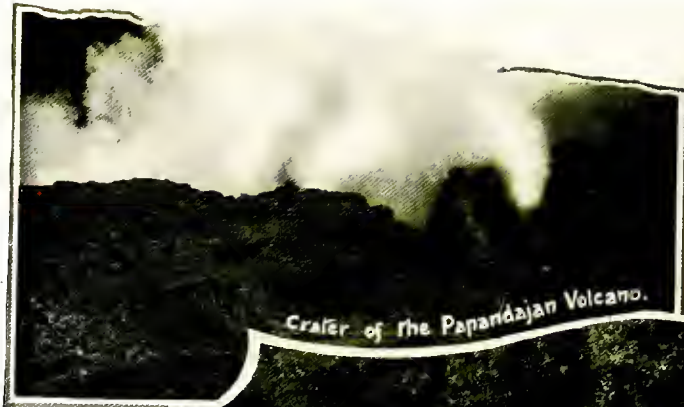
Garöet, being a favourite tourist resort, has splendid hotel accommodation. The choice is somewhat difficult; visitors, however, can be recommended to the Hotel Villa Dolce, which can offer to its guests the beautiful mountain scenery which has made the district famous.



Glimpses of the Hotel Villa Dolce, Garöet.

The Hotel Villa Dolce stands in grounds some seven acres in extent, surrounded by fine old trees, lofty palms amidst tropical blooms, and has quite recently been remodelled and enlarged. The rooms are exceptionally large and well appointed, while the attendants are obliging and efficient. Hot and cold plunge and shower baths are obtainable at any hour of the day, and a photographic dark-room is provided for the convenience of "snapshotters." A large and elegant dining hall has been built to allow seating accommodation for the ever-increasing stream of guests who, at separate small tables can enjoy the first-class menu, unrivalled for its excellence. Further improvements include a handsome sitting and reading room where English newspapers are on view, a piano and a billiard table, and musical evenings among the guests have become a fashionable function.

In front of the Hotel lawn tennis may be indulged in, the grounds



Crater of the Papandayan Volcano.



Garoet,
Hotel
Van
Horck,
Java



An open air Laundry.



A Theatrical
Performance



Javanese Angklung Orchestra.

Scenes of Garoet, easily reached from the Hotel van Horck.

with their pleasant surroundings affording every opportunity, having also special attractions for afternoon tea parties.

The Hotel and grounds are lighted with the electric light, and on fine evenings the large arc lamps suspended from tall poles give the place a charming appearance.

Mr. L. H. W. Ingenhoes is the popular proprietor and manager of the Hotel Villa Dolce, and correspondence or wires directed to him will ensure prompt attention.

Another fine hotel is the Hotel van Horck, a comfortable place nestling among lovely old trees, which is much patronised by the globe trotters to this district. The Hotel stands in large grounds and has many fine apartments, single and double rooms and whole suites and, altogether, offers a first-class service to its guests. A notice of the Hotel appears in another section of the work.

A special feature of Garoet is the "Anklong," a musical instrument made entirely of bamboo. A number of these formed into an orchestra and played by youngsters often serenade visitors at their hotels in search of a few cents.

Tourists have access to the local club without fee.

The only other hotel in Garoet, but of co-equal importance, is the Hotel Papandajan, which is owned and managed by Mr. A. Hacks, a gentleman who, guided by his long experience and business tact, has succeeded in securing for his house a large number of clients who speak in glowing terms of the excellent treatment which they have received at his hands. A business announcement concerning this Hotel appears in another section of this volume.

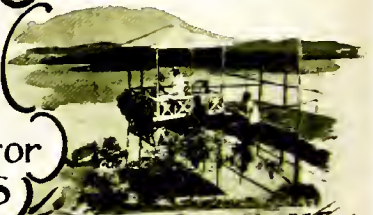
Visitors in search of souvenirs or curios are reminded to call at the store of Mr. R. F. N. Meyer who, apart from a wine, spirit, tea and cigar business, has also a stock of various interesting fancy goods to choose from.



Bas Relief, Boro Boedoer.



GAROET
HOTEL
PAPANDAJAN
Proprietor
A. HACKS



DJOCJAKARTA.

The visitor to Djocja, as the town is usually called, when enjoying an evening drive along Toegoe Road towards the club will observe at his left the bright electric lights of the leading pharmacy—that of Messrs J. van Gorkom & Co. Established in 1865 by Mr. van Gorkom, the premises were totally destroyed in the following year by a terrible earthquake, devastating town and district. Soon, however, a new building was erected and added to from time to time by the new proprietor. The

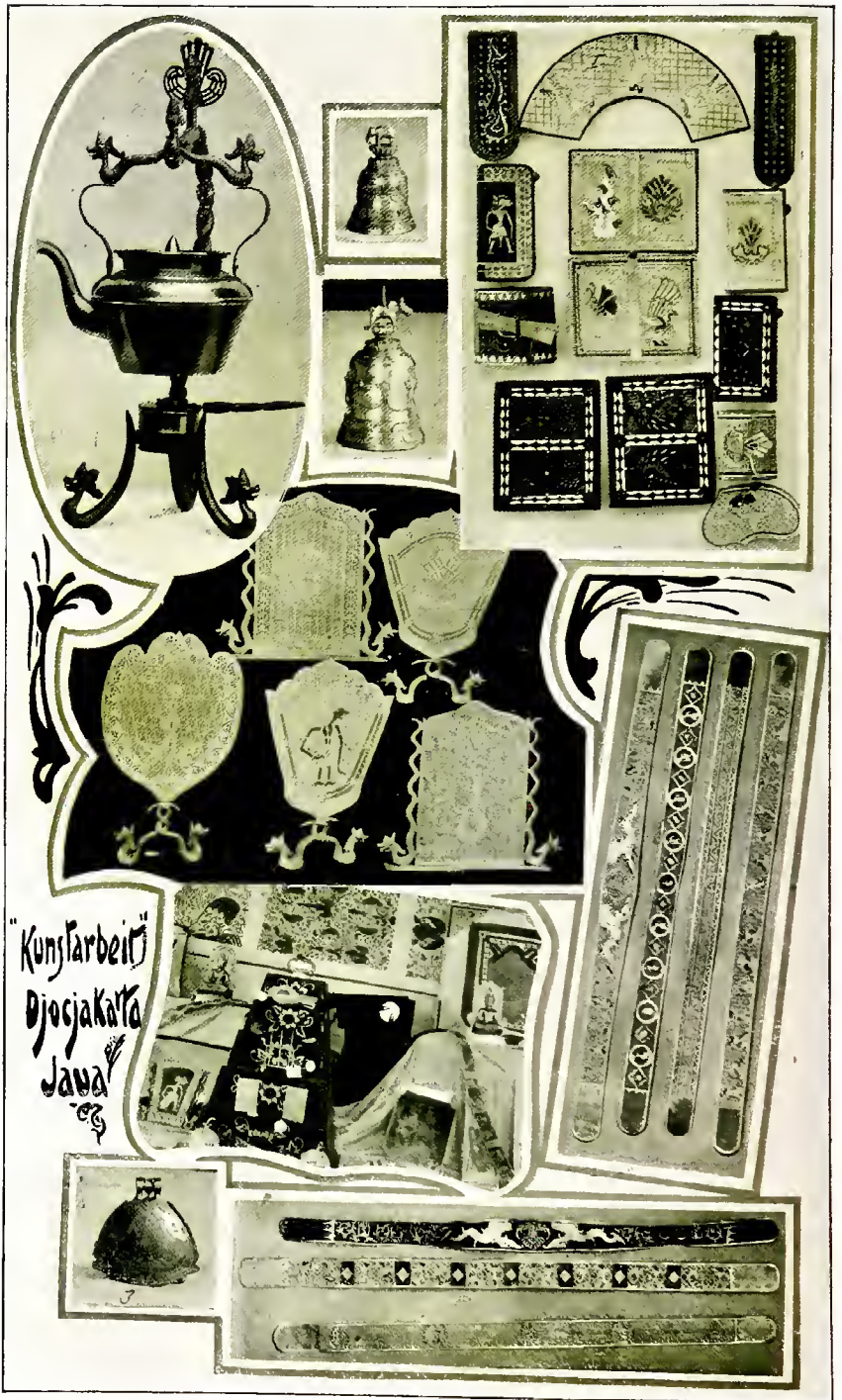
present owner, Mr. M. Popta, who gained his diploma for chemistry at Amsterdam in 1896, came into possession in the year 1904.

During the eight years of his management the business has been considerably enlarged and is now considered one of the finest wholesale and retail chemist and druggist stores in Java, where every article known to the profession is kept in stock. Mr. Popta added a mineral water factory, the first in the Island, a large steam boiler supplying the distilled water and two 10 h.p. motors creating the necessary power for the whole of the works, including the sterilising bottle-washing machinery. At night the



**J. VAN
GORKOM
& Co.**
Wholesale & Retail
Chemists & Druggists
DJOCJAKARTA





motors are being used for the lighting of the premises and the private dwelling by electricity.

The mineral waters produced are of excellent quality and are obtainable at the club and all the provision stores. A wine and spirit department is also attached to the business, and optical goods of every description kept in stock have in no inconsiderable measure helped to make the firm of J. van Gorkom & Co. known throughout the district.

A very unique exhibition of Javanese art and handiwork conducted by Mrs. ter Horst quite close to the Railway Station should be inspected, where batikwork, stamped leather, wajangs, silk and brass ornaments in great variety, antique weapons and other curious things are on view. These articles are of course for sale, although not the slightest effort is made to induce a purchase. A few of the more striking samples of these art treasures appear in illustrated form in these pages.

One of the most progressive iron foundries of Java is situated in Djocja. We refer to the Constructie Atelier der Vorstenlanden. The above Company was established on the 6th November, 1901, with a capital of £8300. From 1901 to 1910 the capital increased to £50,000 as the works had to be considerably extended by the addition of many new machines.

The Company is now able to undertake repairs to and the making of machinery for sugar, tobacco, rubber culture of every description of estates at the shortest possible notice and at lowest prices, and also to construct the very latest inventions in machinery. In 1901 the Company employed 70 workmen, which number has increased to 400 men since then. Their iron foundry is well equipped enabling them to make castings up to 12 tons, and here it may be pointed out that a casting of 12 tons is very large for Java.

The Company has now established a very good reputation in the construction of roofs, bridges, and all descriptions of steel constructional work. This year they have secured an experienced engineer from England, specially for this department. From May till September, 1911, they have secured nine large contracts for roofs, etc., and are always ready to undertake new orders.

They are likewise agents for two large English and Belgian engineering firms. The Constructie Atelier der Vorstenlanden are the biggest and best equipped engineering works of Central and West Java.

Situated in the centre of the sugar industry they always have a great amount of orders for repairing and making of new machinery for all the estates of the neighbourhood



The Company is under the direction of two clever engineers, Messrs. George Henry Watson and Maurice Stok, who are assisted by an able technical and mechanical staff.

An illustration of the works accompanies these remarks.

SOLO.

Visitors in need of medicines, toilet articles, etc., will have no difficulty in procuring their requirements from the Solosche Valksapotheek of Mr. J. F. L. Knufman, who himself is the Managing Director. A business notice of this pharmacy appears in another section of the work.

SAMARANG.

Amongst the products of Java, djatti timber occupies a more and more prominent place, the lumber trade being steadily on the increase.

Djatti is the local name for the universally-known "teak-tectona grandis," the excellent qualities of which do not require any special mention, the timber being too well known all the world over.

Java is the happy possessor of immense forests of this timber, which are under direct control of the Government. A whole staff of officials is in charge of this great national wealth, which extends over 673,573 H.A., about 1,664,500 acres, and produces yearly about 300,000 M³, about 128,400,000 superficial feet.

The staff of this department consists of one chief inspector of forestry, five inspectors, 38 foresters and quite a small army of lower officials. The whole service is under the control of the Director of Agriculture.

Up to the middle of last century the felling of this fine timber was under no control whatever, when, as early as 1860, the Government thought it advisable to regulate and control the working of private persons in these forests, compelling them at the same time to replace trees which they had felled.

During the following years much has been done to conserve the forests and if not the whole of this vast area has been laid out in forestries (there are about 140), yet it is not the fault of the Government but the consequence of scarcity of skilled labour.

Under those circumstances the Government cannot do without private enterprise, and welcomes their support.



N. I.
Aanblik
Mij
SAMATANG

The cut timber which the Government puts on the market is sold by auction. The various parcels put up for sale are either very small, so as to come within direct reach of the consumer, or of larger quantities to enable the wholesale trade to have a chance of controlling a considerable part of the total quantity placed on the market.

The annual production has regularly increased of late years and has grown beyond the limits of the local demand. The trade has therefore been obliged to look for new outlets, and has found ready markets everywhere on account of the shortness of teak supplies.

The principal markets are Europe and South Africa; the latter country shows a very regular demand for Java teak sleepers, which seem to have won great favour with all railway companies.

A prominent place in the lumber trade of Java is held by the Nederlandsch Indische Houtaankap Maatschappij (Netherlands Indian Lumber Company), which Company has offices at Samarang (head office) and Sourabaya.

This Company has leased from the Government some 20 forests, and ranks first among the buyers at the Government public auctions. The Company has two timber depots wherefrom her important export business is being regulated. One yard is at Samarang, whilst the other is at Grisse, only a little distance from Sourabaya.

Until quite recently all the Company's timber was felled and squared in the forests by manual labour. However, since the Government has started working the forests, the timber is nearly all being put on the market in the round log. As a consequence the Company had to establish a sawing mill at Samarang. The output of this mill was only limited in the beginning, but regularly new machinery being constantly added, it is hoped that before long also their saw milling will take a first place in this new industry.

As mentioned above, the Government only intends to put the timber on the market in the round log, and is not inclined to continue the production of sleepers, which have been of so much importance to private companies. The sleeper trade, as a matter of fact, will be very much hampered by this restriction, and the Nederlandsch Indische Houtaankap Maatschappij has therefore started exploring the vast forests on the other islands, in search for a timber, that can replace the djatti sleeper. It is their firm belief that this attempt will meet with success and that they will be able to place upon the market before long different kinds of timber which will undoubtedly find ready markets all through the Far East.

One of the foremost mercantile houses of Samarang is that of Messrs. Jacobsen van Den Berg & Co. ; ranking among the oldest commercial houses in Samarang—for it was established in 1860—this important firm of general importers and exporters, with branches at Sourabaya and Batavia, carries on an extensive trade with Europe and Eastern countries. Its European office is Rotterdam. All goods suitable for the Java markets, along the coasts and in the interior are imported by the firm, while local grown produce of all kinds, including coffee, kapok, hides and skins, cotton, tobacco, mace, nutmegs and tapioca are exported. Piece goods comprise the largest part of the imports, however, while teakwood, for which the firm finds a ready market in Europe, and kapok, which is shipped to Australia and America, are the chief articles of export. Imports of Australian butter and Australian flour are rapidly gaining importance.

Messrs. Jacobson van den Berg & Co. are also leading importers of all kinds of provisions, wines, spirits, etc., and as such hold the monopoly for the goods of several important European and Australian establishments.



Restored Gateway in the Fourth Gallery, Boro Boedoer.

Samarang is a growing manufacturing centre, and quite a number of industries have sprung up during the last 25 years, among which may be mentioned the "N.V. Mest Fabriek Java," originally started in 1886.

In 1902 the present Company commenced operations with a capital of about a quarter of a million guilders, their head office being at Samarang, with branch at Sourabaya, and their output of fertilisers amounts to about 66% of the total amount used in Java.

The ramifications of this concern, which is the biggest of its kind by far in the Netherland East Indies, has extended also to Europe and even



The Java Mest Fabriek, Samarang.

to Japan. Enormous stocks are kept on hand, the Company being suppliers to most of the leading sugar, coffee and other estates, and the management is steadily increasing their already large business connections.

The Directors of the Company are Messrs. E. F. van Zanten Jub and L. D. Krüsemann, while the business managers are Messrs. C. G. Th. Kroemer and F. Ingerman.

The small illustrations accompanying this article will help the reader to estimate the extent of this progressive establishment.

The large crops of tobacco grown in Java have induced enterprising manufacturers to equip and conduct cigar factories, and of these Messrs. Glaser & Co. established the first under the name of Eerste Manila Sigarenfabriek v/h Glasser & Co. in the year 1891, with a capital of f250,000. This factory produces Manila cigars in every variety of shape and quality. The cigars manufactured here have become the general favourites, especially since the Spanish-American war, when importation of American leaf almost ceased on account of the quality becoming inferior. Locally grown tobacco manufactured into cigars have won the appreciation of the smoking public, and to-day the factory turns out a cigar as high class in every detail as the best brands of Holland. Likewise cigarettes of specially selected aromatic Indian tobacco and smoking tobacco.

The establishment covers quite a large area adjoining the Java Bank, and the arrangements as to its working are business-like and up-to-date. The department include the sorting and selecting rooms, the actual manufacturing, the box-making, labelling and packing rooms and are under the supervision of about a dozen Europeans who control the work of several hundred natives.



Messrs. Dunlop & Co.'s Offices. Samarang.

Messrs. E. Dunlop & Co., of Batavia, have a branch office in Samarang which is conducted on somewhat similar lines to their branch establishment at Bandoeng. Here this house has a carefully-selected assortment of wines and spirits, also Havana, Dutch and Manilla cigars, Egyptian, Turkish, Russian and Virginian cigarettes, and the visitor will do well to pay Messrs. E. Dunlop & Co. a visit of inspection.

Among the export houses of Samarang the Koloniale Handel Consignatie Maatschappij holds a foremost position. The Company is working with a capital of f400,000 and has branches at Batavia, Sourabaya and Tjilatijaps, while the head office is at Rotterdam, exporting every kind of Java produce to China, Japan, Europe, America and Australia.

Visitors requiring the services of a reliable "Tailleur" are recommended to the magazine of Mr. M. van Rixtel, who, having the oldest establishment of its kind, is commanding the support of civic and military patrons and tourists alike. A business notice of this well-known house appears in another section.

The exceptionally well appointed aerated water manufactory of Messrs. R. Klaases & Co. deserves special mention. In this factory absolute purity of the water by the most up-to-date scientific process is a feature which has commended itself to the consumers of their splendid product sold under the name of Hygeia.

Messrs. Klaasesz & Co. conduct, likewise, a large chemical store, to which tourists are recommended.

The roads of Samarang being so well adapted to motoring it is not surprising to see a great number of "autos." about the city. Tourists wishing to have a look at the vicinity of Samarang, with only a limited time at their disposal should obtain a motor car from the "Velodrome"



Velodrome, Samarang.—The Garage.—Natives Enjoying Tiffin.—Exterior of the Premises

Garage, which has for hire a number of touring cars in charge of careful drivers. Arrangements can be made for trips to Djocja, Solo, and the Boro Boedœr at very reasonable rates.

Music lovers will be interested to learn that Messrs. J. H. Seelig and Zoon (son) have extensive showrooms in the Heeren Straat. This old established business has won the thorough appreciation of the musical community of Central Java.



Corner of Show Room of Messrs. J. H. Seelig & Zoon Samarang

The firm imports pianos, organs, and other instruments from the leading makers of the world, and their name has become a guarantee of the excellent quality which their goods represent. The house was established in 1886 and has since then progressed in a very marked degree, necessitating the opening of a branch in Sourabaya. An announcement concerning this firm appears in another of our columns.

Of the many beautiful shops which the resident and tourist has a chance of visiting a place of prominence should be given to Messrs. Zikel and Co., whose handsome premises are in the Heeren Straat. Messrs.



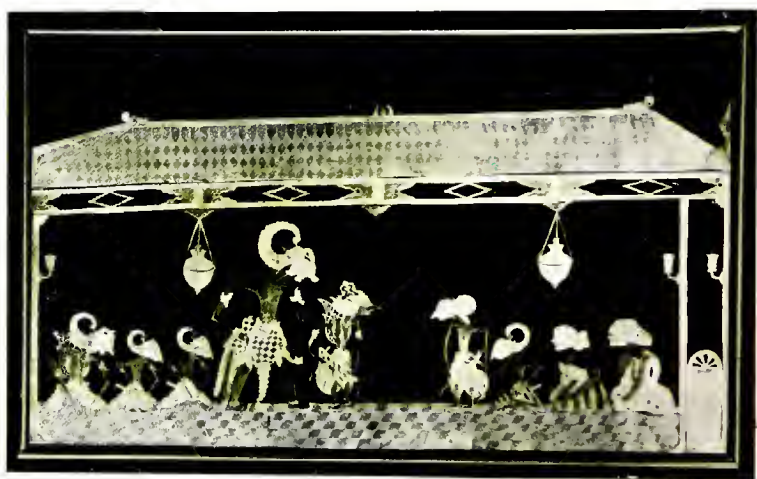
ZIKEL
& CO
MERCHANTS & IMPORTERS
SAMARANG



Zikel & Co. have made the requirements of tourists a special study, and consequently are offering to their customers, among hosts of other items, all and every kind of travelling requisite, such as deck chairs, bags, trunks, portmanteaux and other articles too numerous to mention. The local resident is of course accustomed to find at "Zikel's" an assortment of goods which only excellent taste, backed up by unlimited capital, can stock under one roof, and bestows his or her patronage unhesitatingly to this high-class emporium.

An instructive hour can be spent at the N.V. Meubel Industrie Andriessse, a large factory, where that fine durable wood called "teak," is fashioned into every kind of tastefully designed furniture, beautifully inlaid with silver and other metals. Visitors who intend to return to their home with a substantial souvenir of their trip to Java are especially recommended to inspect Mr. Andriessse's fine manufactory, which is in every way on a par with leading European enterprises of a like nature.

The reader will find further reference to this business elsewhere in these pages.



Example of Silversmith's Art, by J. Wolf, Samarang.

The writer was shown over the premises of the leading jeweller of Samarang, Mr. J. Wolf. Apart from a most complete stock of diamond jewellery, watches, clocks, and optical goods Mr. Wolf has a large collection of silver native curios, which never fail to attract the attention of visitors who are always anxious to secure a token or two for friends at home.



Example of Silversmith's Art, Native Design, by J. Wolf, Samarang

Some little time ago an example of the silversmith's art was offered to Her Majesty Queen Wilhelmina, of whose letter of thanks we present our readers with a replica.

There being only a trifling duty on jewellery, tourists are often attracted by the small prices of the goods obtainable.

SOURABAYA.

One of the largest and certainly one of the most important import houses in Java is the firm, Lindetevés-Stokvis, who are trading with a capital of f5,000,000. This Company are the principal importers of machinery of every description, and represent in Java some of the best English, American, German, Dutch and Austrian manufacturing firms of engines, boilers, rice-threshers, road rollers, roofing, paint, metal fittings, rubber machinery, milling requisites, electrical appliances, etc.

The first care of a new arrival or tourist is to secure suitable Hotel accommodation. This is not a difficult task in Sourabaya, the Oranje Hotel being the recognised house to which the visitor unhesitatingly can be recommended.

The Oranje Hotel stands in large grounds and presents a most striking appearance, on account of the artistic design selected for the building by the owner and his architect. The structure occupies three sides of a square, allowing a well laid-out garden, facing the street, to complete the block. These sides are set apart for single and double sleeping apartments, each one having its own water service, with bathroom and lavatory attached, the sanitary arrangements being perfect. The main building contains a magnificent dining-hall, providing seating

accommodation for some 200 guests; the office and bar are on the ground floor, while on the first floor a reading-room, music and sitting rooms complete a most elegant and comfortable modern hotel. Access is obtained from the latter apartment to the two towers, where guests can enjoy the beauty of an eastern night over a cup of mocca and a liqueur. The whole hotel is elaborately decorated and furnished and is lit throughout with the electric light. A roomy colonnade and piazza add to the comfort which leaves nothing to be desired. The menu is a masterpiece of the culinary art, while the cellar is selected with the matured knowledge of a connoisseur. Mr. Sarkies, whose family throughout the East can be described as pastmasters in the art of hotel management, has surrounded himself with a most efficient staff, making the service of the best in Java. A motor omnibus meets trains at Goebeng Station and passengers arriving by steamer at Oedjong, conveying them in a few minutes to the "Oranje."

The illustration appearing on the following page will assist the reader to form some idea of this fine hotel which was opened to the public during August, 1911.

Adjoining the hotel will be found the newly-erected premises of Rathkamp & Co., chemists and druggists, where toilet articles, patent preparations and drugs may be obtained.

Visitors requiring the professional services of a dentist should consult Dr. W. C. E. Koch, whose dental surgery is within a few minutes' walk from the Oranje Hotel. Dr. Koch has seventeen years' experience in America and holds Dutch and American diplomas of high degree. His consulting hours are from 7 a.m. to 1 p.m. and from 5 p.m. to 7 p.m. Appointments may be arranged for by telephone (82 Simpang).

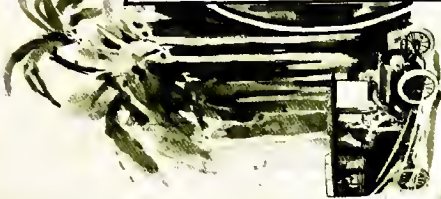
Sourabaya is a large commercial centre, and many industries are here established to provide the wants of a growing population and expanding trade. The number is very considerable and would require to be dealt with in a special volume. As one of the most progressive enterprises may be mentioned the Industrial Company, Ltd., which has been founded with a capital of f1,000,000, for the purpose of working, on a large scale, products from native vegetables, grown in Java, for native use and export. The Industrial Company, Ltd., has at present three factories—one for soap, one for margarine, and one for cardboard, which are situated on the River Kalimaas, about 300 yards from the State Railway.

The soap factory produces, besides soap (which is nearly all absorbed in Java), oils from animal fat, obtained principally from Australia.

Soerabaya, Java.



Oranje Hotel.



The "Margarine" factory supplies the native and Chinese population with this commodity, but large quantities are also exported to the Asiatic Continent. For the manufacture of margarine is used "premier jus" from Australia, as well as Australian butter.

The oil factory produces oil for consumption, as well as for technical purposes, from seeds grown locally. The oil for consumption withstands the most instringent tests demanded for foodstuffs, whereas the technical oils are of the best quality. The refuse is worked into a cattle food cake, which has most valuable properties.

The cardboard factory produces straw and cardboard of fine quality from rice-straw, bamboo and sugarcane Bagasse which is waterproof. For Australian users of cardboard this factory is as important as it is for those of Java, as the quality and price of this cardboard can easily compete with any European-made article. This cardboard received the diploma of the highest merit in the Fibre Exhibition of Sourabaya, 1911. A great variety of articles are manufactured from cardboard, such as tickets for railways, trams, etc.

The products of the Industrial Company, Ltd., are of great interest to Australia, especially as regards the trade in animal fat, premier jus, oil, cattle food cake and cardboard or cardboard articles generally.

The comparatively short distance between Java and Australia, as well as the easy communication by improved steamship lines, constitutes a factor which will no doubt create the desire of doing business with the two named countries, in preference to far-distant Europe.

A picture or two of the factories, showing the shipping facilities at the disposal of the Company, will prove interesting.

Messrs. Jacobson Van Den Berg & Co., a reference of whom will be found in the Samarang Section, where their headquarters have been established for over half a century, have opened a branch in Sourabaya, and, although the latter does not go back quite as far as the foundation of the Samarang head office, the local firm is of co-equal importance.

As in Samarang, piece goods form the principal part of their imports, but general merchandise is also handled. The firm, in addition, possesses timber yards at Sourabaya for the export of teak wood, in which considerable trade is done. Imports of Australian flour and butter have likewise been developed and are increasing largely during the last few years.

Whilst speaking of export matters mention should be made of the Java Produce Trading Company, who deal extensively in Java produce, such as tobacco, skins and hides, etc., and who claim to be the largest



Soerabaya
The Industrial
Co. &
S.G. Heijmering
Managing
Director



exporters of "kapok" in the world. The Managing Director of the Company is Mr. H. Heimessen, a gentleman who has been singularly successful in establishing important business connections in the principal markets of Europe, America and Australia.

Reference should be made to another large export house, the China and Java Export Co., whose head office is in New York, U.S.A., with head agency and branches respectively at Sourabaya, London, Amsterdam, Samarang, Batavia, Tegal, Shanghai, Hangkow and Tientsien. The bulk of their trade is in tapioca, kapok, cocoa, peanuts, copra and sugar, while maize, citronella oil, copra and castor oil seeds and hides and skins form no inconsiderable portion of their dealings.

In Sourabaya we find another branch of Messrs. E. Dunlop & Co., Batavia, which is situated close to the "Salamander" Pharmacy. The premises are of larger extent, perhaps, than those of the other branch offices, and the stock is of the most up-to-date kind, from tourists' requisites, such as trunks, portmanteaux, etc., curios and fancy goods, to cigars, cigarettes, tobacco and other smokers' requirements, and a large assortment of sundries.



Messrs. E. Dunlop & Co.'s Offices, Sourabaya.

A large bulk store in another portion of the city is used as a wholesale department of the firm, who are doing a very extensive business throughout the surrounding country districts.

Another large firm of machinery merchants is that of Messrs. Ruhaak and Co., Ltd., who carry a large and varied stock of agricultural implements, tools, electric light and power plants, which latter are often installed by them in factories, private houses, halls, etc.

Not far from one of the clubs of Sourabaya we notice on our way through the city the fine pile of buildings occupied by Messrs. Carl Schlieper & Co., as general machinery merchants, etc. The firm are large importers of all goods connected with the ironmongery business, as also with the machinery trade generally. During the year 1911 this house rebuilt and considerably enlarged their Batavia premises, bringing them also in line with the requirements of their increasing *clientèle*.

Adjoining the leading café of Sourabaya in Pasar Besar are situated the handsome pharmacy and parlor of the N.V. Apotheek de Vriëndschap,



Soerabaya
N.V. Apotheek
de Vriendschap

to which tourists can be recommended. Mr. Van der Velde, the genial managing Director of this Company, has studied the wishes and wants of visitors from all lands, and it would be difficult to find a more up-to-date or better-stocked chemical store than the "Vriendschap." Another column of this work gives further and more detailed information concerning this excellent establishment.

If there is one place more than another where tourists of all nationalities generally, but from Great Britain and Australia particularly, meet, it is Henderson & Co.'s. This old-established purely English firm has become the rendez-vous of all English-speaking visitors, who usually make for this house to replenish their library with recent publications and to acquire odds and ends necessary for their travelling outfit. Messrs. Henderson & Co. are always ready to assist "new chums" in the selection of routes of travels and to furnish valuable hints and information generally, for which they have become deservedly popular.

This huge store is stocked with everything that a European residential population with modern notions and requirements can demand—a Javanese Whitley, in fact.

Lovers of the soothing weed are recommended to the store of Louis Dobbelmann on the Societet's Straat. Mr. Lampe, the proprietor, is a connoisseur, as far as tobacco in any shape or form is concerned, with the result that clients can rely on a well selected assortment of cigars, cigarettes and smoking tobacco being available for their approval.

The musical world of Sourabaya has one of the finest warehouses in the whole of Java to choose their instruments in. We are alluding to the extensive and handsome establishment of Messrs. W. Naessens & Co. This firm was established at Sourabaya in 1889 and branches were opened at Batavia in 1899, at Samarang in 1911, and at Medan-Sumatra in 1911. In Holland this house as represented for purchasing purposes by W. Naessens & Co., Amsterdam—Leidsche plein, who represent the Pianola Company at the Hague, Kneuterdyk and Amsterdam, Leidsche plein. The firm brings into the market especially pianos and piano-players as well as music in great variety.

A piano manufactory on a European model has here been established, which is supervised by a European staff. The beautiful and durable djati wood is extensively used for the piano cases, being most suitable for the tropical climate.

A handsome concert hall forms an important adjunct to the elegant music rooms of this firm.

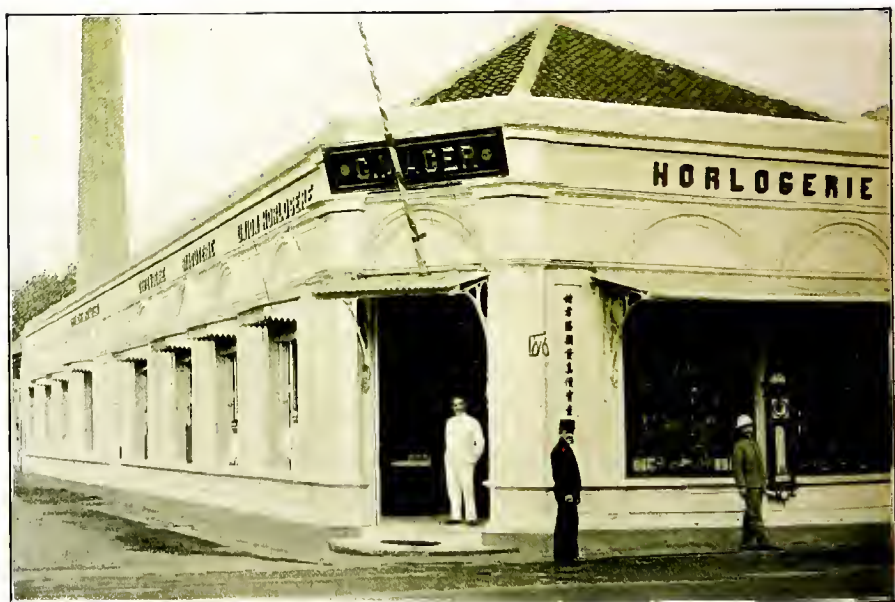


The Concert Hall—The Exterior—Views of Two Showrooms.

Turning from the last-named place towards the city we notice a large double-fronted pharmacy—that of De Salamander, which claims the attention of tourists on account of their specially selected million and one articles, often completing the toilette of the gentle sex. A separate and fuller notice appears among the announcements at the commencement of this work.

Living in the East generally produces in a large degree the desire for certain dainties and luxuries not so frequently demanded or extensively used in cooler climes. The Simpangsche Bazaar, situated about a hundred yards from the Oranje Hotel is a veritable “Moccha” in the Medina of toothsome morsels, brought here from the four corners of the earth. In addition to the already long and very complete catalogue of delicacies of every description, the well assorted cellar is also deserving of praise. A product of far away Australia has found its way into public favour per medium of this establishment, namely, “Pineapple” cured hams.

In the centre of the business part of Sourabaya we observe the attractive windows of Mr. G. Mager’s jewellery “Toko,” where an elaborate array of watches, diamond jewellery in great variety, clocks, etc., also optical goods invite the beholder to inspect and acquire a souvenir.



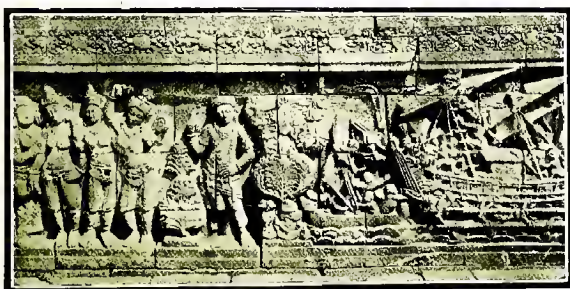


Soerabaya
Pröttel Gebr.
Universal
Providers

what is required. Articles of household furniture, including bedsteads, mirrors, carpets, lamps, and pianos, even carriages and harness, are imported from Holland, Germany, France, England, and recently from America. In addition there are ladies' and gentlemen's outfitting departments stocked with goods from the centres of European markets. The firm have established a large connection, not only in the city, but throughout the whole of Netherlands India.

Close to the offices of the Scheepsagentuur (K.P.M. Agency) across the square we reach the printing establishment of Messrs. Führi & Co., who have been established for over fifty years as booksellers and stationers, acquiring a large business connection during that period.

Almost every tourist visiting Sourabaya will be advised to pay a call to that quarter of the city where the "Bombay" shops are situated. There is no denying that business men of this section understand the art of displaying their goods so invitingly, as to tempt a stranger to enter their shops and become a purchaser. The unfortunate part for the latter is usually his want of accurate knowledge regarding the quality and value of the goods, and care should be exercised in the choice of shops to be patronised. There is one firm to which visitors may be recommended, *i.e.*, Messrs. Inagaki & Co., a branch of the firm in Kioto, Japan, who offer silk and fancy goods in great variety, and may be relied upon.



Bas Relief, Boro Boedoer.

SUMATRA.

Although only sparsely populated, Sumatra has, by virtue of its natural advantages and resources, grown into the second important centre of Dutch activity. The progress

MEDAN-DELI.

is particularly noticeable in Medan-Deli, where the tobacco industry has been responsible for the establishment of many progressive business houses, the leading firms being Messrs. van Nie & Co., Guntzel & Schuhmacher, Ltd., Harrison Grosfield, Ltd., Kerkhoff & Co., and Naudin ten Cate and Co.

Messrs. van Nie & Co. commenced operations in 1885, under the directorship of Mr. Jacob van Nie, one of the earliest pioneers of the district. The firm are agents for the K.P.M., the Nederland Line, the Rotterdam Lloyd, and also represent a number of other important steamship, insurance, and manufacturing interests. A branch of Messrs. van Nie & Co. at Balawan, the port of Medan-Deli, is principally attending to their shipping agency, the export of tobacco, etc.

The Handel Maatschappij, Güntzel & Schuhmacher, also occupy an important position in the community. Mr. Edward Goldenberg, the managing director of the Company, kindly volunteered the following particulars:—



Messrs. Güntzel & Schuhmacher's New Offices, Medan-Deli.

Mr. Carl Hick, who has held the position of German Consul at Medan for eleven years, has been closely identified with the commercial interests of Deli for more than twenty years past. Among his other interests and activities he is Director of the Handel My "Güntzel and Schuhmacher," one of the most important firms of its kind on the east coast of Sumatra.

Founded in 1889 by Messrs. Gustav Güntzel and F. A. Schuhmacher, for the purpose of carrying on a general import and estate agency business, the firm prospered from the very start.

In 1892, the original partners sold the entire concern to Mr. Carl Hicks and Mr. Aug. Jaenichen, who at that time were assistants on neighbouring plantations, both having come out to Sumatra from Germany seven years previously.

In 1905 the business was formed into a limited liability company under its present title, with Mr. Hick as Managing Director, and Messrs. Aug. Jaenichen and Eduard Goldenberg to assist him on the Board.

The firm has a capital of *f*1,000,000, fully paid-up, and branches at Belawan and Loebock, Jakan, in Sumatra, and at Hamburg.

Latterly Mr. Jaenichen has represented the Company as Resident Director at Hamburg, whilst Mr. Goldenberg has taken in hand the management at Medan.

Amongst the principal agencies held by the firm may be mentioned the Norddeutscher-Lloyd, the Hamburg-American Line, the Canadian-Pacific Railway Company, the Kali-Syndicate, G.M.B.H., Stassfurt, the Langkat Petroleum Works, and a number of first-class Dutch, German and English Insurance Companies.

Mr. E. Goldenberg, of Guntzel & Schuhmacher, has a little summer residence in the neighbouring hills which he often courteously places at the disposal of tourists to this part of the Dutch Indies.

All the principal banks of Java are represented in Medan and private banks have also obtained a solid footing in the district. We are alluding to Messrs. Nandin ten Cate & Co., who only about three years ago acquired the business. Originally established in 1892 the firm are now employing a capital of *f*1,000,000 and enjoying the confidence of the commercial world as a prosperous and reliable concern.

Messrs. Harrison & Grosfield have a branch office at Medan. Their operations extend throughout the various tobacco and other estates, dealing as they do in all the manifold requirements of the whole district.

Another firm of importance is that of Messrs. Kerkhoff & Co., who were established in 1897 as general merchants and iron and machinery importers. Messrs. Kerkhoff & Co. conduct a large number of agencies, among which should be mentioned Lindeteves—Stokvis, Orenslem and Koppel of London, Calcutta and Johannesburg, makers of portable railways, switches, waggons, locomotives, signals, and excavators; also Eigen Hulp, Batavia.

Visitors to Medan have the choice of two very good hotels.

The Hotel de Boer, opposite the new Post Office, is a handsome building of considerable extent, surrounded by a large number of apartments in the bungalow style. The rooms are lofty, elegantly furnished with every convenience, bathroom, verandah, etc., and make a most

cheerful impression on the guest. The culinary department and the wines leave nothing to be desired, whilst the service is excellent in every way. The tariff ranges from f10 per day upwards and it is advisable to secure accommodation by wire to avoid disappointment. The Medan Hunt Club usually terminate their paper-chase at the Hotel de Boer, making the scene a most picturesque and animated picture to behold.



SUMATRA
Hotel de Boer
 MEDAN-DELI



Monument
 on the Esplanade
 to Jalan Sidiqara is
 the Tomiung War





In order to view the many glorious beauty spots, such as the mountains, etc., in and around Medan-Deli the visitor should engage a motor car, which can be obtained from the leading garage, that of Messrs. van Marle & Co., who will supply a comfortable "auto.," with reliable driver at very moderate rates. It is advisable to consult this firm regarding the various routes of interest, which offer a great variety of scenic attractions to the visitor.

The East Coast of Sumatra is well catered for as regards newspapers, the *Post* being the leading organ.

The Sumatra Post was established some thirteen years ago. After enlarging its issue from a bi-weekly into a daily paper in 1899 the *Sumatra Post* has succeeded in increasing the number of its readers year by year and has now secured a well-known name amongst the Dutch colonial papers. *The Sumatra Post* has its readers in all parts of the Dutch colonies and even in the Netherlands and the Straits Settlements. It will be found in all ports from Port Said to Singapore and on board of all the mail boats *en route* to the East, likewise in all the hotels of Java. Locally it reaches all the planters and the technical folks working in the tobacco and rubber industries.

The paper has always endeavoured to remain a perfectly independent organ of public opinion. It is well-informed and supplies its readers with news to be found in leading European journals. In order to be up-to-date the management has secured a large and well trained editorial staff under the able management of Mr. Aut. J. Lienegoed, with correspondents in different parts of the East Coast of Sumatra, Java, and other islands, in the Netherlands and in other European countries.

The Sumatra Post devotes much attention to politics, interesting general news and literature, but its financial and commercial columns and the articles dealing with tropical culture are also interesting reading, being handled by experts.

Mr. J. Hallermann is the energetic manager and proprietor of *De Sumatra Post*.

The oldest established hotel in Medan is the Medan Hotel, which opened its doors in the year 1888. It is the rendezvous of the planters, who on the 1st and 16th of each month flock to this fine old hotel for the purpose of discussing matters of interest. The main building has two storeys and contains the vestibule and offices, a large dining hall, a billiard room, and sitting and reading rooms on the ground floor, whilst the sleeping apartments are on the floor above. Further accommodation is provided by an annex, erected parallel with the two sides of the principal building, including a private dining-room seating one hundred guests, and a large number of single and double bed chambers. The whole establishment is most comfortably furnished, the electric light being fitted in all the rooms. The service is efficient and the menu is distinctly *recherché*.

The business of the hotel is conducted by a limited company and the management is most obliging, and must be complimented upon the excellent standard it maintains.



...dag 2 October 1911.

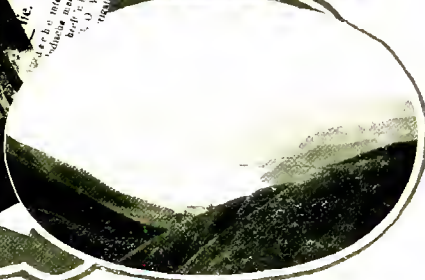
De Simatras Post

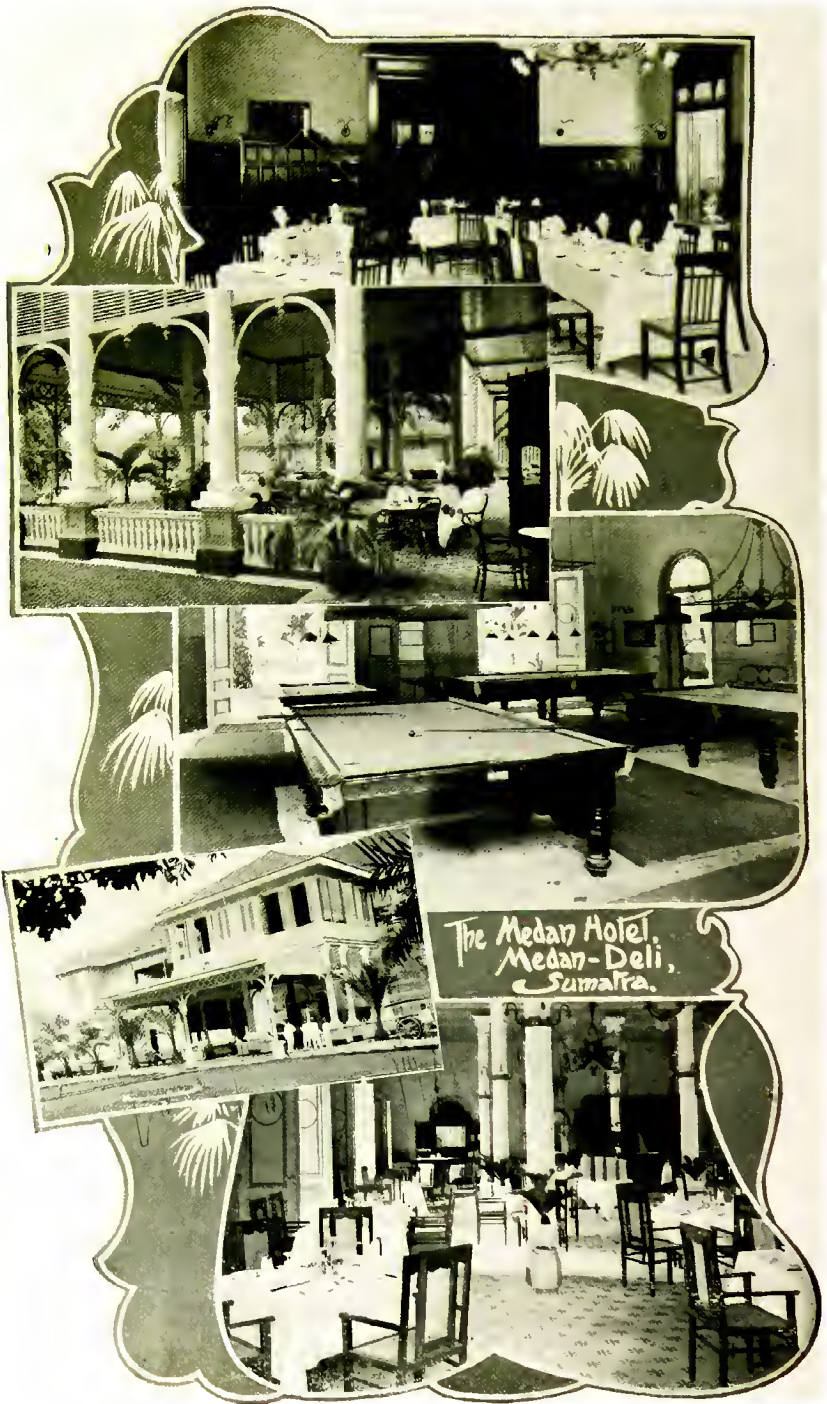
SPRINKS:
 Voor 2 weken: 1/2
 Voor 1 maand: 1
 Voor 3 maanden: 2 1/2
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 Voor 2 jaar: 16 1/2
 Voor 3 jaar: 24 1/2
 Voor 4 jaar: 32 1/2
 Voor 5 jaar: 40 1/2
 Voor 6 jaar: 48 1/2
 Voor 7 jaar: 56 1/2
 Voor 8 jaar: 64 1/2
 Voor 9 jaar: 72 1/2
 Voor 10 jaar: 80 1/2

...voor een gewone man; gewest te openbaar
 staat, in 1875 door den minister
 van Oorlog en Marine met den minister
 van Binnenlandse Zaken en
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No 228 EERSTE BLAD.

Medan-Deli. Sumatra Views



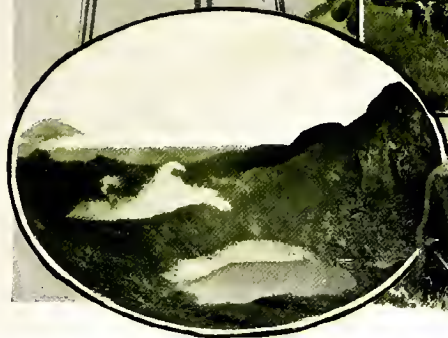


The Medan Hotel,
Medan-Deli,
Sumatra.

The Medan Hotel, Medan-Deli. Sumatra.

MEDAN DELI

C. J. Kleingrothe
Photographer

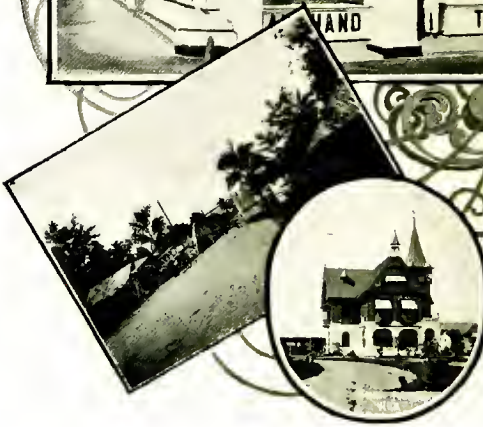


Tourists or visitors to Medan, desirous of securing some memento or souvenir of the district are recommended to visit the atelier of Mr. C. J. Kleingrothe, where a selection from the numerous beautiful post cards and photographic prints will prove a difficult task. Special attention must be drawn to albums of Sumatra and the Straits Settlement, which, for artistic value, variety of subject and high-class production, are unsurpassed. Atelier Kleingrothe is patronised by the Sultans of Deli and Langkat and the leading citizens of Medan, their portraiture being of undoubted merit.

SUMATRA

Messrs *Cornfield*
General Merchants

MEDAN - DELI



A visit should also be paid to the establishment of Messrs. Cornfield. This business was founded by the late W. Cornfield in 1892 and is conducted by his sons as outfitters and general merchants. The firm are the official suppliers to the various sultans, and make a speciality of superior diamond jewellery of every description, although their stock includes well selected continental fancy goods, pictures and also the latest modes.



Mr. Tjong A. Fee, Captain China, and his Family.

The Chinese community is well represented by a number of firms of exceptionally good standing. Foremost among these should be mentioned Mr. Tjong A. Fee, the Captain China in Medan, who, with his associates, is responsible to the Netherland Government for the good conduct of his very numerous compatriots in and around the city. Mr. Tjong A. Fee is by repute enormously wealthy, being the owner of most of the residential allotments in Medan-Deli. He is also interested in quite a



Mr. Tjong A. Fee,
Captain China.



Cocconut Oil Works of Tjong A. Fee, Medan.

number of mercantile and manufacturing enterprises, such as the coconut oil industry, the opium and spirit farms and other concerns of equal magnitude, and is much respected.



The Gardens of Tjong A. Fee, Medan.

Other Chinese merchants include the name of Mr. Khoe Tjing Tek, who is the recognised leader of the Hokian Chinese in Deli and proprietor of the flourishing firm of ironmongers and timber merchants, also carrying on business as architect and contractor, under the style of Khoe Tjin Tek, Chop "Kang Chan." The head quarters of the firm are in



Mr. Khoe Tjing Tek's Premises. Medan-Deli.



Mr. Khoe Tjin Tek.

Medan, with branches at Belawan, in Deli, and at Perak, in the Federated Malay States. In addition to these interests, Mr. Khoe Tjing Tek is largely interested in several revenue farms, and his name is well known as a smart, up-to-date man of business throughout the East Coast of Sumatra. Born in 1874, Mr. Khoe Tjing Tek is the son of the late Mr. Khoo Teng Ko, Titular Lieutenant of Chinese in Laboean, Deli, who died in 1893 at the age of forty-three. He takes a great interest in all questions affecting the welfare of his countrymen, and is a generous subscriber to charities. Among the various public positions he holds is that of President of the Mandarin School. Mr. Khoe Tjing Tek is possessed of considerable landed property; his residence stands on an excellent site on the Medan Esplanade.

The largest wholesale and retail store in Medan is undoubtedly that of N. V. Handel Maatschappij Seng Hap, which is managed by Mr. Tan Tang Ho, the capital of the Company being f200,000 in 200 shares of f1000 each.



The Fine Store of N. V. Handel Maatschappij Seng Hap, Medan-Deli.

The visitor is impressed with the fine proportions of the building occupied by the Company, which will bear favourable comparison with the largest emporiums of Java, and the well-worn phrase, "from a needle

to an anchor" may well be applied to the enormous stock and the opportunity it offers to intending purchasers.

The district being largely devoted to the growing of tobacco a few words concerning this industry will be appropriate.

TOBACCO.

Tobacco is grown extensively all over the Dutch East Indies, but it is reserved for Sumatra to produce the finest leaf, chiefly owing to the chemical composition of the soil and the suitability of climate. The districts of Deli, Langkat and Serdang, in the north-east corner of the island are famous for the excellence of the leaf grown there. The leaf produced in Java is not as valuable, fetching roughly two-thirds less than that of Sumatra, but the output is considerably greater, and in 1908 the total rose to 617,000 bales, and up to September, 1909, 510,000 bales were exported, while in 1911 the output reached about 800,000 bales. The planters in Sumatra employ natives to clear the jungle, to build the drying sheds, and to make the roads, but the actual planting and care of the plants is in the hands of imported Chinese labour. There are two grades, trained and untrained Chinamen. Those belonging to the former have each a field given to them which they are obliged to drain, cultivate and harvest at the proper time, whilst those of the latter grade do general work, until sufficiently qualified for the first grade. The area of these fields is about sixty feet by nine hundred feet. The worker receives credit advances each month, which are debited against crops when harvested. Even after stacking and clearing the field which has been burned for him, he must plant seed beds, one each week, for seven or eight weeks, in order to be well supplied with plants. He must also attend to the watering of them night and morning and keep them free from weeds and grubs and other pests. The beds are protected by coverings, and in about six weeks the seedlings are ready for transplanting. The ground is again broken up, raked, and the young plants set in rows eighteen inches apart, with three feet between each row. They are then covered with small planks to shield them from the sun. In about a week's time they show vigorous growth. As a number of plants die in transplanting, these must be replaced by fresh ones, to ensure uniform growth all over the field. A fortnight later the earth is ridged up to a height of four inches round the stems; again to nine inches in another two weeks; and a month later to twelve inches. As there are about 12,000 plants in each field, some idea may be formed as to the enormous amount of labour involved by these successive operations. When a month old the bottom leaves are removed and buried at the foot of the plant, and after fifteen or eighteen leaves have formed, the terminal bud is broken off to increase the size of the leaves, and all small



suckers removed in order to retain the value of the crop. As the plants mature armies of coolies, men, women, and children are sent through the fields hand picking the numerous pests which attack the leaves, such as grubs and other insects, and each is provided with an empty tin which must be filled at the completion of each day's work. When finally matured the leaves are picked, one by one, and placed to dry in long sheds.

after which process they are carefully bundled together in the various sizes and colours. They are then taken to the fermenting shed, where the leaves are cured. The sorting and grading is next proceeded with and finally the tobacco is packed in bales ready for export. This operation calls for great attention as regards length, colour, and quality of the leaf, for when sold only one bale in every ten is opened, the value of each consignment being based upon that particular package. The crops are harvested in May and June and the general system is to allow the land to lie fallow for about seven years after taking off one crop. The ground is carefully drained and all vegetation is burned off. Sumatra produces a fine silky leaf, excellent in colour and quality, which is used for the outside wrapper or cover of a cigar. The present renown of Sumatra tobacco is due to the untiring efforts and praiseworthy perseverance of the Sumatra planters, whose motto has evidently been, "The best is good enough for us."

The writer had the privilege of spending a day or two at the U.L.P. Co.'s estates, where Mr. R. McLean, the administrator, courteously entertained him, showing him over the principal portion of this great tobacco plantation. A few illustrations accompany this sketch.

SINGAPORE.

Singapore, being one of the busiest ports of the British Empire, is naturally to the fore in the matter of hotels. It is almost unnecessary to recommend a hotel to the visitor or tourist as "Raffles" has become a household word among the travelling public, journeying "East."

Suffice to say that Raffle's Hotel is an institution, where you not merely eat, but where you dine, where comfort and luxury blend harmoniously yet unobtrusively, and where the unspoken wish is anticipated, making life easy and your stay most pleasant.

Visitors who have only limited time at their disposal will be able to inspect all the prominent places of interest in and around Singapore by engaging a motor car from C. F. F. Wearne & Co.'s Garage, situated at 210-212 Orchard Road, where a Napier or a Star, a Renault or a Rover with a careful driver may be hired, at reasonable rates, per hour or day.

Tourists, requiring the services of an up-to-date chemist, are recommended to the International Dispensary in High Street, occupying No. F. and G. of Adis Buildings, where drugs, patent medicines, toilet articles of every kind are obtainable, or prescriptions may be made up. The Pharmacy is centrally situated, being only a few minutes' drive from all the leading hotels or clubs.

Singapore is noted for the large number of fine stores which grace the streets, and no difficulty is experienced in replacing or obtaining any article necessary for the well-being of modern existence.

Few visitors can withstand the temptation of acquiring a memento here and there for friends at home. There is one place particularly recommended to tourists, namely, Messrs. Ismail & Raheem, in close proximity to "Raffle's," where special opportunity is offered for the purchase of handsome souvenirs. Messrs. Ismail & Raheem are the leading jewellers, diamond merchants and setters of Singapore, their fame having spread throughout the Far East, on account of their splendid assortment of precious stones, manufactured jewellery and gold and silver Chinese and Japanese curios, etc. Hence visitors may be with confidence recommended to their extensive showrooms at 82, 1 and 2 Bras Bassah Road, where a pleasant hour will be spent inspecting the beautiful gems displayed.

The Singapore Cold Storage Co. have a large establishment here, a detailed notice of which appears in the advertising columns of this work.



Stone Carving, Boro Boedoer.

SECTION II.

CHAPTER II.

ADVERTISEMENTS.

AUG. SAVELKOUL.

A Perfect Fit, a Fashionable Cut and Excellent Workmanship are the three things guaranteed by the Gentlemen's—

Outfitting and Clothing Establishment

of Aug. Savelkoul. What more could even a dude require? The firm have been in existence in—

.. WELTEVREDEN ..

since 1886, and the number of their patrons and the reputation they hold are proof that they can keep their word. Their premises, including the workshop, cover an area of over 2200 square metres, and their general equipment compare quite favourably with European houses. European "Cutters" are employed and are engaged, not only in making patterns, but also in superintending all the sewing work in the Tailoring Department. Gentlemen making a trip on the Isle of Java may require white clothes within a day, and will be guaranteed fine fitting. Prices of these white goods are much cheaper than in Europe and Australia. In the general outfitting department an especially large stock is maintained, and the traveller will be able to find there practically everything he may require on his journeyings.

Mr. Aug. Savelkoul. the proprietor of the business, was for some twelve years in Netherlands India. He is now in Amsterdam superintending his various interests there. The firm have branches in—

SOURABAYA, SEMARANG, AMSTERDAM, ANTWERP
STRASSBURG, LIVERPOOL and PRETORIA

VAN ARCKEN & CO.

BATAVIA and SOURABAYA

JEWELLERS, WATCHMAKERS AND ENGRAVERS

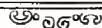
To the Court of the Netherlands since 1854.



Manufacturers
and Repairers
of all kinds of
JEWELLERY



Fancy
Native Handwork
a Speciality.

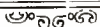


Workshop for
Electroplating and
Gilding.



Specialists in Repairing
Chronometers
and Fine
Lever Watches.

Grandfather.
Westminster Abbey
Clocks, &c.



SOLE AGENTS for the Netherlands East Indies of the **ZENITH WATCH**, which represents the highest grade of perfection in time keeping and excellence in workmanship

GYSELMAN & STEUP,

General Brokers,

BATAVIA, WELTEVREDEN, SAMARANG, SOERABAYA.

Telegrams :

"PODESTA, BATAVIA,"
"MONTBLANC, WELTEVREDEN."
"GYMNAST, SAMARANG."
"SIMPLON, SOERABAYA."

Codes :

A B C 4TH AND 5TH EDITION.
MERCUR CODE 2ND EDITION.
N. I. CYFERCODE.

Partners :

J. P. J. VAN MÅANEN BATAVIA.
TH. G. H. STIBBE SOERABAYA

Powers of Attorney :

C. A. LIEBENSCHUTZ	BATAVIA.
J. A. POUBLON	BATAVIA.
J. P. A. PARIS	SAMARANG.
A. J. VERSTEEG .	SAMARANG.
A. M. DE BUY WENNIGER	SOERABAYA.
TH. LIGTHART	SOERABAYA.
R. VERMEYS	WELTEVREDEN.

Brokers in all Java Products.

———— SPECIALITIES being ————

Sugar, Rice (Java, Rangoon & Saigon), Coffee,
Tea, Coprah, Pepper, Damar, Ground Nuts,
Peanuts, Capoc, Rubber ———— &c., &c.

Extensive Business is done in Stocks, Shares,
Insurances, and Exchange.

ADVISED DAILY BY CABLE THE POSITION OF ALL THE EUROPEAN MARKETS.

Batavia Office for the Collection, Clearing and Despatch of Goods.

Rijswijk, 13 Weltevreden.



All kinds of Goods promptly despatched to every part of the Netherland Indies and to Foreign countries, by post, rail or steamer. Passengers' Luggage, Goods from Abroad, etc., cleared at the Custom House, collected and forwarded at reasonable charges on receipt of full written instructions and documents.

INFORMATION OF ALL KINDS
Supplied to
TOURISTS AND TRAVELLERS.

The firm has its own Transport Service, with 100 horses and 50 grobaks (vehicles) for the despatch and collection of Goods entrusted to their care.

In short, the above Office makes it its aim to supply to the public every possible assistance which they may require in the conduct of their business.

Office Appliances Co.

N. H. HAMMELBURG.

—° Rijswijk, Weltevreden. °—

o o o



HIS business was founded on February 1st, 1908, by Mr. HAMMELBURG, who remains Sole Proprietor. The firm holds the Agency for RONEO LTD., London, for the whole of the Netherland Indies, and has made "Roneo" a household word in this country. The firm's speciality consists in all kinds of Modern Up-to-date Office Appliances, such as Writing, Copying and Duplicating Machines, all the requirements for the best "Card" systems, etc., etc.

There is a Repairing Shop for every kind of Typewriter, and of all other machines and modern business appliances.

There is also a Department for Typewriting, where by means of the duplicator the public can be supplied to order with any number of Circulars, Business Notices, etc., etc. There is a number of Lady Typists in the office, and Tourists or business men requiring Reports, etc., can have these typed rapidly and accurately in small or large quantities, from 1 to 1,000,000 copies. Experienced Typists may be engaged for short or long periods. As an indication of the extent of the business, it may be mentioned that the revenue last year from typewriting alone amounted to f. 1800, while upwards of 300 Typewriters were sold.

The firm has instituted a School for Typists, the fee for a complete course of training being only f. 15. There are at the present time forty students. No less than 543 students have succeeded in gaining Certificates by examination after attending the School, and most of these have found employment in the various business houses. The demand is often greater than the supply.

For the supply of Typewriters and Up-to-date Office Appliances this firm has the highest reputation and is the best known throughout the whole of the Netherland Indies.

The OFFICE APPLIANCES CO. is the Head Agent in this Country for the "Ofiver," "Hammond," "Underwood," "Adler" and Smit Bros.' Typewriters.

Established 1883.

E. DUNLOP & CO.

General Merchants
and Importers

Wine and Spirit Merchants.

Sole Importers and Agents for the following Celebrated Goods:

Pièrre Chabanneau & Co.'s Brandies and Wines.
The Isle of Skye Whisky. Wittkampf Gin.
Usher's Whisky. Henkes' Gin.
Amstel Beer. Bokina Gin.
Lucas Bols' Gin and Liqueurs.
Gutierrez Hermano's Invalid Port.
Korff's Cocoa and Chocolate Tablets.
Bitters.
Swiss Milk (Bear Brand).
Bordeaux, Greek and Italian Wines.
Champagnes and Brandies.

A. G. Cousins & Co.'s Celebrated Egyptian Cigarette Company,
Malta.

Th. Vafiadis & Co., M. Malachrino & Co., and the Anglo-
Egyptian Cigarette Company, Cairo.

Also English, Turkish and Russian Cigarettes.

Large stock of Havana, Dutch and Manila Cigars.

Sporting Goods, Bicycles, Japanese Curios, Travellers' Requisites.

Head Office: **BATAVIA.**

Branches: WELTEVREDEN, BANDOENG, SAMARANG
and SOERABAYA.

East India Sea and Fire Insurance Company
Batavia Sea and Fire Insurance Company

— Netherlands Lloyd —

Java Sea and Fire Insurance Company

Fire Insurance Company "Ardjoeno"

Fire Insurance Company "Veritas"

Subscribed Capital	f 11,200,000
Joint Reserve Funds	1,693,992,98
Joint Premium Reserve Funds	1,309,984,30

DOING THE BUSINESS OF

FIRE INSURANCE on Dwellings, Furniture, Public Buildings, Godowns, Sheds, Goods, Produce, Ships in Harbour, Etc.

MARINE INSURANCE.—Hulls of Steamers, Cargo, Advanced Freight, Luggage, Harbour of Refuge, Etc.

ACCIDENT INSURANCE.—Plate Glass, Guarantee, Personal Accident and Employers' Liability, Burglary, Theft.

Head Office: BATAVIA.

L. M. J. VAN SLUYTERS	..	Manager.
C. A. WIESSING, L.L.D.	..	Secretary.

BRANCH OFFICES IN JAVA:

<i>Sourabaya—</i>	<i>Semarang—</i>
J. J. SNOUCK HURGRONJE, Manager.	H. S. WENTINK, Manager.

BRANCH OFFICES IN AUSTRALIA:

<i>MELBOURNE—Queen St., 21</i>	<i>SYDNEY—Bridge St., 19/20</i>
W. MEDHURST TAYLOR, Manager.	P. H. M. CRANE } Joint A. HERRON } Managers.

MAINTZ & CO.

PARIS,
AMSTERDAM,
BATAVIA,



SOERABAYA,
and
SEMARANG.

Exporters of all
JAVA Produce.

Importers of Australian Coals.

HEAD AGENTS OF THE

German-Australian Steamship Company

(Deutsch-Australische Dampfschiffs Gesellschaft),

At HAMBURGH.

AGENTS OF THE

Wireless Telegraph Company,

"Telefunken" System

(Gesellschaft für Drahtlose Telegraphie and System Telefunken, G.m.b.H.),

At BERLIN.

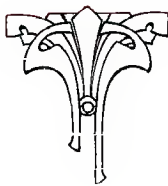


G. O. C. GERRITS

Importer
— AND —
Exporter



BATAVIA (JAVA).



BANKERS :

NEDERLANDSCH - INDISCHE ESCOMPTO - MAATSCHAPPIJ.

John Pryce & Co.

Auctioneers & Commission Agents
— to the Government of the Dutch Indies. —

Furniture Store:
**KALI-BESAR,
NOORDWIJK.**



© BATAVIA ©
— JAVA. —

DRILLS—Khaki and White. COTTON—Shirtings, Sheeting. PLATE—
—Electro-Plated Goods. KNIVES—“Rodgers’” Pocket, Bowie, etc.
SCISSORS—“Rodgers’” 9in. Cutting-out, etc. RAZORS—“Rodgers’”
Best Ivory Handles.

GUNS—Sporting Double-Barrel, cal. 12, 15, 24, 28, and 12 m.m.

RIFLES - - “Winchester,”

22 AUTOMATIC, 10 SHOT. 22 SINGLE SHOT.

PISTOLS—“Colts,” “Browning” Automatic, cal. 32 and 38.

— REVOLVERS —

“COLTS” POLICE-POSITIVE, Cal. 32 and 38.

“SMITH & WESSON” D.A., Cal. 38. —

FILTERS—“Atken’s,” “Army” en “Navy”

SOAP—“Pears’,” “Calvert’s,” “Cuticle,” etc., etc.

Ammunition for foregoing Guns, Pistols, Revolvers, etc.

SPORTING ACCESSORIES—Cartridge Cases, etc., etc.

“TOWER BULLDOG” Pocket Revolvers, 450, etc.

· A VARIETY OF ARTICLES FOR TOURISTS, Etc. ·

WINES—Bordeaux, “Chateau Montagne.” BRANDY—Vieux Cognac.
WHISKY—D.C.L, King George IV.

FABRIEK van STOOM en andere WERKTUIGEN



TAYLOR & LAWSON

Yzergietery en Kopergietery

Thee-, Suiker-, Koffie- en Rubber Machines.

Agenten voor de Automobielen van de merken :

de DION BOUTON, NAPIER, LACRE

Construeeren yzeren bruggen en gebouwen.
WUNDERLICH'S plafond yzer in alle soorten.

Diverse pompen W. O. GOULD'S (SENECA FALLS)

Dryfwerk en diverse dryfriemen zooals
— GANDY'S en BALATA. —

GARAGE.

Reparatie van alle soorten van Automobielen.

Telegram-Adres :
"LAWSON."



Codes : A B C 4e en 5e Ed
AI Engineering.

Bataviaasch Prauwenveer



(BATAVIA LIGHTER FACTORY)

Ninety lighters with a capacity of
2000 tons.



Lighters for Hire and for Sale.



Tugs ready for Towing and for Trips
and Picnics around the Islands,
etc., etc.

MINERAAL WATERFABRIEK

“FORTUNA”

Molenvliet Oost 33 - - Weltevreden.

Telefoon No. 187.

Telegramadres FORTUNA.

De Limonades en Minerale Wateren van deze fabriek munten uit door hunne zuiverheid, aangename en verfrisschende smaak, gepaard met hoog koolzuurgehalte. Certificaat van het chemisch onderzoek door het Laboratorium voor Microscopisch en scheikundig onderzoek van de “N.V. Bataviasche Volks- en Stads-Apotheek” ligt in de fabriek ter inzage voor ieder belangstellende.

MINERAL WATER FACTORY

“FORTUNA”

The MINERAL WATERS of this Factory are noted for the excellence of their quality, pleasant flavor and refreshing taste.

— They are made in the following varieties: —

APOLLINARIS	RASPBERRIES	LEMON SQUASH
STRAWBERRIES	GINGER	LONA
APPLE	GRENADINE	PEARS
PINEAPPLE	VANILLA	PEACHES
LEMON	GINGER ALE	SINAAS APPLE
CASCADEL	CHERRIES	WILHELMINA
CHAMPAGNE CIDER	KOLA	SORBETTA
CACAO	APRICOTS	ORANGE
	&c. &c.	

Orders Promptly Executed.

Molenvliet ——— Weltevreden.

TELEPHONE No. 187.

Buitenzorg Textile Factory

(PLEDANG-TENGAH).

Native Handweaving Factory

... and ...

Battikwork Symbolical Patterns.



Old Indonesian Art.



OLD LEMURIAN AND PRAE-
ATLANTEAN GEOMETRICAL
PATTERNS.

Proprietress :

Miss H. E. van MOTMAN SCHIFF,
BUITENZORG, JAVA.

Preanger Hotel

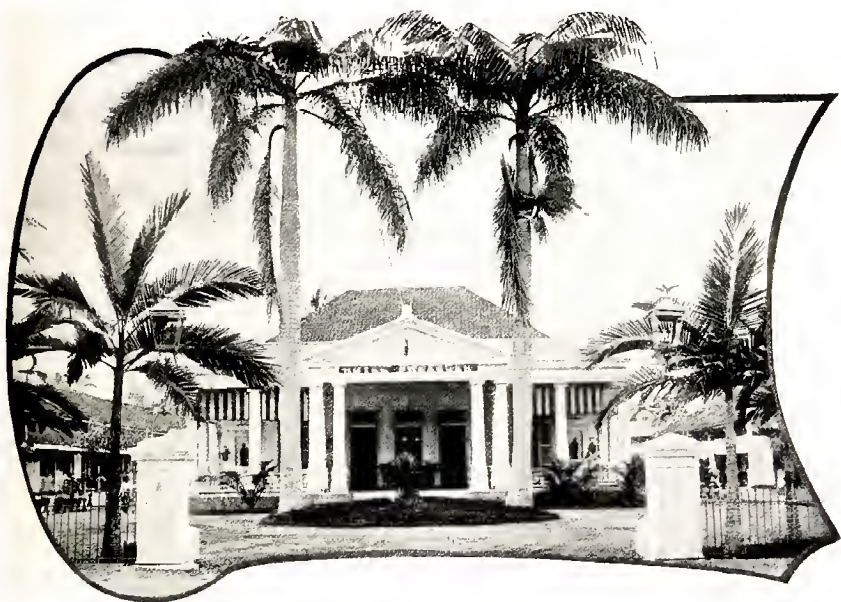


(v/h THEIM),

Bandoeng

=

JAVA.



Passengers by Express Train will please
advise their arrival by Cable to——

-PREANGER HOTEL-
BANDOENG.

————— A.B.C. Code, 5th Edition. —————

Bandoengsche Kininefabriek

(BANDOENG QUININE FACTORY),

BANDOENG — JAVA.

The Largest Quinine Factory
in the World.

SITUATED AMIDST THE JAVA CINCHONA
PLANTATIONS.

Manufactures about 2,800,000 oz. of
Quinine, Sulphate and Salts.

SUPERIOR QUALITY. LOWEST PRICES.

Speciality: Sugar-coated Tablets.



For Prices and Samples apply to the _____

BANDOENGSCH E KININEFABRIEK,

_____ BANDOENG (JAVA).

Man spricht Deutsch.

On parle Français.

English spoken.

Hotel Van Horck

GAROET (JAVA).

2200 feet above Sea Level.

Largest and Most Popular Hotel in Garoet.

Best Accommodation for Tourists.

Comfortable Large Rooms ; perfectly dry.

Excellent Cuisine.

Hot & Cold Baths, Showerbaths, and all sanitary arrangements.

Absolutely Up-to-date.

ENGLISH SPEAKING PORTERS
MEET ALL TRAINS AT

Tjibatoe Junction & Garoet Station

Splendid Excursions in the Neighbourhood.

GAROET (Java) □ THE TOURIST CENTRE,
2,400 ft. above sea level.

Hotel Papandajan

Healthy and Central Situation. - Three Minutes from Station.
Near Post and Telegraph Office.

40 Beds. Each Room has Separate Verandah.
Gasoline Light. Electric Bells.

Hot & Cold Sitz Baths. Reading Rooms.
Shower Baths. Dark Room for Photographers.

French Cuisine, under personal supervision of the Proprietor.

Gravel Tennis Court. Babminton Court.

English, Dutch, German and French Spoken.

English Speaking Porter meets all Trains at Tjibatoe, the Junction
for Garoet.

All arrangements for Tours in the District may be made in the Hotel.

Direct Telephonic Communication with the whole of Java.

The Hotel is under the personal supervision of the Proprietor
and his wife,

Mr. & Mrs. A. Hacks.

Codes: A.B.C. 5th Edition; Java Hotel Code.

A Branch of the above Hotel will shortly be opened at the road
to the Volcano Kawah-Kamodjang, at a height of 5,000 feet above
sea level.

Temperate Climate.

Golf, Tennis, Babminton, Bathing, Boating, Fishing and Shooting.

Magnificent Site, resembling English Park Land.

"KUNSTARBEID"

(WORKS OF ART.)

VISITORS are invited to the Exhibition
of JAVANESE HANDWORK!

Batikwork - Leatherwork

==== Wajangs ====

- Silver and Brass Work -

Krisses and other Weapons

== Carvings, Etc., Etc. ==

Sarongs (Pattern authorized by
THE SULTAN OF DJOCJAKARTA)

No one is pressed to purchase.

English, French and German Spoken.

Mrs. ter HORST, TOEGOE

Near the Railway Station
of DJOCJAKARTA .



JAVA

Solosche Volksapotheek

[Ask your Coachman for the Kammer
Obat MACHILIS, di LODJIWETAN]



Chemists and Druggists

Furnishers of Z. H. DE SOESSOEHONAN 10,
and the PRINCE MANGKOENEGORO VI.

English Spoken.

Man Spricht Deutsch.

On Parle Français.



== *Large Choice of* ==

SPECTACLES

MEDICINES and PATENT MEDICINES

DRESSINGS and BANDAGES

GUMMI-ARTICLES

MEDICAL INSTRUMENTS

PHOTOGRAPHY



Erste Manila
Sigarenfabriek

(v/h GLASER & CO.)

ESTABLISHED 1891

MANUFACTURERS of

MANILA
HAVANA
and
DUTCH

CIGARS

----- POINTED SHAPES -----

Also

CIGARETTES

OF SELECTED AROMATIC
INDIAN TOBACCOS

SMOKING TOBACCOS, etc., etc.

TRIAL ORDERS will receive every care and attention.

JOH. C. LEBERT



Managing Director



JOH. C. LEBERT & CO.

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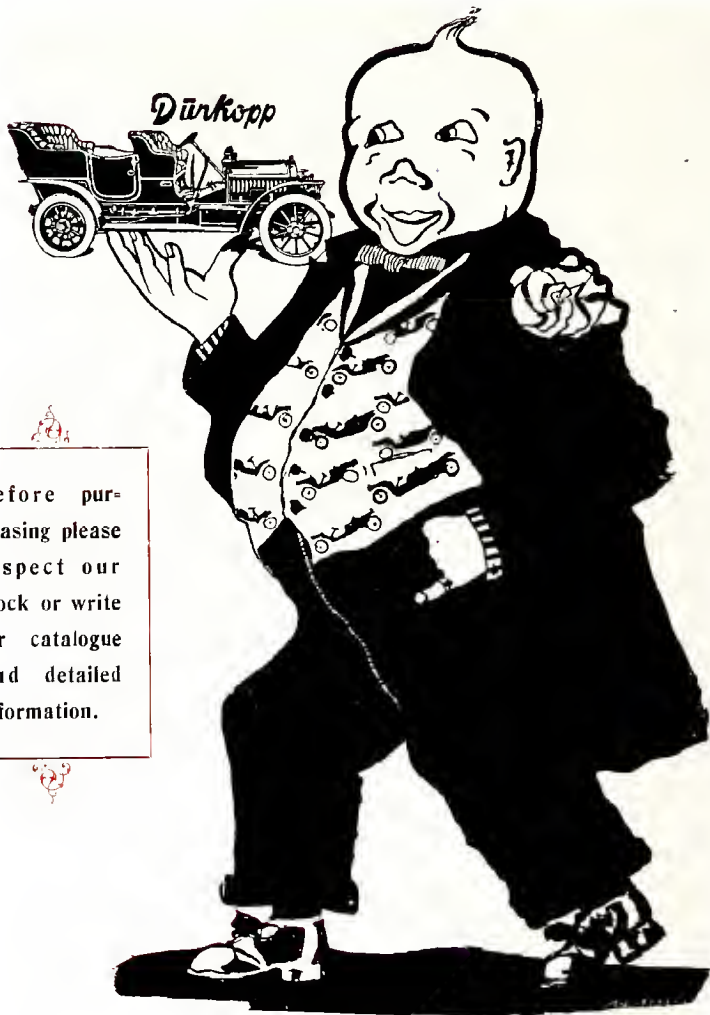
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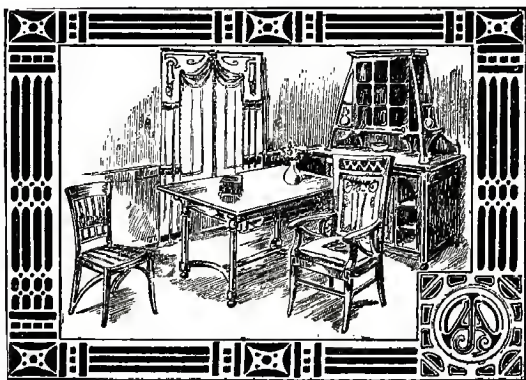
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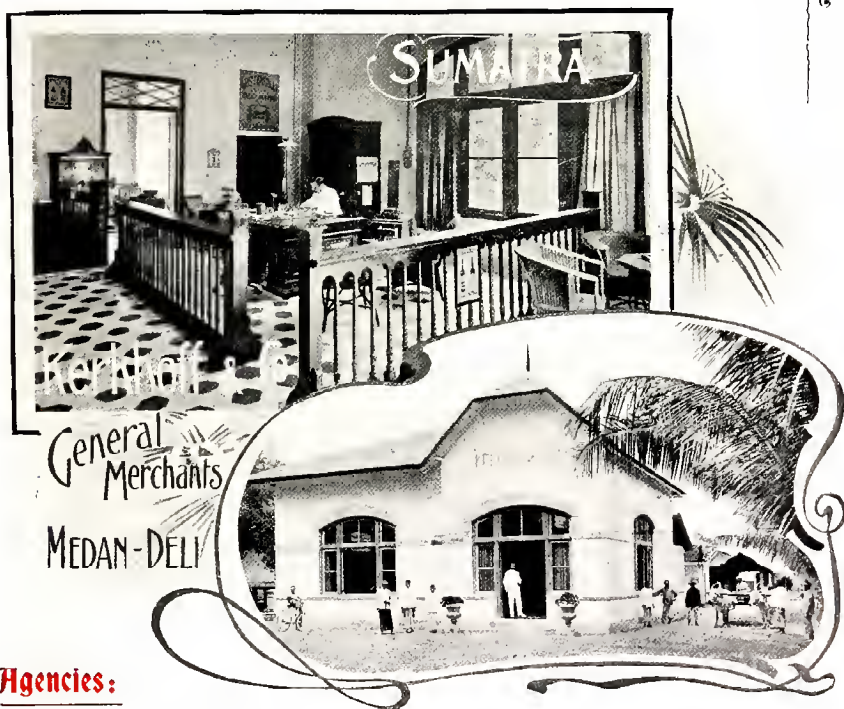
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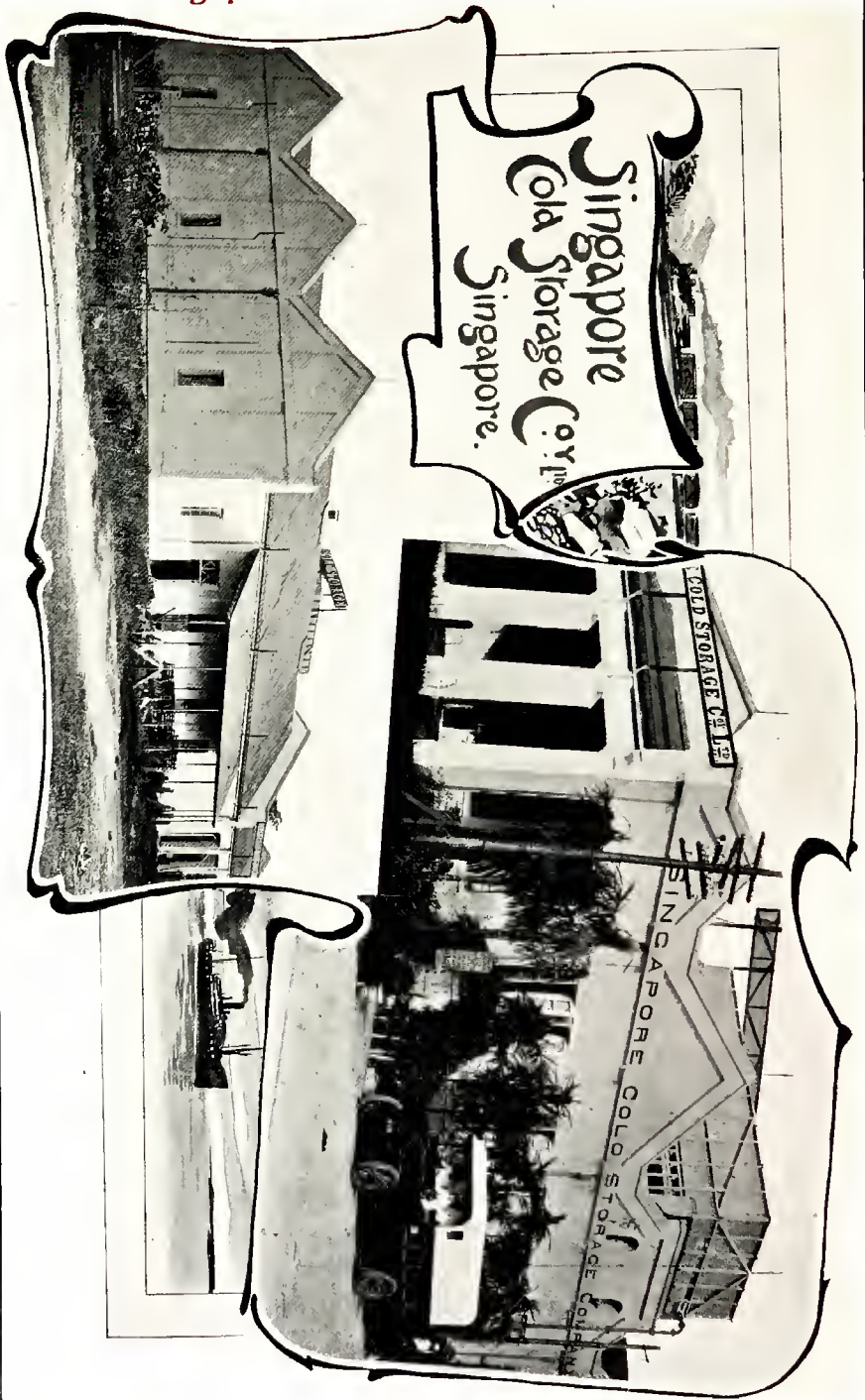
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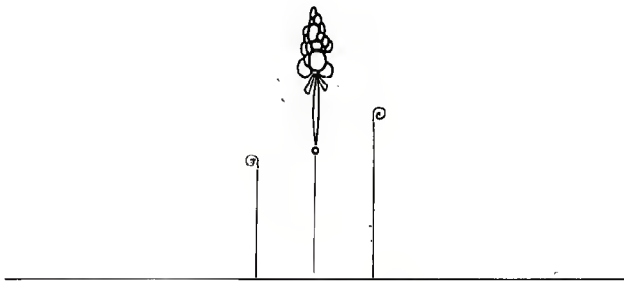
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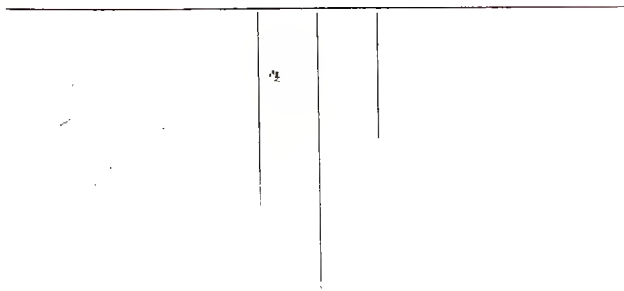
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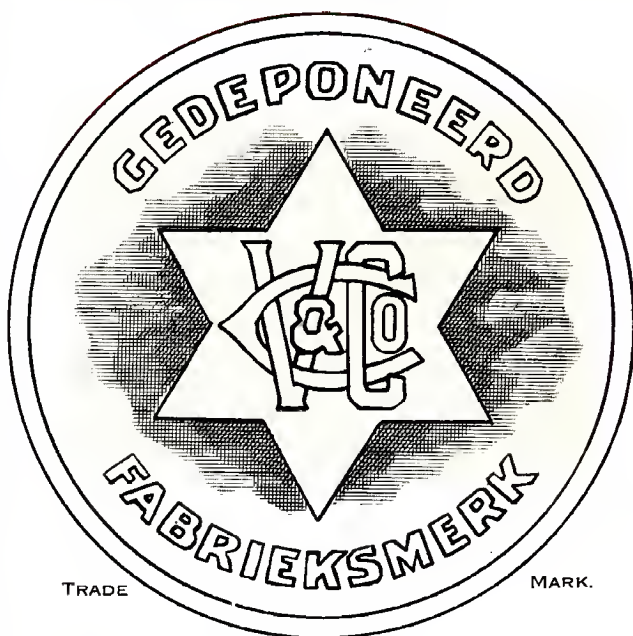
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Van Arcken & Co., Jewellers,

Batavia, Sourabaya.

This business was established at Deventer in 1841, and afterwards transferred to Amsterdam in 1851 by the late Mr. C. G. F. van Arcken, to whom permission was given by H.M. the late King William III., in 1854, to bear the Royal Arms. This privilege was accorded to the firm successively by H.M. the Dowager Queen Emma in 1893, and by H.M. Queen Wilhelmina in 1894. As early as 1855 the exhibits sent to London by the founder of the firm, also those sent in the same year to the general exhibition in Paris, and in 1859 to the Amsterdam Exhibition, were awarded medals for their excellence.

In 1861 the firm was established in Batavia, opening a branch at Soerabaya in 1880.

In 1867 the firm presented several jewels to H.M. King William III. as samples of native industry. The firm in due course received a letter from the King, expressing the interest of the Court in the products of Native Art industry.

H.M. King William III. rewarded the founder's many and great services in the sphere of art by making him, in 1878, a knight of the Order of the Oak-Crown, while His Holiness, Pope Pius IX., had presented him some years previously with the Knight's Cross of the St. Silvester Order (Golden Spur).

The firm also stood high in the estimation of the Siamese Court; the King and Queen of Siam paid several visits to the establishment during the years 1871-96, and 1901, and in the year 1896 appointed them Purveyor to the Court.

Costly ornaments were often sent out from their work-shops, such as gold and silver sabre-sheaths, diamond brooches, crown ornaments for Native Princes, jewelled albums, sarih-boxes, etc. That these articles, made by natives under the guidance of European head-workmen, and showing much artistic taste, are also appreciated outside the Indies, is attested by the various distinctions awarded to the firm at the different exhibitions, *inter alia*, the gold medal for an exhibit shown at the Exhibition at Amsterdam in 1883. The jury of the Exhibition held at Batavia in 1898 awarded the firm two certificates of honour. At the Exhibition at Osaka (Japan) in 1903 the firm exhibited productions in precious metals of their own manufacture and engravings on metal from their workshops, for which they likewise received a diploma of merit

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Among their principal and staunchest customers the firm counts both the Courts of the Native Principalities of Soerakarta and Djocjakarta, and they have had the favour of their patronage since the year 1862. Among the various fine pieces of workmanship, successively executed by them, may be counted all the great jewelled orders, plaques and stars of H.M. the Emperor of Soerakarta.

The beautiful gold and silver mounted sabre of honour which was presented by His Excellency the Governor-General, in the name of the Netherlands Indian Government, to H.H. the Sultan of Riouw, Linga and Dependencies, also was an example of the goldsmith's craft, and came from their work-shops. The magnificent sabre belonging to the Sultan of Langkat, worth 22,000 francs, may be called a master-piece of artistic chasing and diamond-setting.

The firm have an excellent knowledge of the "motives" of ancient Indian Buddhistic Art, The Kala, Macara, Garoeda, Naga, etc., acquired from the, alas, too early deceased scholar, Dr. J. L. A. Brandes, and it can be clearly seen from the various articles executed by them that the native gold and silversmiths in their services have both taste and appreciation for this particular art.

The very beautiful and costly fine gold diadem, set entirely with diamonds, which was executed to the order of the Sultan of Koetei, in 1898, deserves especial notice as an example of the jeweller's art. This very beautiful diadem was taken to Holland and personally presented by the Sultan, on the occasion of the Coronation, to H.M. the Queen, as a Coronation present of purely Indian design and manufacture.

During his furlough in 1892, the present head of the firm obtained a thorough and practical knowledge of assaying, receiving a certificate of proficiency from Mr. W. G. Flentge, Assayer-Master at Amsterdam. He enjoys the distinction of having manufactured the Order and Symbol, Pro Ecclesia et Pontifice, for a magnificent address-sheet, richly worked in gold and silver and set with diamonds, pearls, and rubies, which represents the Papal Arms, both correctly heraldic and symbolical. This exquisite piece of work was presented to His Holiness by the Roman Catholics of the Dutch East Indies at the Golden Festival of Pope Leo's Episcopate in 1893.

The great Swiss manufacturers of the "Zenith" granted to Messrs. van Arcken & Co. the monopoly of their excellent watches for the Netherlands East Indies, in which territory this watch, which represents the highest grade of perfection in time keeping and excellence in workmanship, has been introduced with great and unequalled success.

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