

Review: The Dutch in Java

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century is given in outline; then follows a short account of the beginnings of the Ordnance Survey. The progress of its work and establishment up to the present time are given in considerable detail, and a critical description of the maps as now published. The last section deals with maps issued by other authorities and by private firms. These include the Hydrographic Department of the Admiralty, the Geological Survey, the Post Office, and the Railway Clearing House, and such firms as Messrs. Bartholomew, W. & A. K. Johnston, Stanford, and others. The chief maps of the British Isles published abroad are also described. In the whole work we find abundant information, and, except for some misprints, such as the name of the first hydrographer on p. 95, substantial accuracy, while criticisms are fair and just, even generous.

## ASIA.

### THE TRANS-SIBERIAN RAILWAY.

'Le Trans-Sibérien.' Par A. N. de Koulomzine, Chargé d'Affaires du Comité du Trans-Sibérien, traduit du Russe par Jules Legras. Paris: Hachette. 1904. Pp. viii., 326. Price 5s. 8d.

This work forms a companion volume to the 'Official Guide to the Great Siberian Railway' (1900), but it brings down the history of the great Asiatic trunk-line to the latest time, and includes a detailed account of the Manchurian—the so-called "East Chinese"—extensions. Among the excellent photographic illustrations of railway detail are views of the building of the cantilever bridge over the Ob (p. 84), of the rock-cutting in the construction of the Circum-Baikal section (p. 120), of the solitary tunnel on the line, that on the summit of the Yablonovoi hills with its inscriptions, *K' Velikomü Okeanu*, 'to the Pacific' (p. 132), and of the 5-furlong iron bridges over the Yenisei and the Sungari (pp. 142, 152). The subject-matter is divided under four heads, (1) "Histoire administrative," (2) "Construction," (3) "Colonisation," (4) "Résultats du Trans-Sibérien;" and a series of diagrams are appended, illustrating the movement of traffic (both passenger and goods) upon the Siberian system from 1897 to 1902, as well as the progress of emigration from 1882 to 1902. Finally, two maps of Siberia are appended, showing not only the railway and all its subsidiary schemes (the Pem-Kotlas, Samara-Orenburg, and other lines), but also the chief emigrant districts, the position of the principal known deposits of gold, silver, iron, coal, and copper, the lighthouses on the Baikal, and the meteorological stations along the whole of the trunk system. How far the railway was beginning to fulfil its commercial and civilizing functions up to the outbreak of the present war may be partly gathered from such facts as these. In 1898-9 less than 150,000 puds of grain were carried; in 1901 nearly 13,000,000 (though the export of cereals by the railway has diminished since 1898). Again, in 1890, the last year before the commencement of the "Trans-Siberian," 47,378 immigrants entered Siberia; in the next year (1891) the figure rose to 82,000, and has only once since fallen below that annual level (in 1893, when it was 61,000); while since 1895 it has regularly exceeded 100,000 (save in 1897, 86,000), rising in 1896, and 1898-1900, to 202,000, 206,000, 223,000, and 219,000 respectively.

C. R. B.

### THE DUTCH IN JAVA.

'The Policy and Administration of the Dutch in Java.' By Clive Day, PH.D. Macmillan Company. 1904. Pp. xxi., 432. 8s. 6d. net.

This is a useful contribution to the literature of colonial administration. It is based very largely on Dutch sources, little known and inaccessible to the general reader, and in his preface Prof. Day points out that between the descriptions of

Dutch policy current in English, and the facts as they appear in the writings of Dutch historians, there is a wide divergence. The Dutch, in fact, have been severe critics of their own failures in attempting to administer Java. Holland was among the first of European nations to attempt the exploitation of a tropical land, and every step was necessarily experimental. The *régime* of the Dutch East India Company, which later added political power to its possession of a commercial monopoly, failed to gratify itself either morally or financially, and at the time of its dissolution in 1798, the debts of the company amounted to more than 134,000,000 gulden. After a few years of tentative and not very successful administration by the state, Java passed temporarily into the hands of Britain, and the well-known work of Raffles is associated with this brief period of British rule. The island was restored to the Dutch in 1816, who retained the land-taxes introduced by Raffles, though it was found almost impossible to put it on any fair workable basis. The system of forced cultures, an inheritance from the company days, which Raffles had found it inadvisable to abolish, though he disapproved of it in principle and discouraged it in practice, became a marked feature in the middle years of the nineteenth century. This part of the Dutch East Indian policy in Java is the one best known in this country, and it has been extravagantly praised by Money and others. Prof. Day criticizes Money as an ill-informed, inaccurate, and untrustworthy writer, but his influence in forming opinion in this country has been great. Prof. Day, writing as an economist, points out that the crux of the problem of tropical administration is the failure of the native as a consumer, and that till his basis of consumption is widened he will do as little productive labour as possible. The system of forced culture educated him in production, but did nothing for his education in consumption, while it intensified the original reluctance to labour, and tended in its working to be harsh, unfair, and oppressive. A Colonial Reform party strongly opposed its continuance, and a gradual transition to wage labour took place between 1870 and 1898, in which year the Government coffee culture, the last of the forced cultures, was abolished. The chapter on recent economic policy is a thoughtful analysis of the causes which make up the tropical labour problem, and in it the writer insists emphatically on the rôle of the Chinaman in Java "as the missionary of the modern economic organization." Prof. Day gives his authority for every statement of importance, a practice which cannot be sufficiently commended.

#### PALESTINE.

'Die Verkehrswege und Ansiedlungen Galiliäas.' By Dr. V. Schwöbel. Leipzig: 1904. Pp. 152. *With a Map and Diagrams.*

Dr. Schwöbel has subjected to a very close investigation the parts of Palestine between the Sea of Galilee (Bahr Tabarie) and the Waters of Merom (Bahr el-Hule), Tyre, and Acre. His object is to trace the connection between the distribution of population in townships, and villages, and the communication lines, with the natural conditions of the district. The divide between the Mediterranean slope and the Jordan depression lies close along the valley of the Jordan itself, so that the tributary valleys to the Jordan are few and mainly insignificant, and the longer slope is that falling seaward. The southern boundary of the district under notice is the railway, which, from the coast at Haifa, follows the valley of "the brook Kishon," in a south-easterly direction, crosses the low divide into that of the Jalud, and then runs north up the Jordan depression to the foot of the Sea of Galilee. The northern boundary is the Nahr-el-Kasimie, where that stream turns west to the sea north of Tyre, having previously (as Nahr-el-Litani) followed a