

## THE RAILWAYS OF JAVA.

Queer Features of Travel and Work in the Dutch East Indies.

FRANK G. CARPENTER.

**M**AOB, JAVA.—Railways in Java! Yes, hundreds of miles of them! I have just crossed the island on a trunk line as long as from Boston to Pittsburgh, and I write these notes at the station of Maob, about half way between Soerabaya and Batavia. The Dutch of the East Indies have ten times as much railroad as we have in the Philippines. Their roads are the best of their kind, and although they are almost on the equator, that red-hot belt about Mother Earth's waist, they are built to stay. This is one of the most mountainous lands in the world, where it never rains but it pours, but nevertheless the road beds and embankments are such that they withstand the tropical torrents in many places the banks are walled with stones, and in others they are crisscrossed by lines of stones two feet wide. There are many culverts and also stone drains, plastered and whitewashed so that they form white lines running down the green banks.

This is irrigated land. For thousands of years before the Dutch came the Javanese had terraced the mountains and carried the water in aqueducts from one hill to the other. In the railroads the irrigation system had to be preserved, and in places the water is now carried high over the tracks. Sometimes there are waterways above and below the roads, and not infrequently you pass a great tank in which the water is siphoned from one side of the track to the other.

One of the railroad difficulties here is keeping down the vegetation. The road beds must be kept perfectly clean, and the grass on the embankments is shaved like a lawn. The tracks are balustraded with rock, and the ballast protected by little walls of cobblestones four inches high, which form a gutter outside the line.

### JAVANESE TRAMWAYS.

Not only the trunk lines, but also the tramways of Java are well built. There are a number of steam tramways now being constructed, and many such are doing quite well. I went over the one from Djokja to Magelang a short time ago, with its civil engineer. This was Mr. J. P. Van Benthien van den Berg, a young man who was educated at the Lehigh University, and who graduated there in 1895. He is a relative of Lord Van Benthien van den Berg, the Dutch resident governor at Bandung. His road is about forty-eight miles long, and it pays on account of the heavy shipments of tobacco and sugar from the plantations through which it runs. The tram is built on high embankments throughout most of its course. It has some steep grades, and it is crossed above and below by drains and artificial waterways. I was interested in the protection of the bridges by huge crates made of bamboo filled with stones. If you will imagine a bamboo basket as big as a railroad car, filled with boulders of various sizes, thrown into a stream above a bridge to break the flood, you may get an idea of such protection. Baskets of this kind are of all sizes. They are used to hold up the embankments and to prevent washings and to strengthen all sorts of waterways.



Photographed for the "News" by Frank G. Carpenter.  
NATIVE MAIDENS HULLING RICE.

tection of the bridges by huge crates made of bamboo filled with stones. If you will imagine a bamboo basket as big as a railroad car, filled with boulders of various sizes, thrown into a stream above a bridge to break the flood, you may get an idea of such protection. Baskets of this kind are of all sizes. They are used to hold up the embankments and to prevent washings and to strengthen all sorts of waterways.

### AT THE RAILROAD STATIONS.

The stations are better kept here than in the United States. They are well built, being made of stone and stucco, covered with whitewash, and

How Railroads Are Built in the Tropics—A Land of White-wash—Bare-Footed Conductors—Among the Rice Lands and How the Dutch Keep Them for the Natives—Harvest Time a Courtship Time—Working for Eight Cents a Day—The Government Teakwood Forests and Hay They Might be Copied for the Philippines.

has a restaurant, where you can get a fair meal for from 50 to 75 cents. Before you reach the next station the conductor telegraphs ahead and orders your dinner, or you can have him telegraph for a dinner to be brought to you on the train. Such meals are served in sets of porcelain boxes, which rest one over the other, a half dozen boxes comprising an ordinary train luncheon. Each box contains some hot soup, meat or a vegetable, and these with fruit form the menu. A servant brings the food into the train and waits upon you while you eat, leaving you at the next station to go back on another train with the dishes.

### ACROSS JAVA BY RAIL.

My ticket from Batavia to Soerabaya cost me 50 guildons, an average of about 3 1/2 cents per mile. This was first-class. Had I taken second-class I could have gone for 2 cents and third-class for six-tenths of a cent a mile. I later saw a servant with me and I sent him third-class. I paid extra baggage on all over sixty-six pounds, at the rate of 2 cents a pound, and my baggage cost almost as much as my ticket.

Let me give you a picture of the first-class compartment which I had from Soerabaya to Maob. It was about as wide as our cars at home, but not more than ten feet in length. It was in fact a little room about 6x10, walled with glass at the sides and entered by a door at the rear. It had four seats at the corners and two arm-chairs of mahogany and wicker. The compartment contained also a leather sofa, which could be put up or down at will, and a table a foot wide and four feet long, upon which we ate our luncheon. My fellow passengers were four portly Dutchmen clad in white duck. One of them monopolized the sofa, lying there on his back, his fat abdomen shaking like jelly under its expensive of white linen. The other three Dutchmen were smoking and chatting. They spoke English and I found them good fellows.

The compartment beyond this was for the second-class passengers. Here were half a dozen Chinese dressed in white duck, all corpulent with rings and scarves. Each had a black queue, in which was braided red silk, tucked inside his jacket. All had gold watch chains and carried canes. There were also some of the poorer Dutch, including a couple of women, who wore sarongs and slippers in Javanese style, and a pretty girl with beautiful eyes and a ravishing smile and a black queue, which told she had native blood in her. The third-class cars had plain wooden benches. They were crowded with natives, women and men, packed in as close as sardines.

### BAREFOOTED CONDUCTORS.

From time to time the conductor came in for the tickets. He moved about like a ghost opening the door without noise. He was in his bare feet and as he walked he made no sound. His costume was a calico sarong or

bag, which reached from his waist to his ankles, a navy blue jacket, and a turban over which he wore a cap. He put his hand to his forehead as he entered our car and again raised it in salutation as he examined each ticket. There were barefooted porters at every station and barefooted cabmen ready to drive us to our hotel. Their charge is equal to twenty cents of our money, the hotel carriages charge twice as much. There were no new boys on the trains and nothing was sold while the cars were in motion. The latest Dutch dailies are to be had at stations, and there are also on file in every depot reading room.

### A TROPICAL GARDEN.

My trip across the island has given me a good idea of the country. I cannot describe its beauties. There is no land like it on the face of the globe. I have visited the picturesque parts of India and the Valley of the Nile in the winter when everything is in the greenest of green, but I have never seen anything like Java. If you will imagine a garden as big as the state of New York and as beautiful as Central Park you might have a faint idea of it. But you must add volcanic mountains green to their tops, which are lost in the clouds; you must put in feathery bamboos and groves of coconuts and orchards of bananas and vast meadows on which buffaloes and ponies are bedded. You must terrace the hills with rice fields, some covered with the golden rice ready for harvest and others with emerald sprouts on the silvery face of the water. Now one of the mountains has ten thousand steps of this nature and now you shoot out of the groves of red cotton and on into woods as blue as the Blue Ridge of Virginia.

Among the banana trees are little bamboo play houses, the homes of the natives. You cross magnificent roads spotted with coolies, bare to the waist, trotting along with baskets fastened to the ends of poles which rest on their shoulders. Some of the poles have ends like like bows. They are borne by men who are carrying rice in from the fields. Other men have loads of goods which they are taking from one town to another. These are women, heavily loaded as well as the men, and near Djokja I saw hundreds of young girls carrying burdens in bags on their backs.

### A LAND OF WHITE AND GREEN.

I have spoken of the railroad stations being white. Indeed, all Java is of the whitest of whites and the greenest of greens. The Dutch go wild over whitewash, not only in Holland, but all over the world. Everything they have built here is coated with newly slaked lime. The villas of the cities are dead white, with columns in front of them the color of Parian marble. The bridges are white, the fences along the roads, whether they be made of bamboo fishing poles or of heavier wood, are covered with whitewash, and the same may be said of the drains and the culverts, the warehouses, the factories and especially the vast sugar factories, which cover acres and which have white smokestacks leaning out in their snow purity against the blue sky. White, indeed, is so much the fashion that the people whitewash as we clean houses—a new coat is put on everything once and often twice every year. The rainy season covers everything with damp and mold. After it is over the smell of lime fills the air, for everything is then coated inside and out with the buildings out on their white summer dresses. Some of the hotels keep waiters in white all the year round, as do also the larger property owners. The white even extends to the clothing of the foreigners. The Dutch officials dress in white duck. They wear white canvas shoes and white helmets, and even the military officers wear white.

### IN THE RICE FIELDS.

The chief crop of Java is rice. In my trip across the island I have never been out of sight of rice fields. The rice grows on every hillside and in every valley. It must have water and the irrigation works which have been built to supply this are unequalled in any part of the world. The soil of Java is a volcanic mud. It is as rich as guano. It is of such a nature that it can easily be made into walls which will hold back the flooded patches.

The larger canals are stone walled, well built with many locks, but the water drips from field to field as the little mud embankments are opened by the people. In many places I saw the people at work. Here they were planting and there harvesting the rice. The lands are plowed and weeded by the men, but the planting and reaping is done by the women. The rice is set out plant by plant in the flooded fields, the women wading through the mud up to their waists as they plant. Much of the farming is on shares, a man and his wife agreeing to plant and harvest a patch for one-fifth of the crop. Sometimes a number of people will join together and take several rice fields. I see crowds at work in the ripe grain. The men and women are working together, and especially the young men and young women. I am told that harvesting time is the chief courtship time, and that the boys and their sweethearts usually become engaged while cutting rice. The work is not at all hard, for each stalk of rice is cut separately with a little knife which is held in the fingers. The stalks are put together in sheaves, not much bigger around than a man's leg and in this shape they are taken home and threshed out at leisure.

At the beginning of the rice harvest the people have picnics and feasts. They erect temples in the fields to the goddess of the harvest. Each temple is about as big as a pigeon house, and the offerings consist of an egg, a dish of fruit and bits of sugar cane and cooked rice.

As the grain ripens shelters are erected on poles in the fields and children or grown-ups are stationed in them to watch the crop or to scare off the birds. Sometimes strings are stretched from one part of the field to the other and by these scare-crows are manipulated so that the boy in the shelter can frighten the rice birds a half mile away.

### HOW THE GOVERNMENT WATCHES THE RICE.

The rice lands supply the food of the natives and the Dutch government watches them very carefully. It insists that all contracts made shall not interfere with their cultivation, and it provides that they shall be taken care of for the people. The government aids in their irrigation, and it is due to it largely that Java, with the thickest population perhaps on the face of the globe, does not have famines.

The natives are lazy and shiftless. Were they not protected the Chinese or other capitalists would corner the rice and it would be for sale at high prices. As it is, the Dutch has all the food needed, and there is but little distress and no begging.

Some of the rice lands are owned by the villages and are rented out to the rich planters. In such cases only one-half can be rented, the remainder must be kept by the village for rice, and no rice land can be leased for longer than five years at one time. I met a Dutch indigo farmer not far from here, who told me that his estate was leased from the sultan of Djokjagarta, but that he was forced to keep half of it in rice. His daily laborers worked only a certain number of days of the week and only certain hours of the day, devoting the rest of the time to their rice lands.

### WAGES AND WORK IN JAVA.

I asked this man something about the wages and hours of work of his men. He told me that the average day was ten hours and that they worked from 8 to 12 and from 1 until 5 and sometimes later. He pays them about 5 cents a day. I have met others who

pay only 7 cents a day, but in several cases this was for only six hours' work. The men knocking off at noon. In the cities wages are higher. In Soerabaya there are common laborers who get as much as 10 cents for ten hours, and in the Netherlands-India railway the trackmen are paid 14 cents a day and retired with pensions when they get too old to work. I understand that a native can keep a family here on \$10 a month and have plenty for luxuries. He can, in fact, earn from \$2 to \$4 more than he needs. This is, of course, from the Java standpoint and not an American one.

In some parts of the island the people need more, and, notwithstanding they are paid more, are poor. This is in the few provinces in which liquor and opium are permitted to be sold. The government has farmed out the opium to the Chinese merchants and the natives have contracted the habit. As soon as a native begins to eat opium he becomes practically worthless. Most of the Java states prohibit the sale of

the drug, and it would be a good thing if it could be wiped out entirely. The only reason for maintaining it is for large government revenue which comes from its sale, for the monopolies and opium furnish about one-fourth of the government receipts.

### TEAKWOOD FOR THE PHILIPPINES.

I should like to see a forestry department established in the Philippines. Java has a vast amount of teakwood, but there is no one to plant it, but that teakwood and mahogany be planted at a profit. It is a generation or so to grow, but Uncle Sam lives for ever. Here in Java I have seen a number of government plantations of teakwood. They are taking care of them, and in time they will be of great value. Trees are set out about four feet apart, and when young the trees look more like a thicket than anything else.



### Weighed

In the balance and found—standard. Time has proved PEARLINE'S claims as given in its place—the leading washing powder. Why is PEARLINE limited? Why are those who have used it for years still using it? Why are all willing to pay a little more for it?

Pearline—Standard.

As durable as the Pyramids and finished much better are the

## STEWART

Steel Ranges, Stoves and Heaters.

A \$250.00 THRESHER FREE to the holder of the lucky ticket Drawing at October Conference. Each \$5.00 purchase gets one ticket.

### CO-OP. WAGON & MACHINE COMPANY,

GEO. T. ODELL, General Manager.

Houses at Salt Lake, Ogden, Logan, Idaho Falls, Montpelier.

## Clothing and Gents' Furnishing Goods.

FALL AND WINTER. 1901-1902.

We have received and are now showing the largest and most complete stock of Men's and Boys' attire ever brought to this City. There is something about the make and fit of our goods you do not find in others.

### DO NOT FAIL TO SEE OUR FALL LINE, "IT'S A DANDY."

We have all the latest styles which fashion demands. Nobby suits for young men, handsome suits for middle aged men, becoming suits for elderly men.

## Z. C. M. I.

We guarantee to suit all. Prices and Quality combined.

We are Headquarters for

### CHILDREN'S SUITS.

You will find Every Style in our Juvenile Department.

Children's Two-Piece Suits. Children's Three-Piece Knee Suits. Children's Norfolk Style Suits. Children's Junior Vestee Suits. Children's Russian Blouse Suits. Children's Sailor Suits. Children's Kilt Suits.

## Prices to Suit Everybody

Men's, Boys' and Children's Hats and Caps "All New." John B. Stetson's Hats in great variety. The Z. C. M. I. Special "BEST \$3.50 HAT SOLD."

Fall Underwear, Hosiery, Shirts, Gloves, Neckwear, Night Robes, Suspenders, Etc. In detail of Furnishing Goods we present the Newest.

T. C. WEBBER, Superintendent.

### Conference Visitors

WE INVITE YOU TO LOOK OVER OUR STOCK OF HARDWARE, STOVES, RANGES, MINING SUPPLIES, CROCKERY, GLASSWARE, LAMPS. WE ARE SHOWING COMPLETE LINES OF HOLIDAY GOODS, CUTLERY, AND HUNDREDS OF NOVELTIES, AT WHOLESALE.

### SCOTT-STREVELL HARDWARE CO.

## Heber J. Grant & Co.

### INSURANCE AGENCY.

OUR COMPANIES:

- THE HARTFORD, of Hartford, Ct.
- GERMAN AMERICAN, of New York.
- NORTH BRITISH & MERCANTILE, London and Edinburgh.
- PENNSYLVANIA, of Philadelphia.
- NORTHERN, of London.
- FIRE ASSOCIATION, of Philadelphia.
- TEUTONIA, of New Orleans, and
- THE HOME FIRE INSURANCE CO. OF UTAH.

### MITCHELL & LEWIS CO., Limited,

RACINE, WISCONSIN.

Manufacturers of the old reliable MITCHELL wagon, monarch of the road. Also all kinds of spring wagons. The Mitchell steel skid wagons are the best of the market, and are made expressly for the Utah trade. Call on the Utah Amusement Co., Salt Lake City.