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Transportation and Trade Network in Priangan Residency in The 20th Century

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Abstract. This paper is a historical study that elaborates how the transportation network developed and people's activities on trade in early 20th century in Priangan Residency. Within history study of Indonesia in the early 20th, it was always interpreted as a period of social change. Transportation and trade were indicators that contributed to social change. The study about transportation network, of which we could examine how transportation network that occurred between regions in Priangan Residency, whilst the trade examined types of trade and distribution as well as goods exchange that occurred in Priangan Residency. As in general, history study will answer about background and how the process takes place. Through this study, it is expected that it will provide historical picture towards people's activities related to transportation and trade aspect in Priangan Residency in the early 20th.

1. Introduction

Transportation lines have a very close relationship with trade activities. Trade activities will greatly increase if there is easy transportation access. Commodities sold require transportation if the commodity will be sold specifically outside the commodity production area. Transportation needed is in the form of road facilities and transportation equipment. The easier the lines and means of transportation, the more theoretically the number of commodities sold will theoretically increase.

The study of the history of transportation and trade networks is an interesting thing to study. [8] reviews rail transport networks in India on the basis of colonial archives. The results of his study explain how the benefits of railroad networks in India are (1) reducing trade costs and price gaps between regions; (2) increasing inter-regional and international trade; (3) increase the level of real income; and (4) that sufficient statistics for the effects of railroads on welfare in the model account well for the reduced impact of railroads on real income.

Transportation networks can give a picture of the relationship between regions and in which networks will appear to be the central region and the periphery. The central region has more intensive trade activities compared to the periphery area and even the central region can become a metropolitan as a result of the existence of transportation and trade routes. The position of the central region is like gravity, because trading activities are very dependent on transportation infrastructure. Relations between regions that are regional in nature between countries can also be formed through transportation networks, especially in marine networks. Countries that have excellent port facilities will be the center of the regional trade network

In the transportation network and trade, dynamics of how relationships between markets, price fluctuations, competition, etc.[12] will be formed. Even the exchange or movement is not only in goods and prices. The transportation network will also influence social movements and social impacts from one region to another. Even the spread of disease can occur as a result of the existence of transportation networks. An area can be an epidemic of disease because it is affected by disease shipments from other regions [11].



In this paper the author would like to present how the transportation and trade networks in the Priangan region at the beginning of the 20th century. This presentation looks more at the historical dimension, how the transportation network and trade in the Priangan residency happened in the past. Priangan is one of the residences in the Dutch East Indies (Indonesian name when colonized by the Dutch) located in western Java. The western part of Java has long been part of the trade route since the days before the arrival of the Dutch colonizers, because in the western part of Java there are commodities = trade commodities that are sought after by traders from outside, besides that it has long been established in western Java although the transportation network is still simple, it is a trail or road that has not been paved or hardened, river and sea networks are connected through the port. In the development of history, transportation in the Residency of Priangan experienced a rapid development in the colonial period, namely when the road was built by Daendels rayapos and the construction of a railway.

2. Methodology

The research method used in this study is the historical method or historical method. This method is a study of data, facts and events in the past [18]. In this method, the process of testing and critically analyzing recordings and relics of the past is carried out and the result is an imaginative or historiographic reconstruction. The steps carried out in this study are as follows:

a) *Heuristic* which is the stage of searching for sources, in this stage the researcher looks for primary sources in the form of archives and secondary sources in the form of books or articles related to the research theme,

b) *Critic*, namely the stage of the researcher verifying, validating or evaluating the sources obtained. Criticism is done mainly towards primary sources. There are two forms carried out at the critical step, namely internal criticism and external criticism. At the internal criticism stage, assessing the contents of the source or archive, whether the contents of the archives, documents, or reports actually obtained are really related to the research title. In this case the researcher tries to categorize the sources obtained. The categorization is based on the research problem proposed. While external criticism is carried out on output forms or materials used by sources, for example whether the paper used shows compatibility with the era as the archive was published.

c) *Interpretation*, namely the researcher makes an interpretation of the facts in the source. Interpretation is done by analyzing and synthesizing sources. Analysis is done by sorting or categorizing the facts in the source. While the synthesis is done by giving some conclusions on the results of the analysis. Analysis and synthesis are carried out based on the research problem proposed. In conducting analysis and synthesis, researchers try to provide an expedition of these sources by using social science theories, especially theories related to social structure and political science.

d) *Historiography* namely researchers do writing on the data in the source based on the results of analysis and synthesis. The intended writing is that the researcher carried out imaginative reconstruction based on empirical data and used a theory relating to the research problem. Historiography is the result of research and in historiography it is expected that there will be new findings in this study. The new findings can be in the form of new data and new casuistic theories.

3. Result and Discussion

Transportation networks have an important role for trade traffic. In Priangan there is a transportation network that is carried out through rivers and some by road. Before the existence of an adequate road, rivers had an important role to play in transporting. The rivers used as means of transportation are the main rivers namely Citarum, Cimanuk and Citanduy. Citanduy and Citarum rivers are means of transporting coffee and salt. Citanduy River is a river that empties into the southern coast of Java and leads to the port of Cilacap. In the past, this river was often used by people in Southeast Priangan, namely the Banjar and Kalipucang areas to transport their agricultural products to the Cilacap port. During the planting of coffee in Priangan (Preanger Stelsel), the Citarum River was used to transport coffee from Bandung to Batavia [13]. Coffee from Bandung by road to Cikao, a port located in the present Purwakarta area [14]. From here it is then transported to Batavia, via Krawang and

Tanjungpura [13]. In the Sundanese kingdom, at the mouth of the Cimanuk River there was a trading port and at the same time became a barrier to the kingdom.

Before the highway was built, it was estimated that in the 18th century there were roads that connected one area to another in Priangan. The road has stretched from the direction of West Priangan to Central Priangan to East Priangan. In general, the road is still a path, which can only be traversed by horses. From Buitenzorg to Cianjur, to Puncak, it is estimated that there is already a road before the Daendels highway is built. The Daendels road lane that was built is estimated to follow an existing path. Information about the existence of the road is based on trips made by Europeans. In 1701 Ram and Coops traveled from the capital of Kampungbaru (Buitenzorg) to Puncak. On March 2 1714, a number of soldiers traveled from Cianjur to Kampungbaru through Cilember [13].

The road from Cianjur to the port of queen (Wijnkoop) has been built. Stier in 1730 traveled from Cianjur to Pelabuhan Ratu through Bunikasih (north of Bangbayang), Cikupa, Cimuncang, Cigunungguru and Cikuya to Pagadungan in Cimandiri. Radermacher said that the trip from Cianjur to Pelabuhan Ratu took 3 days [13].

The traffic from Batavia to Priangan besides through Kampungbaru-Cianjur, was also passed through Cikalong, an area adjacent to Karawang. The journey from Cikalong to Karawang takes a day. The road from Cikalong, can connect between Cianjur and Bandung. From Cikalong then head to Cihea, Cijuhung (Ciranjang area), Kaprakan (meaning Parakan to the north of Padalarang) and head to Bandung [13].

There is a road from Bandung to Cirebon and East Priangan. On July 7, 1689 Oluff Christiaansz traveled from Bandung to Cirebon. The direction of the road that is passed from Bandung through Ujungberung to Parakanmuncang, Sumedang, Karangsambung and Cirebon. In the Parakanmuncang area, the road branched off to Sumedang and to East Priangan. The road to East Priangan is from Parakanmuncang to Limbangan, Citandui, Malangbong, Salumbitan, Ciawi and Rajapola (Tasikmalaya). From Rajapola there is a road that leads to Cirebon with a lane namely Ciseel to Citandui and from here to Berekbek then to Cirebon [13].

The roads in Priangan mostly surround the mountain slopes. When a highway has not been built, transportation still uses human power and animal power. To transport coffee from the plantation to the coffee storage warehouse, people use baskets by carrying it over their heads. Transportation in this way is very slow because people are only able to carry a load of 60 pounds. The road that must be passed down the cliffs and mountain slopes. To overcome this problem, Governor General Mattheus de Haan (1725-1729) then used buffalo as a load carrier. The transport of produce between Parakanmuncang-Sumedang in 1749 used about 300 buffalo loads [14]. New wheeled trains are used, when there are roads hardened with natural stones [14].

Highways began to be built in Priangan during the time of Governor General Herman Willem Daendels. He built a highway from Anyer to Panarukan. This road is known as the Postal Highway (Grote Postweg). The areas passed by the postal highway are Cianjur, Bandung, and Sumedang. From the main highway, the intersections are then made. The new highway from Bandung-Cianjur was ready for use in 1816. At first, the highway was passed by horses, only in 1820 were horse-drawn carriages [16]. The following road lanes that are ready to be used for horse carriages are Bandung-Sumedang in 1820, Sumedang-Manonjaya in 1820, Garut-Tasikmalaya in 1838, Bogor-Cianjur 1860 and Bogor-Purwakarta in 1865 [16]. The road network was then built to the south towards Central Java, namely Bandung-Nagrek-Garut-Tasikmalaya-Banjar-Wanaraja (Banyumas). This lane was originally a military lane between Bandung-Banjar [16].

In addition to highways, there are also roads built in rural areas. In general, these roads are roads that connect rural and plantation areas. Many roads in the countryside are built through mandatory work by local villagers. Mandatory work is imposed on rural people, not just road construction, as well as maintenance. The thing that burdens the rural population in road maintenance is that if the road is damaged due to the transport of plantation products. Transportation of plantation products usually uses a cart. While the road that is made is still a dirt road. The burden of transporting carts that are too heavy can damage the road [17].

The road network has a very important meaning for trade. Growing centers of community economic activities such as markets. In general, markets are located on the edge of the road. The emergence of these markets can be caused by a network of road traffic making it easier for people to connect with each other. Markets stand mostly in the district capital.

The market is a place for resident trading activities. Types of goods traded, both agricultural products and other items. In general, trade carried out by indigenous people is mostly included in the type of small traders. Whereas trade on a larger scale is mostly carried out by Chinese and Europeans [17]

Rice is one of the important agricultural products they sell. Rice trade increases especially during the harvest season. In addition to selling rice on the market, the Indigenous people also sold rice mills which were mostly owned by Chinese people [1]. In 1883 a large trade in rice consisted of Bandung, Sukabumi, Tasikmalaya, and Cianjur [2]. The city of Cianjur is one of the major rice trading centers. In this city in 1890 there were 16 rice milling companies [3].

Agricultural products other than rice sold to the market are sweet potatoes, potatoes and cabbage. Other consumption goods sold on the market are palm sugar. Also sold are plantation products, namely tobacco. Tobacco sold is not tobacco for export purposes, but for domestic market interests [4]

In addition to the trade in consumer goods, non-consumption goods also trade in the markets of the city of Priangan. These items are mainly handicrafts in the form of clothing, fabrics, household necessities, glass items, and others. Demand for cloth can increase, especially during the rice and coffee harvest season. The famous batik fabric comes from Solo. Besides that, in Priangan there is also a famous batik industry, namely in Tasikmalaya. Handicrafts produced in the form of plaits with materials from rattan and bamboo found in Tasikmalaya are also sold in markets [1].

Trade takes place not only in the market, there are also traveling traders. This type of trader trades by traveling from village to village. Goods sold by peddlers are mostly in the form of cloth. These traveling merchants were carried out by Chinese people and there were also indigenous In addition to the trade in consumer goods, non-consumption goods also trade in the markets of the city of Priangan. These items are mainly handicrafts in the form of clothing, fabrics, household necessities, glass items, and others. Demand for cloth can increase, especially during the rice and coffee harvest season. The famous batik fabric comes from Solo. Besides that, in Priangan there is also a famous batik industry, namely in Tasikmalaya. Handicrafts produced in the form of plaits with materials from rattan and bamboo found in Tasikmalaya are also sold in markets [1]

Trade takes place not only in the market, there are also traveling traders. This type of trader trades by traveling from village to village. Goods sold by peddlers are mostly in the form of cloth. These traveling merchants were carried out by Chinese people and there were also indigenous people [4].

The products of handicrafts in Priangan are not only sold in the local market, some are sold outside the Priangan area. Craft items sold out, for example hats, pandanus mats, are made from rattan. Hats and hoods made from bamboo in Majalaya Afdeeling Cicalengka are sold to Cirebon, Semarang and Surabaya. In 1890 there were around 150 thousand hats sold outside the Priangan area.

Pandanus mats made in the Indihiang, Rajapolah and Pamoyanan regions in Tasikmalaya, are sold to Cirebon and Karawang. In 1890 pandanus mats were sold outside the Priangan as many as 100 pieces. In the Tasikmalaya area, besides pandanus mats, they are also sold outside the area, handicrafts made from rattan in Singaparna. Handicrafts from rattan are made such as rattan mats, baskets of rice or baskets, etc. [17].

The transportation network is experiencing rapid development, namely when construction of a railroad. Railway construction was part of the expansion of colonial exploitation in the early 20th century. There are two things that underlie the construction of railroad roads, first the economic background and the second the background of military defense. The economic background is caused by rapid economic growth caused by the growth of plantations.

In the Priangan area in general, plantations are located in the interior and mountains. Such conditions are very difficult if only using traditional transportation. Traditional transportation equipment has limitations both in carrying capacity and speed of time to reach the destination.

To deal with the difficulty of transportation, thought arises both in the government and the private sector the need for adequate transportation to transport plantation products. The private sector felt concerned when it began the entry of private entrepreneurs in the plantation sector in the Dutch East Indies at the end of the 19th century. The transportation solution proposed by both the government and the private sector, to solve this difficulty is the need to build a railway. This transportation tool is very suitable considering the large carrying capacity and fast distance and can penetrate into various geographic conditions both mountains and plains. In addition, the railway network can be built with direct links between the interior and the port.

The importance of military defense in the construction of trains in Priangan is closely related to the geographical conditions of Priangan. The condition of Priangan, which is a mountainous region in the interior, is a strategic condition for building a line of defense between the coast and the interior. The railroad built is a strategic means to transport troops in the event of an enemy attack. The enemy attack will most likely come from the port. Therefore, many railways on Java are directly connected to the port. Port relations as an open and isolated interior are a strategic line of defense. To build a line of defense, it will be connected to the construction of a railway. The direct connection between the coast and the interior will provide a fast motion to the troops in the event of an enemy attack. This need was felt after the completion of the construction of the Batavia-Buitenzorg (1869-1873) railway which was built by the Nederlandsch Indisch Spoorweg Maatschappij (NISM) [20]. The direct relationship between Priangan and Batavia became open after the construction of the Batavia-Buitenzorg railway.

In addition to relations with the port of Batavia, military interests also need to be built with ports that have direct links with other ports. These ports are Cilacap and Cirebon. To fulfill defense interests with the Cilacap port, the Priangan-Cilacap lane was built and with the Cirebon port a Rancaekek-Sumedang lane was built. The Rancaekek-Sumedang lane, originally to be built Sumedang-Kadipaten-Cirebon (BT, September 15, 1915). These lanes have not been built due to limited funds owned by the government. Construction of the lanes of military interests, in its implementation also has economic interests. The economic interests in these lanes are the transportation of both plantations and agricultural products of the areas it passes.

The lines were built in the Priangan region (Verslag SS, 1870-1926), namely:

1. Buitenzorg-Bandung-Cicalengka (1878-1884)
2. Cicalengka-Garut (1887-1889)
3. Warung Bandrek-Cilacap (1889-1893)
4. Karawang-Padalarang (1901-1906)
5. Tasikmalaya-Singaparna (1910-1911)
6. Banjar-Kalipucang-Cijulang (1911-1921)
7. Bandung-Banjaran-Ciwidey (1916-1924) dan
8. Citeureup-Majalaya (1920-1921)
9. Rancaekek-Sumedang (1917-1921)

The construction of the railway lines has an impact on the formation of the railroad transportation network in Priangan. These routes have connected between cities or regions within the Priangan residency itself and the Priangan transportation relationship with the outside area. The railroad network has resulted in the growth of the economy in the cities resulting in rapid urban growth as experienced by the city of Bandung [14].

4. Conclusion

Transportation lines have a very important role in building trade networks. In its history, the transportation and trade networks in the Priangan Residency experienced a very significant process of change, starting from a simple transportation route to being modern when the Dutch East Indies government built a railway. The rapid development of transportation and trade networks is being carried out at Priangan Residency because in this area it is a place of production of economic commodities needed in trade, namely agricultural and plantation products, so that the transportation routes need to be increased in number and quality such as railroads.

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