

The Romance of and the Art of Travel Planning.

"The use of travelling is to regulate the imagination by reality, and, instead of thinking how things may be, to see them as they are: therefore, travel!"

Dr. Johnson said this in 1782 or thereabouts, but what was in those days the exceptional privilege of the favoured few may now be the lot of anyone who is interested in broadening his mind.

What would become of the romance of travel, however, whether by sea, land or air, if the countless little details that make such travel possible were not carefully prepared by those whose business it is to know what the traveller needs and wants? Today fine ships ply the seas, luxurious trains speed over well-laid tracks, smooth roads make motoring a pleasure and speedy aeroplanes ensure the most rapid connections possible.

Java, one of the most beautiful spots in the world, lies on an almost direct route between any two points in the world if only that route passes through the Orient, and who, in planning an extensive trip today, would think of omitting the Orient? It is served by four Netherland steamship companies and the longest regularly operated airline in the world, the Royal Netherland Airways (K.L.M.) Within its boundaries the visitor will find the State Railways, magnificent motor roads and the unequalled airline connections of the K.N.I.L.M.

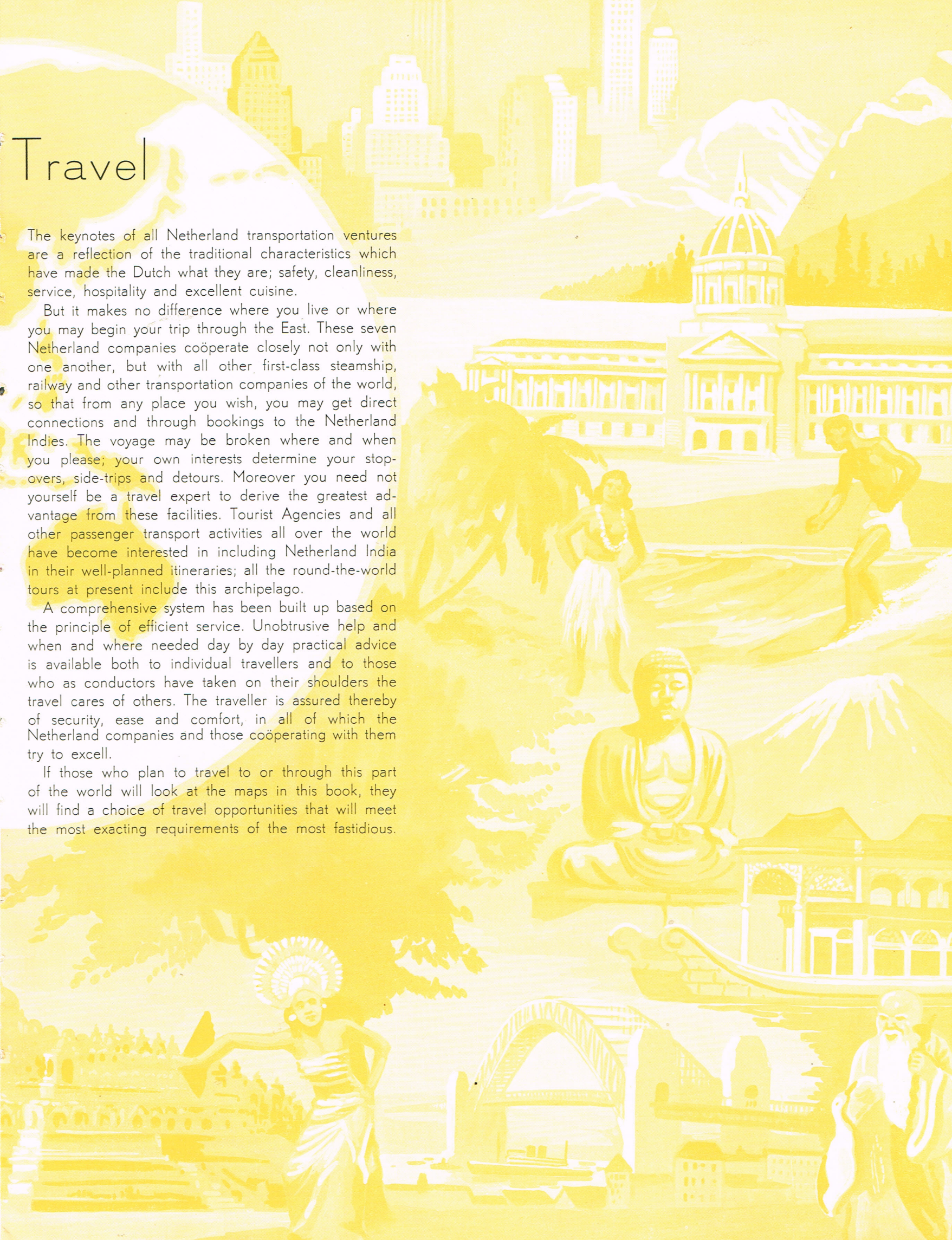
Travel

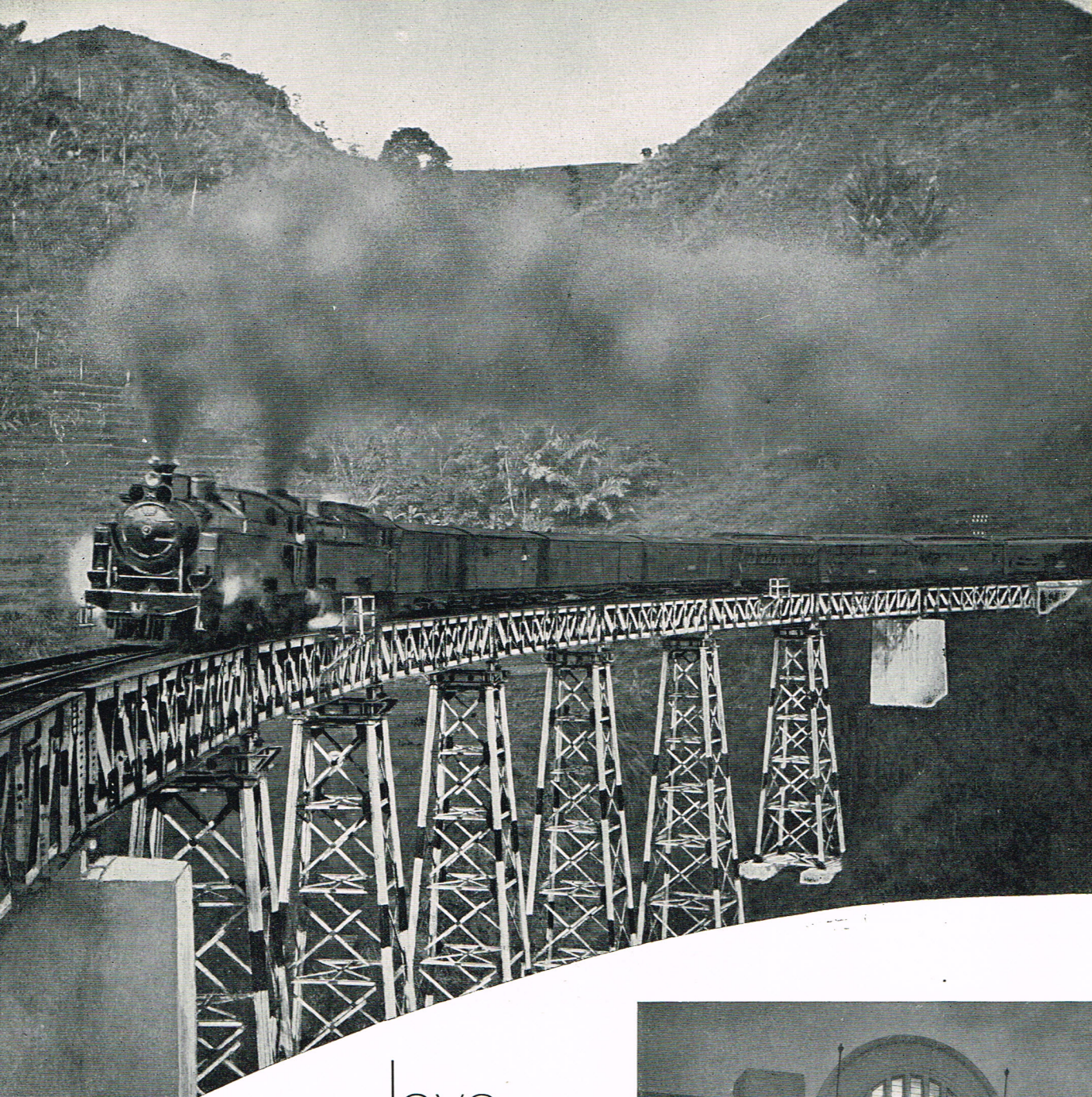
The keynotes of all Netherland transportation ventures are a reflection of the traditional characteristics which have made the Dutch what they are; safety, cleanliness, service, hospitality and excellent cuisine.

But it makes no difference where you live or where you may begin your trip through the East. These seven Netherland companies coöperate closely not only with one another, but with all other first-class steamship, railway and other transportation companies of the world, so that from any place you wish, you may get direct connections and through bookings to the Netherland Indies. The voyage may be broken where and when you please; your own interests determine your stop-overs, side-trips and detours. Moreover you need not yourself be a travel expert to derive the greatest advantage from these facilities. Tourist Agencies and all other passenger transport activities all over the world have become interested in including Netherland India in their well-planned itineraries; all the round-the-world tours at present include this archipelago.

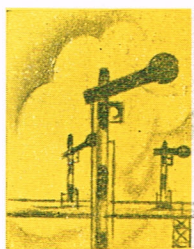
A comprehensive system has been built up based on the principle of efficient service. Unobtrusive help and when and where needed day by day practical advice is available both to individual travellers and to those who as conductors have taken on their shoulders the travel cares of others. The traveller is assured thereby of security, ease and comfort, in all of which the Netherland companies and those coöperating with them try to excell.

If those who plan to travel to or through this part of the world will look at the maps in this book, they will find a choice of travel opportunities that will meet the most exacting requirements of the most fastidious.

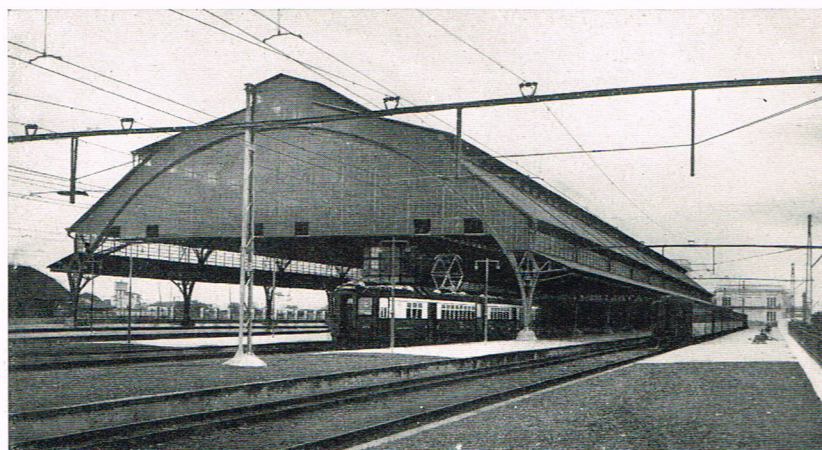
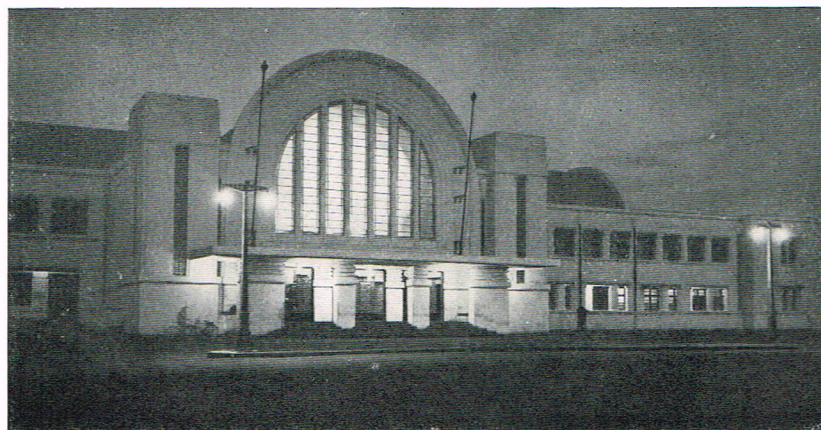




Java from an Easy Chair



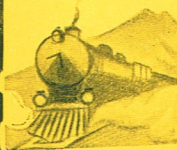
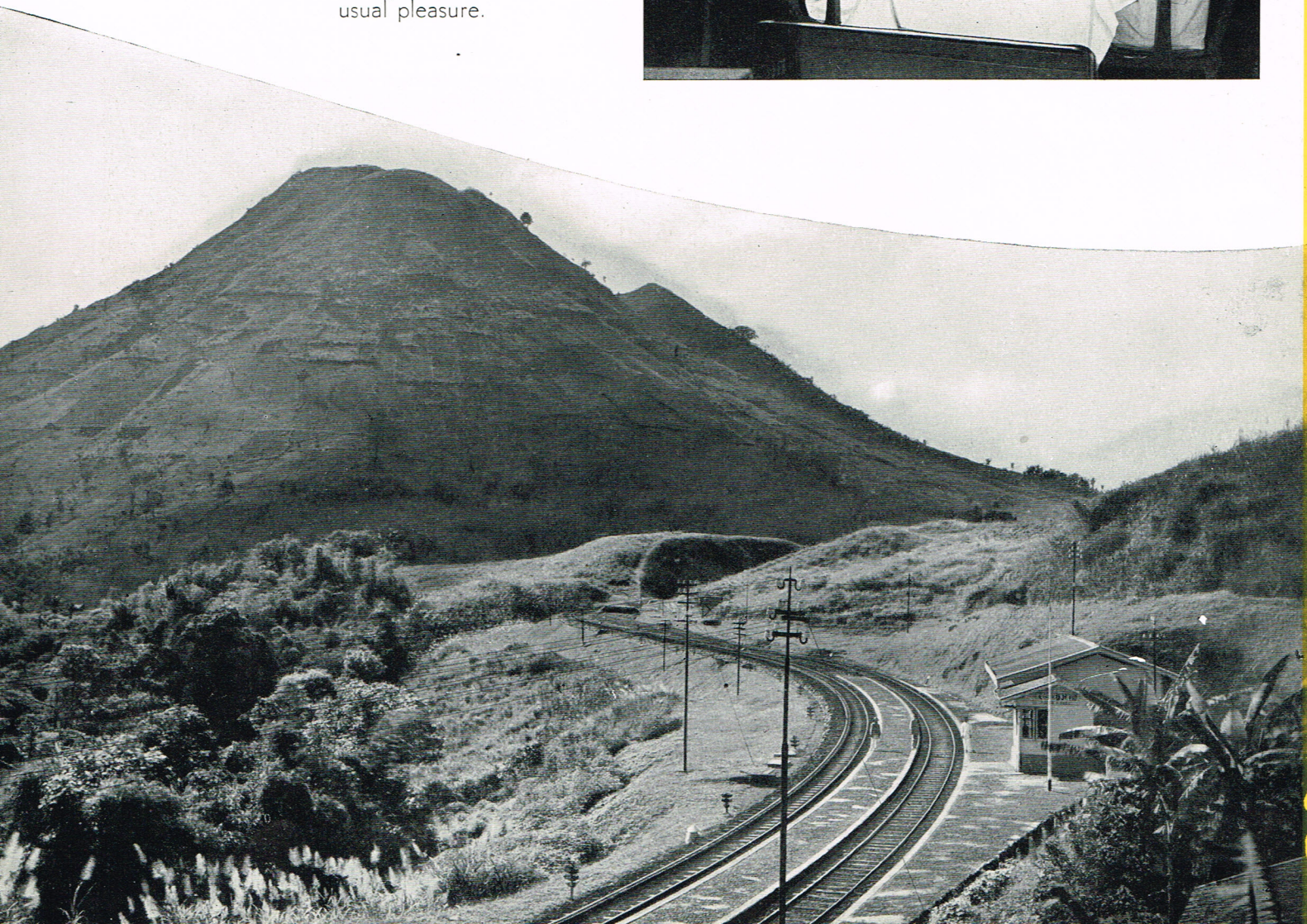
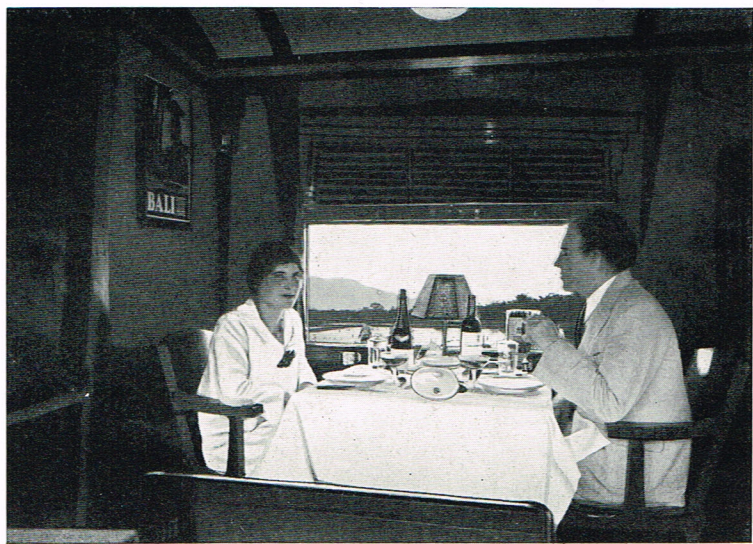
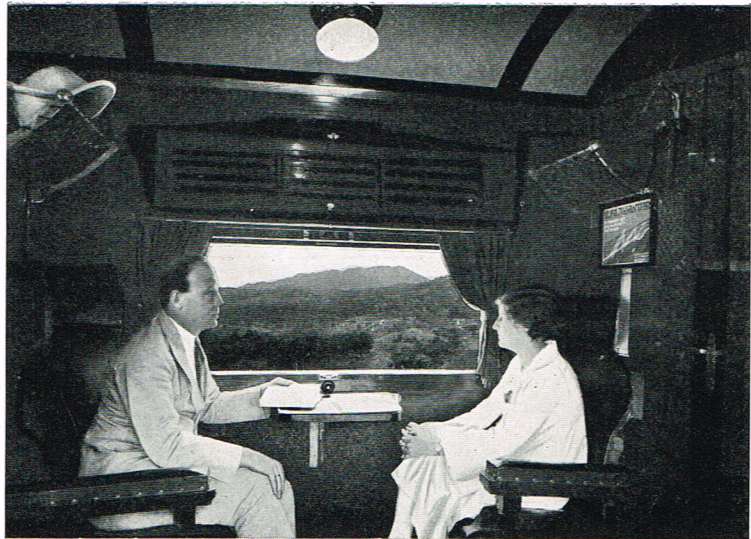
One of the most important connections of the State Railways in Java is the "Java Limited", an express train running between the two great cities of West-Java, Batavia and Bandoeng, and the capital of East-Java, Surabaya by way of Djocjakarta and Surakarta. This distance, 820 kilometers (about 510 miles), almost from one end of Java to the other, is covered by this express in 12 hours 20 minutes. It is a through connection and no changes are necessary. The Java Limited carries first, second and third class passengers. The first class coaches are equipped ex-

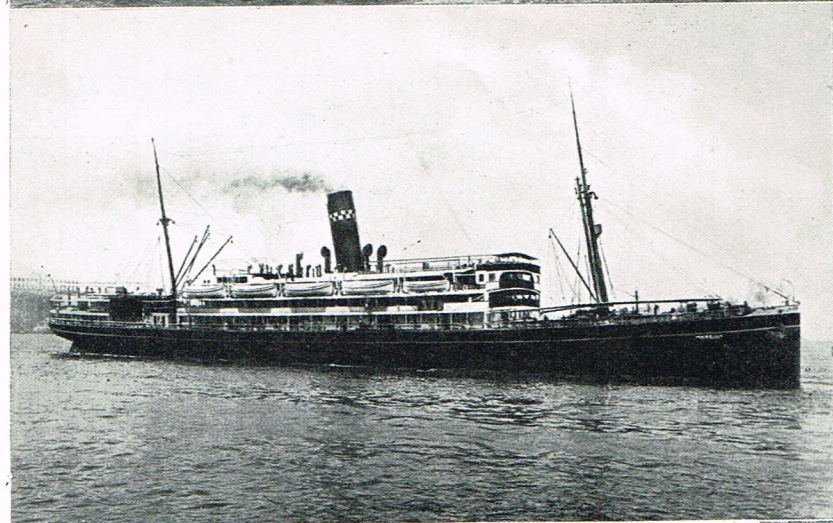
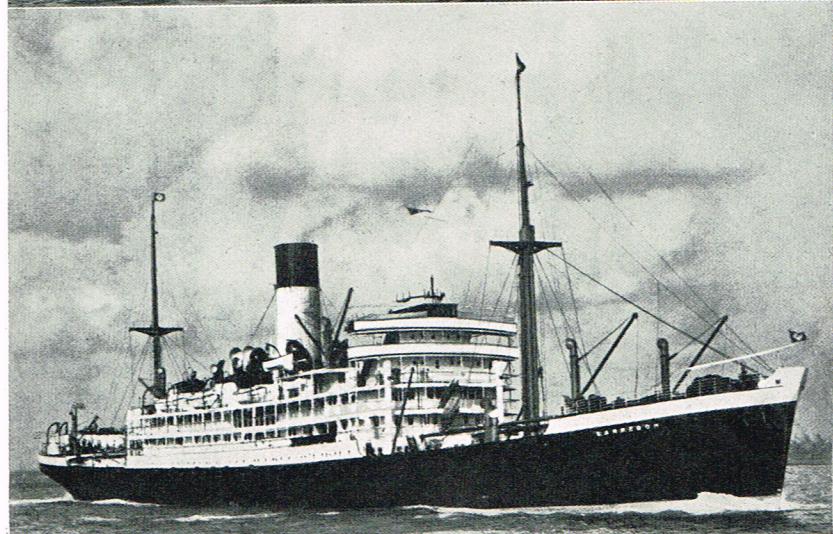
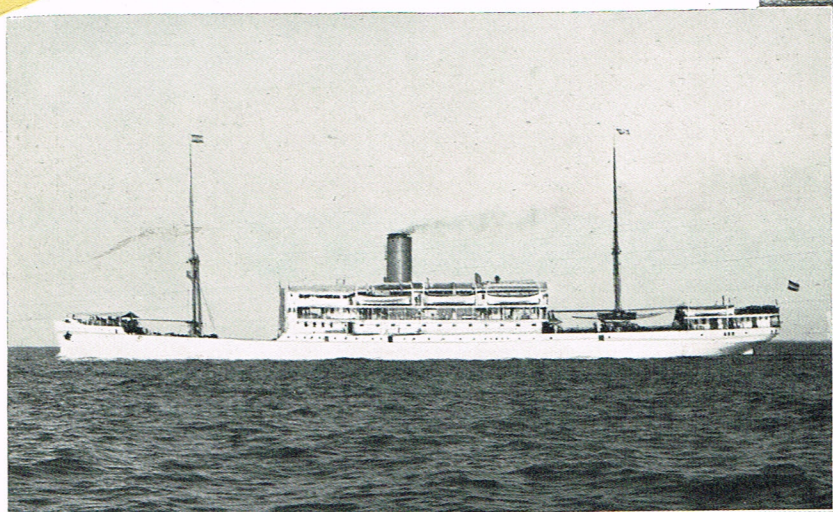
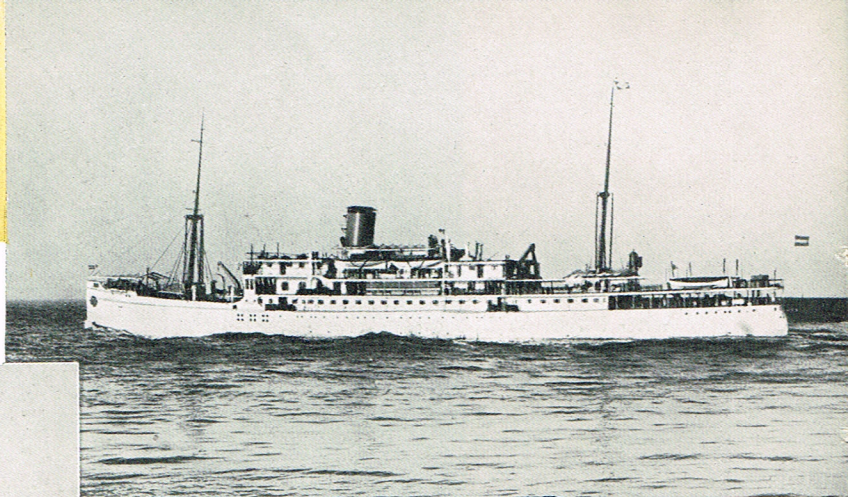


clusively with Pullman arm-chairs, which ensure the most perfect comfort for those who travel in this class. The second class carriages have cane seats arranged on the American plan and offer a maximum of comfort to travellers of more limited means. When specially desired an observation car may be attached to this train with seating accommodation for 12 persons.

All the carriages are constructed of steel with wooden sides to ensure the maintenance of a low temperature and are equipped with spring couplings and side buffers which guarantee smooth running even over the winding mountain tracks. All carriages are further equipped with electric lighting, and electrically driven fans take care of the ventilation and cooling. Large, broad windows give a wide field of view over the beautiful landscapes and lovely vistas for which Java is so justly famous. A dining-car provides an opportunity for taking breakfast and lunch on the train and meals are particularly enjoyable because of the excellent cuisine and quick service. Hot and cold drinks are served throughout the entire train.

All these things taken together make travel through Java by train an unusual pleasure.

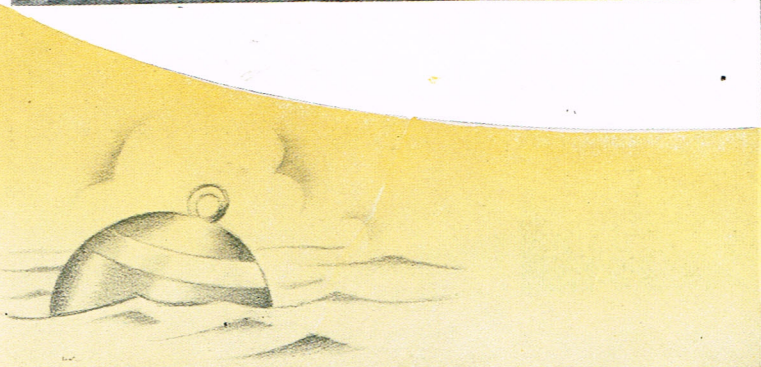
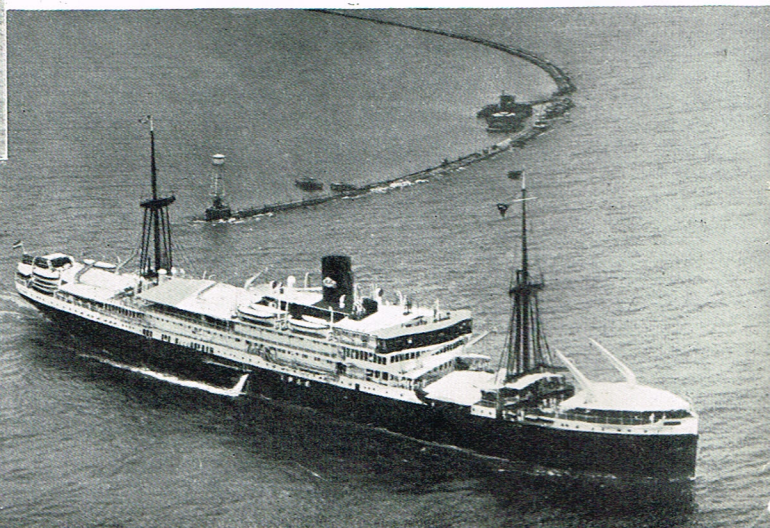


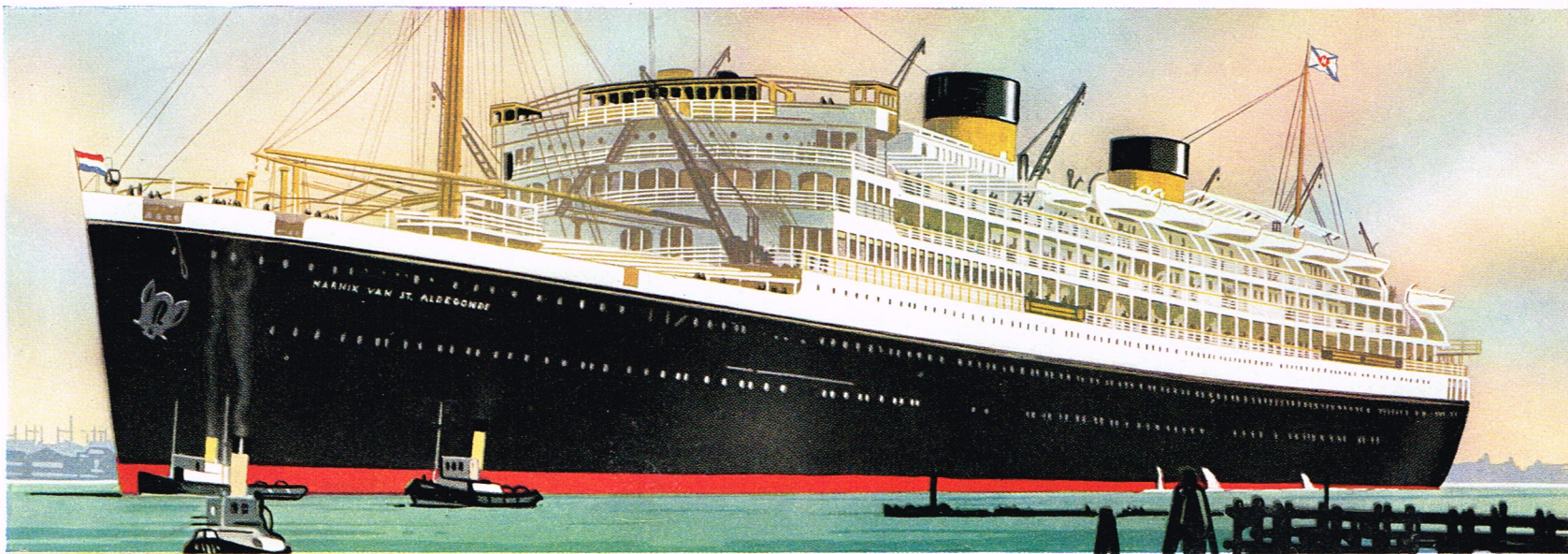


Ships of all Flags

VISIT NETHERLAND INDIA!

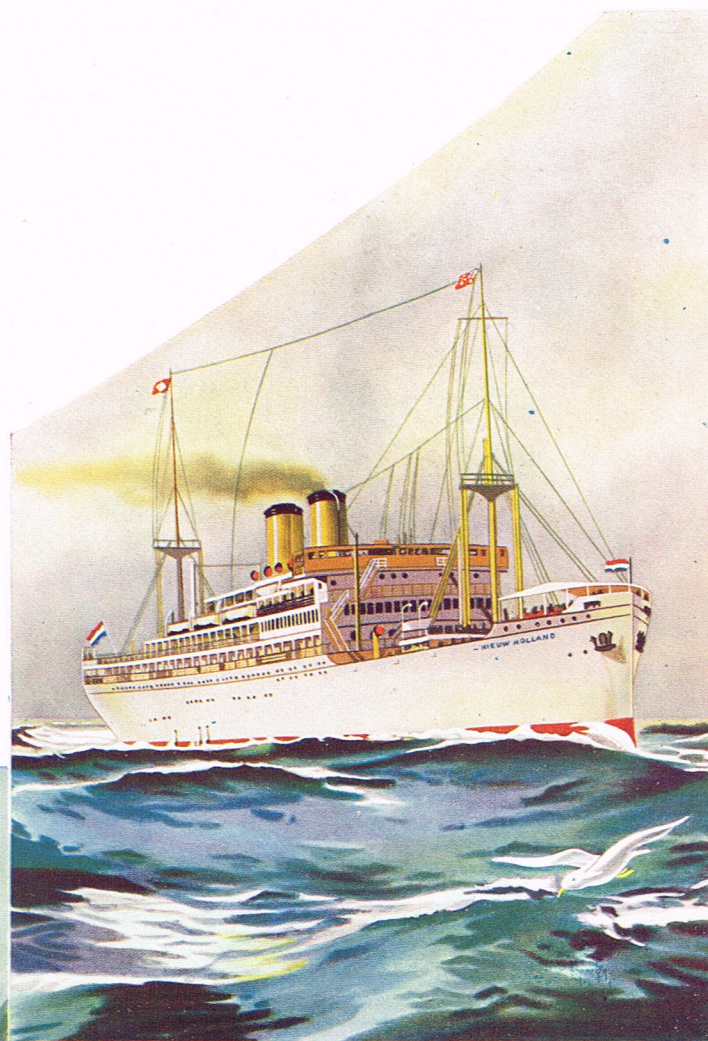
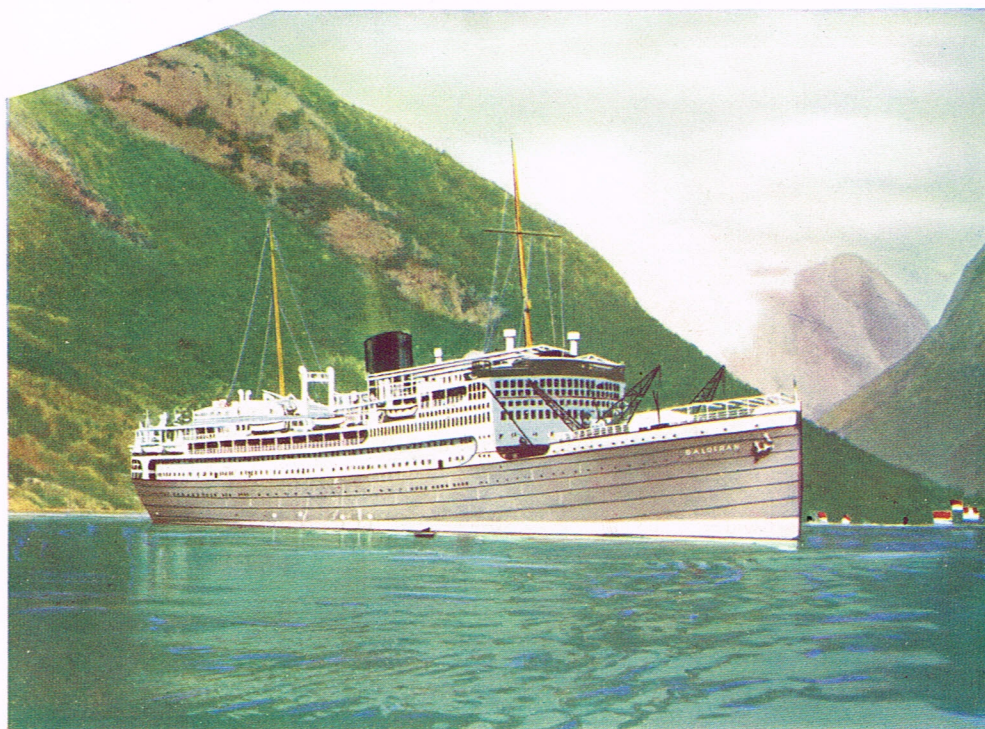
The whole year round, at regular intervals of a week, a fortnight, or a month, the fine modern ships of various lines keep coming and going to and from the ports of this Archipelago. Somewhere in other ports of the world they have picked up prospective visitors to this country, brought thither in other ships or by rail, road, or air. The lines serving the Netherland Indies coöperate with and connect with the services of all the principal lines of the world. It is therefore possible to set out for these lands of new sights and adventure, travelling either independently or under the auspices of one or other Travel Bureau, making through bookings and in general being relieved of all the troubles of travel.





The ships that are constant callers at Netherland Indian ports are among the nobility of the seven seas. Only some suggestion of their beauty, gracefulness, size and comfort can be given on these and next few pages.

But in addition to these regular callers, when cold weather and blizzards hold other parts of the world in their icy grip, other equally magnificent ships make annual calls at the ports of this land of eternal summer carrying travellers to warmer climes and around the world in the greatest of comfort and luxury. Other tours are made in and around the Pacific, but one and all call at ports in this Archipelago. Then, too, there come from time to time lovely private yachts of every description and of every nationality to cruise around these still, landlocked waters and under the azure skies



of the tropics. It is a beautiful sight to see one of these dainty fairies of the seas anchored in some remote bay in the Moluccas or moored in one of the busy ports of Java.



Works of Art on modern liners

Does the modern nomad ever give a moment of thought to what is done in these present days to satisfy more than his actual needs of transportation? Does he ever think of the patient and intricate planning that has to be done before the able hands of wood carvers and marble workers, bronze and copper smiths, mosaicists, tapestry weavers, painters and sculptors, were set to work materialising the conception of the interior decorator? Does he ever stop to think that this beautiful liner that now outclasses her predecessors, will after some fifteen or twenty years be displaced in her turn by newer ships?

If he did, would he not feel a pang of sorrow that all this magnificent work is applied to such a temporary thing as a modern liner and does not stand in some stately mansion or royal palace, where it might outlast the centuries and for generation after generation be an example of the artistic ability of these present days?

The ripe experience of more than fifty years of faithful service to the public has taught the various Netherland lines how to keep the luxury of travel at its highest and travel costs at their lowest. And in this connection something must certainly be said of the second class accommodation afforded by the Dutch Mail Lines. There is certainly no social distinction to be drawn today between the first and second cabin on these ships and who will may travel second class with no sacrifice of dignity, prestige or comfort. Indeed we will leave the reader to guess which of our pictures were taken in the first and which in the second cabins and we feel sure that he will sometimes be in doubt!



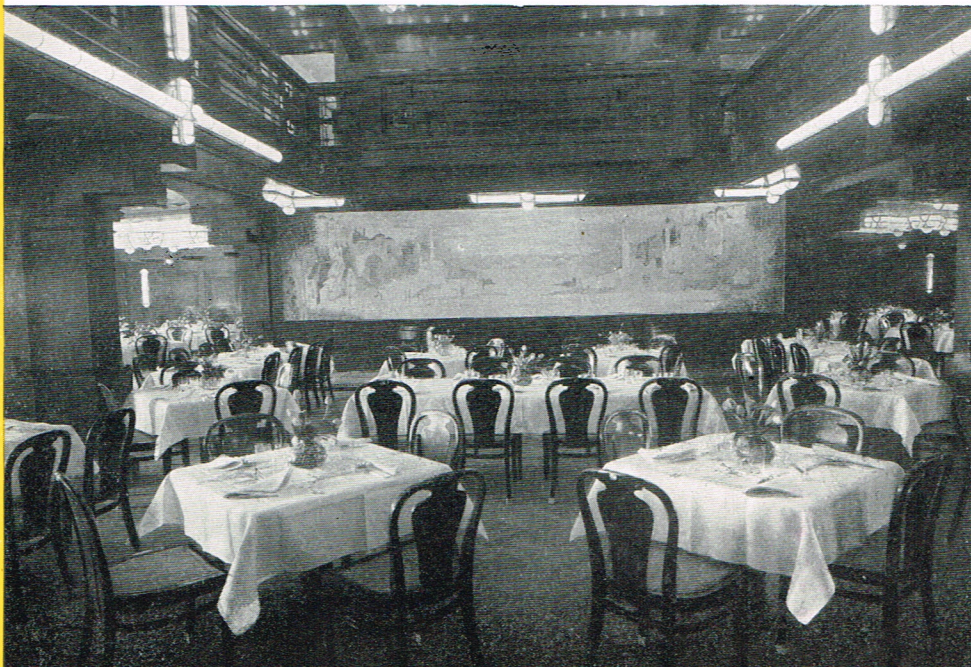
Dining Rooms

The Netherlands is one of the foremost producers of dairy products in Europe. The hot-houses of her western provinces produce early vegetables and choice fruits. The able Chefs on



Netherland ships know how and when to get the choicest products and how to make the best use of them. The immaculate and traditional cleanliness of the old Dutch houses, famous in picture, has been brought over to the new Dutch ships, and no dainty housewife is more proud of her spotless kitchen at home than is a Netherland chef of his on shipboard. Such cleanliness implies perfect hygiene.

But more is needed for a royal repast than the best of provisions and a spotless kitchen. There must be excellence in cooking; the serving and the service must delight the eye as the viands delight the palate. This is amply catered for on Netherland ships, and when the perfectly chosen, cooked, and served meals are presented in the beautiful surroundings depicted on this page they become feasts for an Epicure.



Smoking Rooms

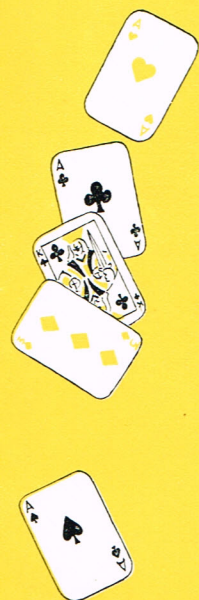
Here is the place where passengers can forgather in the ease and comfort of their homes or clubs; reclining in capacious easy chairs, they can enjoy a quiet smoke. It also fills the place of their favourite continental Bodega; a convenient spot for friends to meet for an aperitif before lunch or dinner.



There is also space enough and the quietness for many a rubber of bridge.

The libraries — ports of departure for fascinating mental cruises — contain large selections of up-to-date volumes in English, French, German and Dutch and a choice of informatory books about Netherland India.

An occasional writing table invites the passenger to write those at home about the wonders seen in the last port of call and to give them a promise of further marvels to be described when the next wonderful city has been left behind below the horizon.



Harmony

Most of the ships visiting the East carry as part of their regular equipment excellent orchestras composed of highly skilled musicians, which play during meals in the first and second cabin saloons, give frequent special concerts, and are always at the disposal of the passengers for dances and entertainments. The music rooms on these ships are always equipped with pianos of famous makes for the use of the voyagers and everything is done to make the musical side of the trip pleasant and harmonious.



The latest wonders of radio technique bring the famous orchestras of the world to the ship over aerial waves.

And even while they sit at their ease in the luxury and perfect surroundings of a famous Concert Hall, feasting their ears on the great conceptions of western musical genius, the music-lovers are on their way to the lands of the gamelan and of unwritten music that hitherto has defied all efforts to copy it on western instruments and whose strange though beautiful tones can only be produced by the natives of Java and Bali.

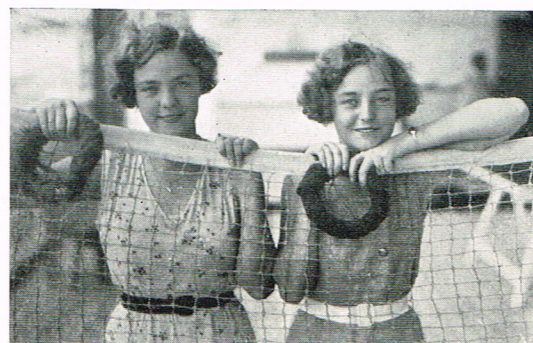




The Lordly gift of the Sun.

A trip through the tropics with its days on end of brilliant sunshine, offers an opportunity seldom found elsewhere of taking a course of health-giving sun baths on the spacious decks open to sun and wind provided for sports and other forms of much-needed exercise on modern shipboard.

The whole gamut of rays, infra-red, visible, and ultra-violet, not emanating from arc- or quartz lamps, but the pure and lordly gift of the Sun, are poured out in exhaustless quantity over the tropical seas. Glowing Health dances with the Sunbeams in every corner of the decks and gently penetrates through every pore of those lucky ones who can take such a voyage. It is almost impossible to reach ones destination without having acquired a coat of tan and a fund of stored up health and energy that will be the envy of ones stay-at-home friends.



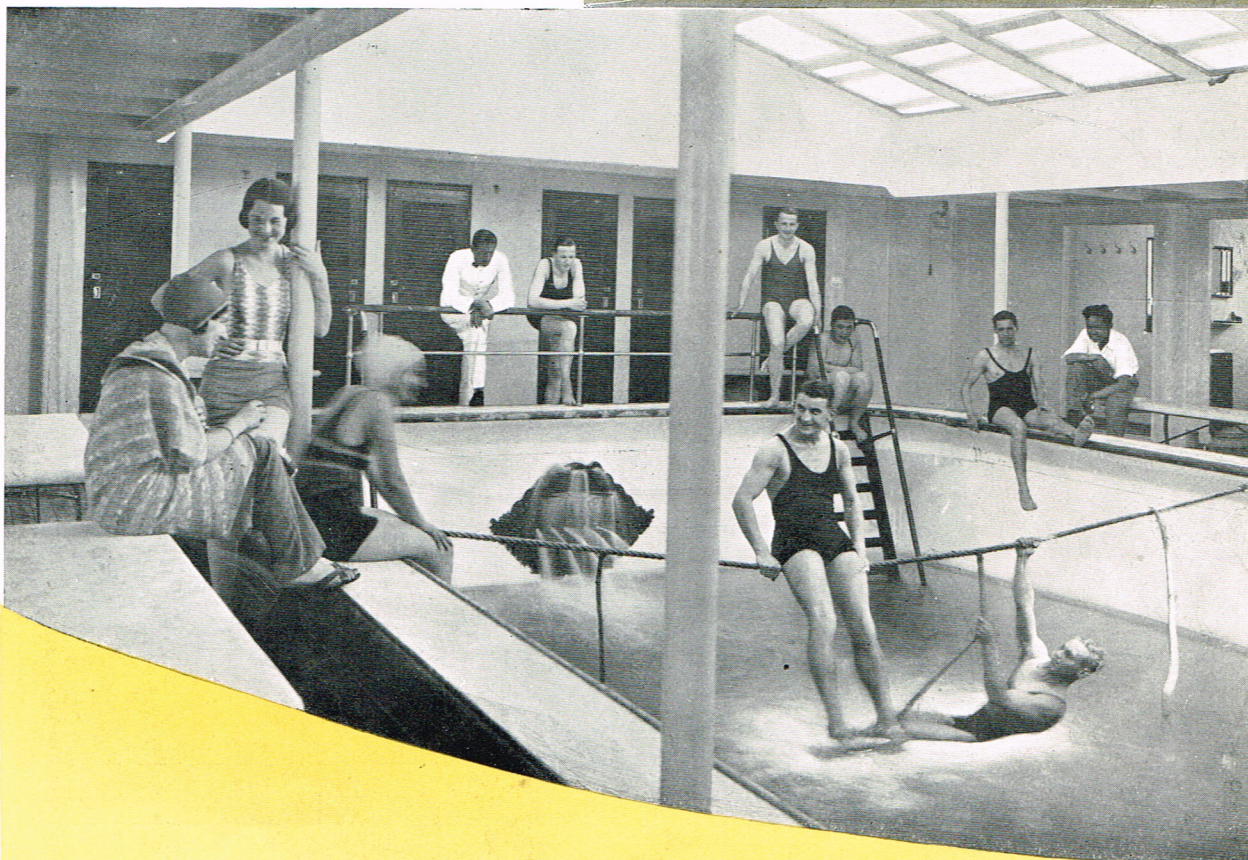


"Océan les Bains"

This fashionable bathing resort is nowhere to be found on the world's maps. Its position changes day by day along the paths of speeding ships.

"Océan les Bains" is miles and miles away from beaches and shores, with the purest of crystal sea-water and the purest of air.

The greatest gift of the present young generation has been its bold departure from convention: therefore the newest and smartest vogue in beach pajama's and bathing suits is to be seen at "Océan les Bains".



Concerning Motoring



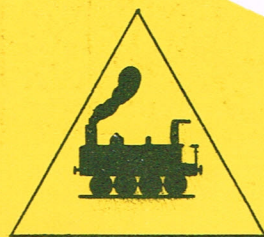
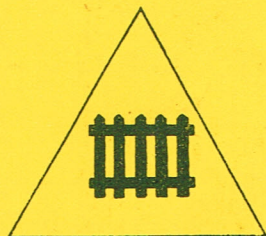
The roads of the principal islands of the Netherland Indian Archipelago are exceptionally fine and bear comparison with those of any country in the world.

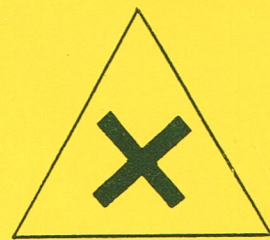
They have been marked by the Royal Netherland Indian Motor Club by easily legible sign-posts giving distances in kilometres.

The roads in all the islands lead along the coasts and up into the interior and render all the principal beauty spots and Hill-Stations easily accessible. These roads are for the most part comfortably shaded and offer an unequalled opportunity for seeing and studying the life, manners and customs of the natives and the lovely scenery that abounds everywhere.

Visitors had better not bring their own cars with them, but rely on the excellent accommodations offered by the travel bureaux in Java and their agencies in the Outer Islands. These companies provide up-to-date cars with careful and experienced chauffeurs accustomed to the roads in the islands and can also furnish guides and couriers speaking various languages if required. These accommodations may be booked in advance by intending visitors at the offices of any international travel bureau that may be established in their own neighbourhood, all of which are in correspondence with the travel bureaux here.

The Visitor may also hire or buy a car here and drive it himself if he is in possession of an international driving license. Should he not have one, he may pass an examination in the port of arrival, after which he will be issued the driving license for the Netherland Indies.





Motoring interests in Netherland India are well cared for by the Royal Netherland Indian Motor Club, whose signs have been placed at all dangerous points along the principal and most of the feeding roads. These are the internationally adopted warning signs and therefore equally legible to drivers of all nationalities.

The visitor may be enrolled in the Royal Netherland Indian Motor Club as a temporary member at the offices of the Club in the principal ports of Netherland India, at a reasonable subscription rate and is entitled to the privileges of regular members including maps, distance tables and travelling aids and facilities.

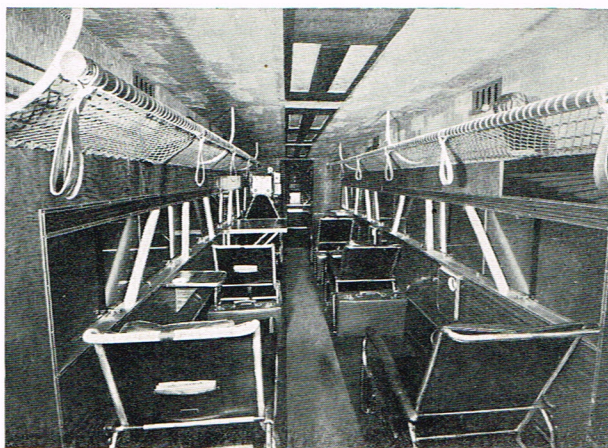
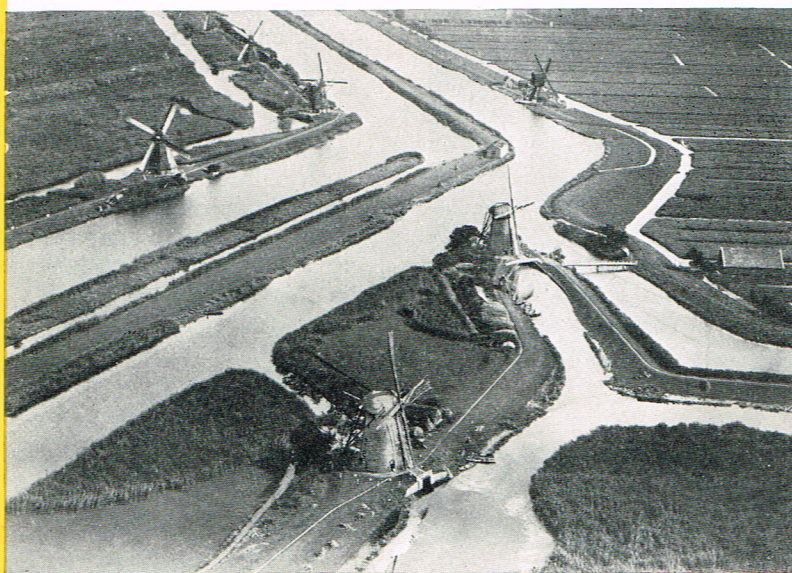
The chauffeur in the picture is wearing the I.M.C. medal for 10 years faithful service to one master.

The Hotels, and in the principal towns the restaurants, are excellent and the visitor need be under no apprehension as to his comfort when enjoying road-travel in this country.



Air!

Europe is linked with Java by the K.L.M. weekly to and fro flights over the longest air-line in the world along which connections are regularly being maintained. A short time ago the hundredth round-trip flight took place and was the occasion of enthusiastic demonstrations along the route. Starting from the interesting, picturesque Netherlands, the air-voyager is carried via Marseilles, Rome and Brindisi in winter or via Leipzig, Budapest and Belgrade in summer to historic Athens. Then he is plunged into the land of the Kalifs, mystery and Scheherazade, flying to Cairo, Gaza, Bagdad, Bushire, Jask and Karachi, the first stop in ancient India. The flight has now become really tropical and proceeds by Jodhpur, Allahabad, Calcutta, Akyab, Rangoon, Bangkok, Alor Star, Singapore, and Palembang to Batavia and then on to the mountain-city of West-Java, Bandoeng. Thus in some eight or nine days the traveller flies almost half-way around the world to land in Netherland India, which can only be described as the summary and climax of all the lands over which he has flown!

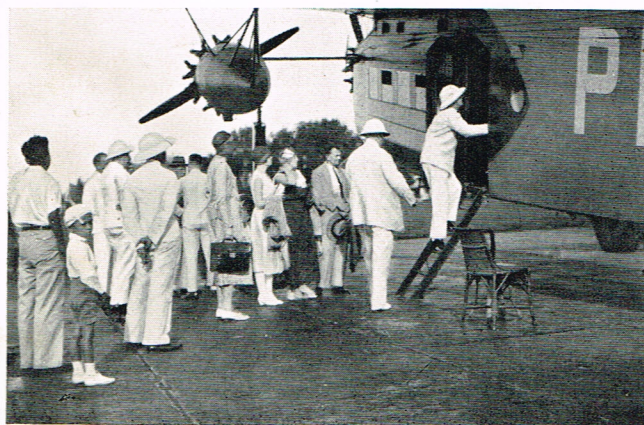


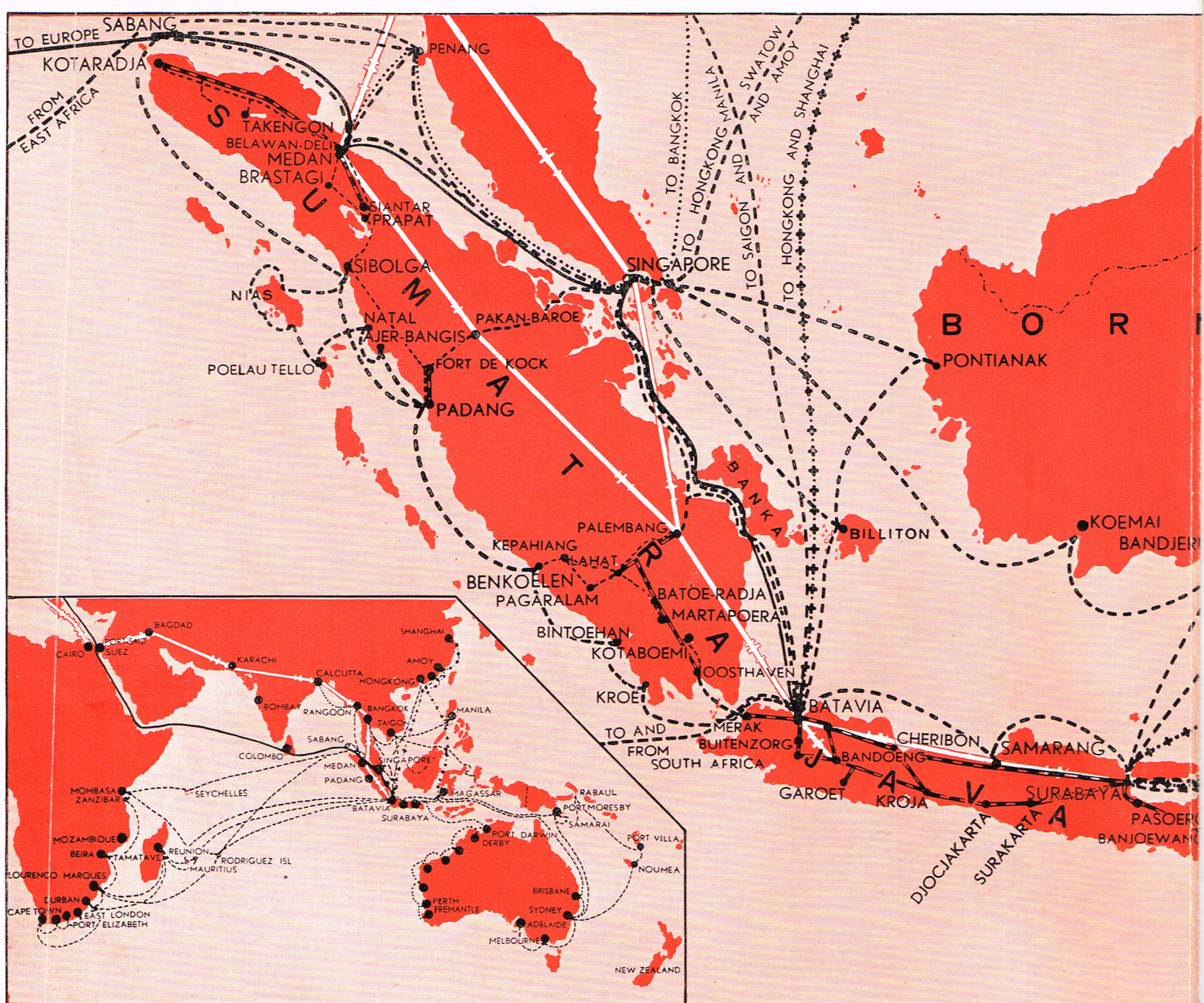


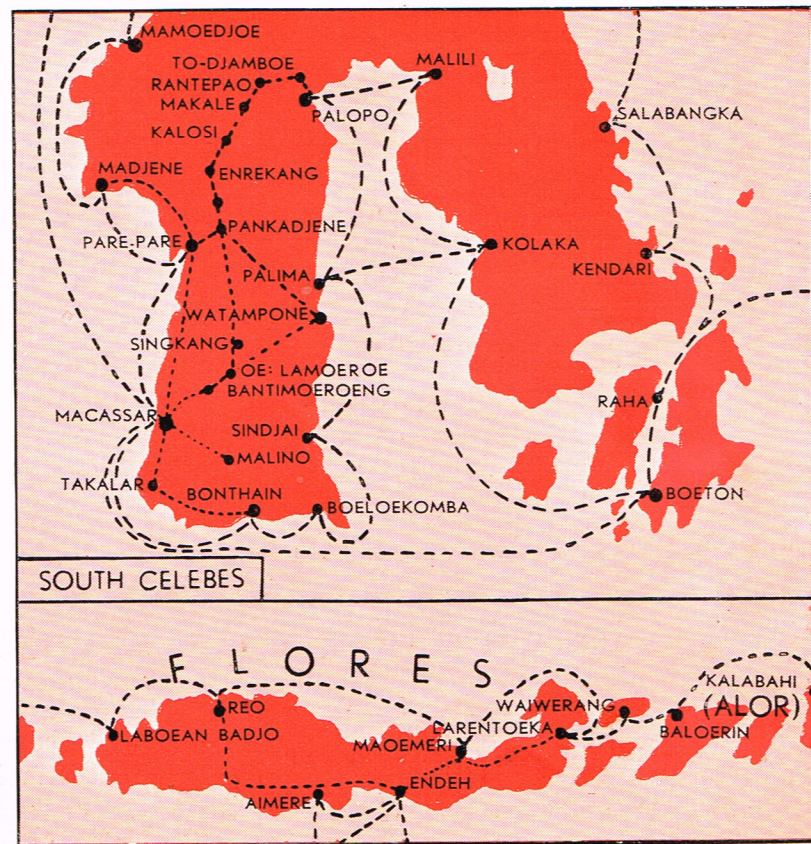
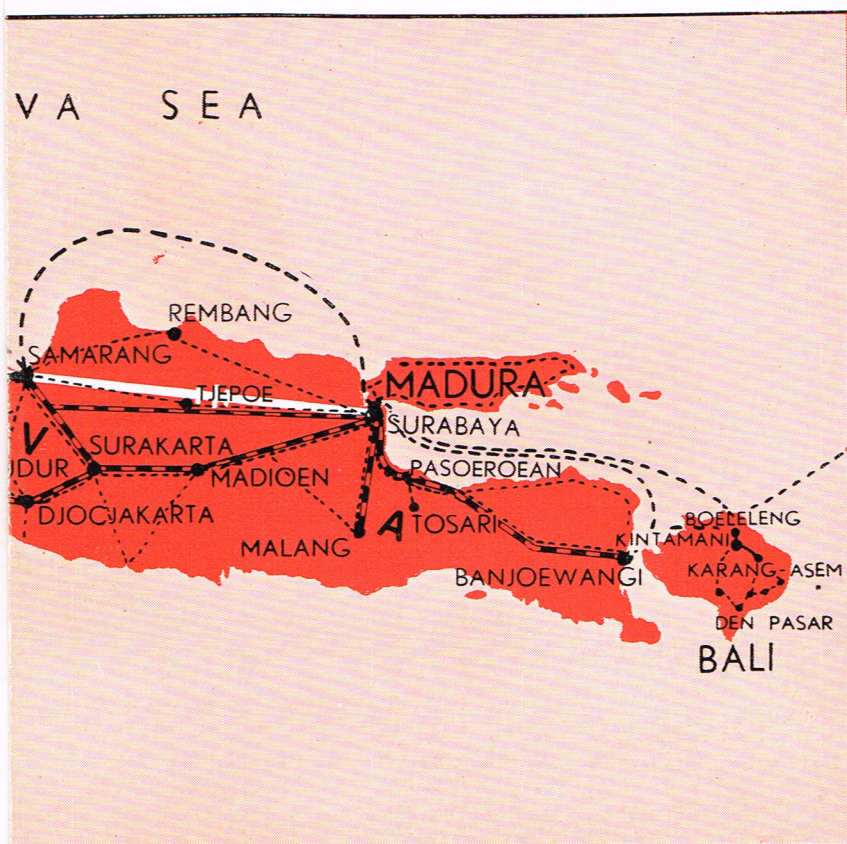
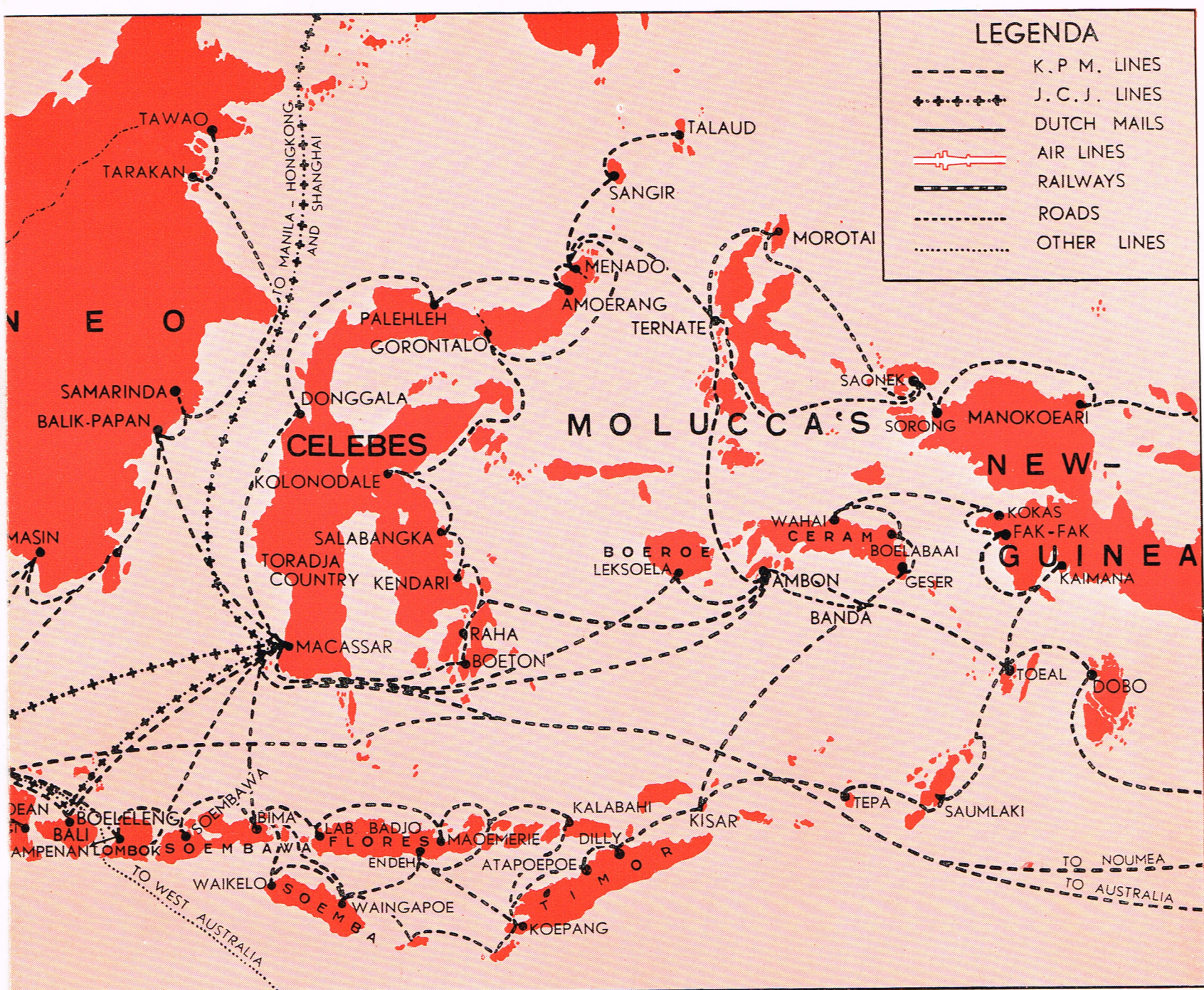
Quick, Cool, Comfortable!

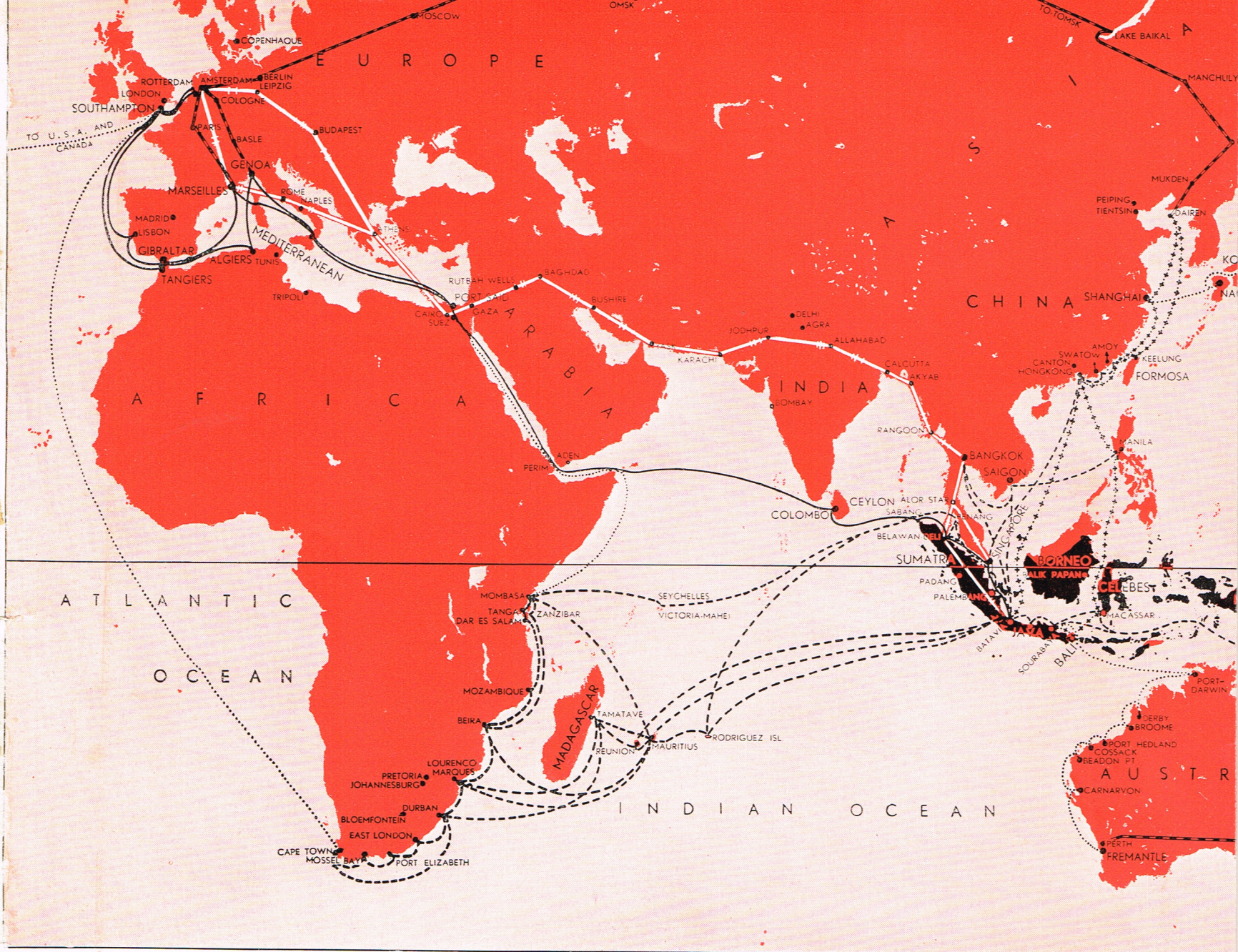
Unlike the majority of "slogans", that used by the K.N.I.L.M., which we have chosen for the heading of this page, is literally true in every sense of the word: no one would argue the truth of the first claim, while the first flight made in the tropics will amply prove that of the second, and the third is guaranteed by the fact that the planes in use are the luxurious three-engined Fokker monoplanes.

The K.N.I.L.M. serves all the more important cities of Netherland India and also Singapore and Alor Star, connecting at the latter air-port with the Europe — Java (and return) service. The visitor has a unique opportunity of flying over volcanoes and peeping into craters, of traversing virgin forests, of seeing the thousand beauties of the tropical landscape unfold themselves below him like a gorgeously illustrated map. If time presses, connections may be made by air and the hours thus saved used for visits to the many points of interest in Java and Sumatra or for special flights to Bali, which also boasts an air port. The air over all the islands of this Archipelago is ideal for flying.









HOW TO REACH THE

I. FROM EUROPE AND COLOMBO by sea:

DUTCH MAILS, a direct joint weekly service of the "Nederland" Royal Mail Line (S. M. N.) and the "Rotterdam Lloyd" Royal Mail Line (R. L.)

Amsterdam — Southampton — Lisbon
 Rotterdam — Southampten — Lisbon
 — Algiers — Genoa — Port Said
 — Tanger — Gibraltar — Marseilles
 — Colombo — Sabang — Belawan Deli —
 — Singapore — Batavia v.v.
 Genoa — Singapore 18 days
 Marseilles — Singapore 18 days
 Genoa — Batavia 20 days
 Marseilles — Batavia 20 days

PENINSULAR & ORIENTAL STEAM NAVIGATION Co. with transshipment at Singapore.

MESSAGERIES MARITIMES with transshipment at Singapore.

NORDDEUTSCHER LLOYD. Direct to Belawan Deli, for Java with transshipment at Singapore.

LLOYD TRIESTINO with transshipment at Singapore.

BLUE FUNNEL LINE with transshipment at Singapore.

NIPPON YUSEN KAISHA with transshipment at Singapore.

HAMBURG AMERICAN LINE (and D.A.D.G.) Direct to Belawan Deli, Java ports and Macassar.

EAST ASIATIC Co. LTD. with transshipment at Singapore.

CHARGEURS REUNIS with transshipment at Singapore.

HOLLAND OOST AZIE LIJN with transshipment at Singapore.

II. FROM EUROPE by air:

ROYAL DUTCH AIR LINES (K. L. M.) Weekly service.

Amsterdam (same day from London with connecting plane)
 — Marseilles — Rome — Halle/Leipzig — Budapest — (winter) — Athens — Merza Matru — Cairo — Gaza — Rutbah Wells — Baghdad — Bushire — Yask — Karachi — Jodhpur — Allahabad — Calcutta — Akyab — Rangoon — Palembang — Batavia — Bandoeng.
 Duration Amsterdam (London)—Bandoeng (Java) 9 days.

III. FROM SINGAPORE by sea:

ROYAL PACKET NAVIGATION Co. (K.P.M.) Every Monday, Wednesday and Friday to Belawan Deli, Sumatra.

Every Wednesday to Palembang,
 Every Thursday to Pakan Baru,
 Every Friday to Batavia, Semarang and Surabaya, connecting with the K. P. M. steamers for Bali.
 Every Saturday direct to Bali via Bawean.
 Fortnightly on Monday to Batavia and Semarang.
 Fortnightly on Saturday to Batavia via Rhio and Billiton.
 Monthly via Java ports to East Australia.

DUTCH MAILS Weekly to Batavia.

STRAITS STEAMSHIP Co. Ltd. Every Thursday to Belawan via Penang.

BURNS PHILP & Co. via Java ports to East Australian Ports.

WEST AUSTRALIAN JOINT SERVICE via Java ports to Fremantle via West Australian Ports.

IV. FROM SINGAPORE by air:

ROYAL NETHERLAND INDIAN AIRWAYS (K. N. I. L. M.) Every Wednesday to Palembang and Batavia.

ROYAL DUTCH AIR LINES (K.L.M.) Every Friday to Palembang, Batavia and Bandoeng with the planes coming from Europe.

V. FROM BRITISH INDIA and BURMA direct:

SILVER JAVA PACIFIC LINE (Joint Service of the Pacific Java Bengal Line and Silver Line Ltd., with limited passenger accommodation) fortnightly: Calcutta — Rangoon — Belawan Deli — Penang (optional) — Singapore — Batavia — Semarang — Surabaya — Macassar — Philippine Islands — Pacific Coast of U.S.A.

Indirect with other steamship lines to Singapore with transshipment at this port.

VI. FROM BANGKOK AND SAIGON by sea:

ROYAL PACKET NAVIGATION Co. (K.P.M.) Every four weeks with the Java Mauritius Africa Line, direct service.

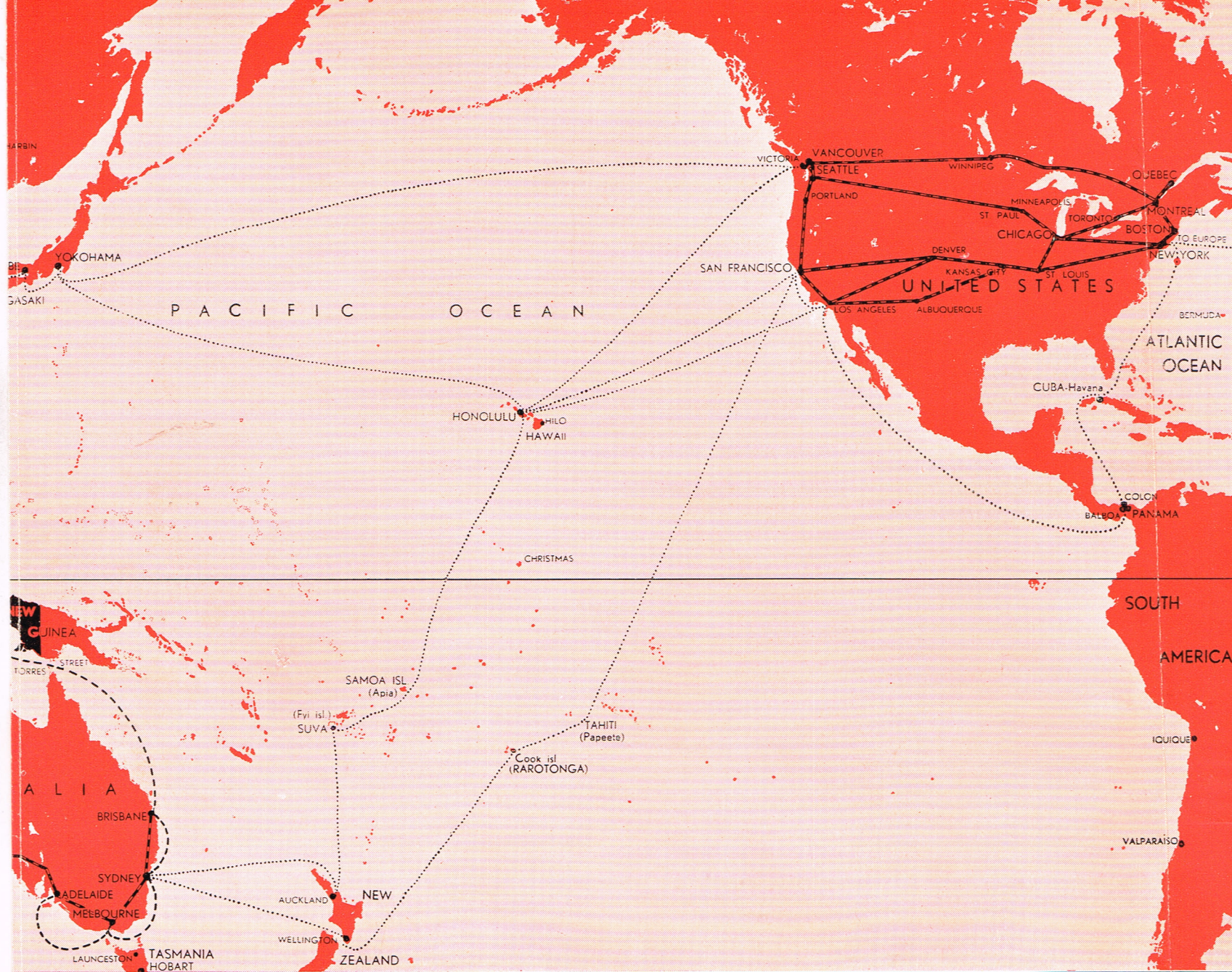
STRAITS STEAMSHIP Co. Ltd. From Bangkok every Monday with transshipment at Singapore.

By air from BANGKOK:

ROYAL DUTCH AIR LINES Every Thursday with the planes from Europe.
 Every Sunday from Saigon by French Air Mail to Bangkok, thence by K. L. M. to Java.

VII. FROM SOUTH AFRICA by sea direct:

ROYAL PACKET NAVIGATION Co. (K.P.M.)



N E T H E R L A N D I N D I E S :

Every four weeks with the **JAVA MAURITIUS AFRICA LINE**. (South African Service).

East London — Port Elizabeth — Mossel Bay — Cape Town — Durban — Tamatave (Madagascar). — Reunion — Mauritius — Batavia — Saigon — Manila

OSAKA SHOEN KAISHA, about monthly with transshipment at Singapore.

VIII. FROM EAST AFRICA by sea direct:

ROYAL PACKET NAVIGATION Co. (K.P.M.)
Monthly with the **JAVA MAURITIUS AFRICA LINE** (East African Service).
Lourenço Marques — Beira — Zanzibar — Mombasa — Mahé (Seychelles) — Penang — Batavia, alternative from Mombasa to Mauritius — Rodriguez — Penang and Batavia.

OSAKA SHOEN KAISHA with transshipment at Singapore.

IX. FROM THE FAR EAST by sea: (direct)

JAVA-CHINA-JAPAN-LINE (J. C. J. L.)

Fortnightly:
Shanghai — Amoy — Hongkong — Manila — Macassar — Bali — Surabaya.

Fortnightly:
Dairen — (Keelung monthly) — Amoy — Hongkong — Batavia.

ROYAL PACKET NAVIGATION Co. (K.P.M.)
DELI STRAITS CHINA LINE

Fortnightly:
Amoy — Swatow — Hongkong — Singapore (transshipment for Java) — Belawan — Deli — Penang — Singapore — Hongkong — Swatow — Amoy.

BY OTHER STEAMSHIP COMPANIES
(indirect) with transshipment at Singapore.

FROM JAPAN direct
ISHIHARA SANGYO KAISHA, about every 10 days from Japan to Macassar and Java ports.

NANYO YUSEN KAISHA fortnightly from Japan to Macassar and Java Ports.

OSAKA SHOEN KAISHA, about fortnightly from Japan to Java Ports.

X. FROM AUSTRALIA by sea:

ROYAL PACKET NAVIGATION Co. (K.P.M.)

Monthly:

Adelaide — Melbourne — Sydney — Brisbane — Macassar — (transshipment for Bali) — Surabaya — Semarang — Batavia — Singapore — Batavia — Semarang — Surabaya to Australia.

BURNS PHILP & Co. Ltd.

Regular services from Eastern Australia to Java ports and Singapore vice versa.

JOINT SERVICE of the WEST AUSTRALIAN STEAMSHIP Co. Ltd. and the OCEAN STEAMSHIP Co. Ltd.

Regular monthly services from West Australian ports to Java and Singapore vice versa (2 weekly from end of 1933).

STATE SHIPPING SERVICE. Irregular sailings from Fremantle to Java Ports and Singapore.

XI. FROM THE UNITED STATES AND CANADA.

CANADIAN PACIFIC STEAMSHIP COMPANY, with transshipment at Hongkong or Manila to the Java-China-Japan Line.
Fortnightly from Vancouver.

DOLLAR STEAMSHIP LINES, with transshipment at Hongkong or Manila to the Java-China-Japan Line.
Fortnightly from San Francisco.

AMERICAN MAIL LINE with transshipment at Hongkong or Manila to the Java-China-Japan Line. 2 weekly from Seattle.

NIPPON YUSEN KAISHA with transshipment at Hongkong to the Java-China-Japan Line. 2 weekly from Seattle & San Francisco.

STATES STEAMSHIP LINES with transshipment at Hongkong or Manila to the Java-China-Japan Line. 3 weekly from Portland (Ore. U.S.A.)

SILVER JAVA PACIFIC LINE (Joint service of the Pacific Java Bengal Line and Silver Line Ltd. with limited passenger accommodation).

Direct fortnightly sailings from Vancouver — Portland — San Francisco and Los Angeles to Manila — Macassar — Surabaya — Semarang — Batavia — Singapore — Belawan — Deli — Rangoon and Calcutta.

JAVA NEW YORK LINE (Limited passenger accommodation).

Direct bi-monthly sailings from New York via Suez to Padang — Belawan — Batavia — Semarang — Surabaya and Macassar.

PRINCE LINE. Monthly service from the Pacific Coast via Hongkong and Manila to Macassar and Java Ports.

DODWELL CASTLE LINE. (Limited passenger accommodation) Monthly from Los Angeles via Manila — Shanghai — Manila to Java Ports.

KLAVENESS LINE. (Limited passenger accommodation). Monthly from Pacific Coast — Hongkong — Singapore — Belawan — Deli — Singapore — Java Ports and Macassar.

CANADIAN AUSTRALASIAN LINE with transshipment at Sydney. Monthly from Vancouver to Honolulu — Suva — Auckland and Sydney.

UNION ROYAL MAIL LINE with transshipment at Sydney. Monthly from San Francisco to Tahiti — Rarotonga — Wellington and Sydney.

MATSON LINE with transshipment at Sydney or Melbourne. Monthly from San Francisco and Los Angeles to Honolulu — Pago-Pago — Auckland — Sydney and Melbourne.