



ISRSF

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BEST ESSAYS OF **2017**

BEST ESSAYS OF 2018

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TABLE OF CONTENTS

PREFACE	3
I. WOMEN'S ESSAYS	
Women's matter: In what ways prosper and healthy indigenous women influence development in Indonesia? by Mu'minah Awaludin	7
The Long and Winding Road:Japanese Army's "Comfort Women" and the Fail to Redress by Amrina Rosyada	17
Belis: The Chain of Poverty Behind the Marriage Tradition of Southwest Sumba Society by Christiayu Natalia	27
<i>The Panel of also conferred Honorable Mention Award Certificates to recognize the excellent essays written by :</i>	
Assalamualaikum: behind the hidden street harassment and the abused Islamic greeting by Dianty Widjowati Ningrum	33
Dilemma of Family Planning Program: An Ethnography Study in East Aceh 2015 by Lafy Munira	43
Reaching Heights, Yet Uneven grounds : THE POLITICS OF INDIGENOUS REPRESENTATION IN INDONESIA by Annisa Sabrina Hartoto	49
II. HISTORY ESSAYS	
Ambivalent Identities of Chinese Indonesian Artists in the 1950s-1960s: The Case of Yin Hua Art Organization by Brigitta Isabella	61
Sugar Economy and Loss of Opportunity to take off: Failure of Industrialization in Surabaya in the mid-19th and early 20th century by Mulyadi	73
Gender Diversity at Stake: On the Pervasiveness of Political Heteronormativity in Post-New Order Indonesia, 1966-1999 by Febi Rizki Ramadhan	81
The Unbroken Gallows: The Failure of Capital Punishment Abolition Movement in Colonial Indonesia by Muhammad Asyraf	91
In the Making of History: Reconstructing West Papua History Based on Korowai Society as The Last Frontier of Foraging Economy by Irfan Nugraha	101
Reflections on Jakarta's History through Tourism Perspective during the Dutch Ethical Policy (1901 – 1942) by Madito Mahardhika	111

PREFACE

It is the 4th of National Essay Competition that has been conducted by the ISRSF to date. We noticed enthusiasm of the young writers to contribute to this competition, in which we believe that is something to be bolstered and be increased in regard to numbers of Indonesian young writers.

From this competition, we can attain good and competent Indonesian writers. We always appreciate the excitement and interest of many writers from various backgrounds throughout Indonesia for joining this competition. A spirit that we try to maintain in the years ahead.

The Essay Competition divided into two Categories, Woman Authors and History Topic. This book contains the top prize winning essays in each category, as well as the honorable mention essays that also displayed excellence.

ISRSF sponsors Essay Competitions as a recruiting instrument to attract the attention of bright Indonesians who may not have heard of the Arryman program. The top essays in each category will receive a cash prize. Also, the greatest benefit of winning these competitions, which far exceeds the value of money, is a guaranteed interview in the Arryman Fellows selection process should the winners decide to apply. From this competition winner we had some become Arryman Fellows and Scholars now.

ISRSF believes higher education and the cultivation of new women scholars is an important part to give Indonesian women a fair and equal voice in education and public life across Indonesia. It's ISRSF's effort to make sure Indonesia's young intellectual women come forward and walk through the door we have opened to undertake their doctorate at Northwestern, one of the leading universities in the U.S. and the world.

On behalf of ISRSF, I would like to thank the three Panel of Judges, who have carefully read and assessed all the essays and supported this Competition program since beginning 4 years ago. The judges for the women's essay competition were Dr. Dewi Chandraningrum, Dr. Ratna Noviani and Dr. Antarini Pratiwi. The judges for the History Essay Competition were Dr. Baskara Wardaya, Dr. Peter Carey and Dr. Yosef Jakababa.

Thank you to all Essay Competition participants. We hope everyone enjoys reading these short writings, and let it inspire you to write an essay.

Dewi Puspasari
ISRSF Executive Director

WOMEN'S ESSAYS

Mulyadi

BA

History
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October 2011

MA

Business & Economic
Surabaya University
2015



2nd Prize Winner

**Sugar Economy and Loss of
Opportunity to Take Off: Failure of
Industrialization in Surabaya in the
Mid-19th and Early 20th Century**

Sugar Economy and Loss of Opportunity to Take Off: Failure of Industrialization in Surabaya in the Mid-19th and Early 20th Century

Introduction

In general, the implementation of Cultivation System in 1830 by Governor General van den Bosch had important effects for the economic development of Indonesia from the mid-19th to the beginning of the 20th century. At that time, the economic condition of Indonesia was at the preconditions for take-off stage. Indonesia's economic growth and per capita income levels were the same as those achieved by Japan. This amazing economic development could also be seen at the regional level, such as in Surabaya Residency.

For the Dutch colonial government, Surabaya Residency was one of the important economic areas, both as a producer of export commodities, industry, and trade. Surabaya had its own privileges as a modern port city. Since the 9th century, the port of Surabaya, which was named Hujung Galuh at the time, had developed into the most important trading port at the mouth of Brantas River.¹ Many merchant vessels from islands in Indonesia and abroad stopped to load and discharge trade goods. In fact, in the 15th century, when Malacca became the center of world trade traffic, Surabaya succeeded in taking over Tuban's position as an international port, as spices from Eastern Indonesia and rice from Java were transported directly from Surabaya to Malacca.

When liberalism practice was applied in Indonesia, which was marked by the implementation of sugar act (*suiker wet*) and agrarian law (*agrarische wet*) of 1870, Surabaya entered a new era in its economic history. At this time Surabaya was wide open for private capital entry, and the Dutch colonial government offered an attractive business climate for foreign investors. In the 1880s, foreign capitalists had made extensive business expansions by investing in plantation and other sectors that support the industry. With the increasing number of foreign investment entering this region, Surabaya experienced rapid economic development. At that time, the area of Surabaya and its surroundings was known as one of the largest sugar producing centers in Dutch East Indies.

Thanks to the sugar economy, Surabaya developed into an international industrial and trading area. Surabaya became the center of the eastern Indonesian archipelago's trade and navigation network. In fact, Surabaya succeeded in surpassing Batavia as a trading center, both in economic terms and size scale. By the end of the 19th century, Surabaya had become one of the most advanced industrial areas in Dutch East Indies, equaling to that achieved by Calcutta, Bombay, and Osaka.² This paper analyzes the development sugar economy

1 Sartono Kartodirdjo, et al., (eds.), *700 Tahun Majapahit (1293-1993): Suatu Bunga Rampai* (Surabaya: C.V. Tiga Dara, 1993), pp. 180-181.

2 H.W. Dick, "Nineteenth-century Industrialization, A Miss Opportunity?",

in Surabaya and its effects on industrialization. Finally, this paper explains why the sugar economy and industrialization in Surabaya failed.

Sweet Sugar Economy

The adoption of Cultivation System and liberalism had made Surabaya an important economic base for the Dutch colonial government. The remarkable success of the policy was marked by the increase in the volume of sugar production and export from year to year. In 1830, the entire Surabaya Residency only produced 15,000 piculs of sugar. This number increased 5-times, amounting to 144,000 piculs in 1840, and then in 1845, 17 factories operating in Surabaya Residency, had produced as many as 182.000 piculs of sugar.³ Sugar production in this region continued to increase in the following years. In 1885, sugar production in Surabaya Residency was 904,905 picul and then increased to 1,093,760 piculs in 1890.⁴ Subsequently, on January 1, 1895, the Dutch colonial government also established Suikersyndicaat in Surabaya. This institution was in charge of helping sugar industry to increase the production of sugarcane by conducting scientific research.

With the increase of sugar production, sugar exports from Surabaya also increased. During the 1850s, the average of Surabaya's foreign trade balance showed a surplus of 0.54%. Furthermore, in 1920, Surabaya's foreign trade surplus showed the highest rate of 0.96%, when sugar prices increased sharply by 69 Cent per kilogram.⁵ The sweetness of the sugar industry profit led to the expansion of sugarcane plantations in Surabaya Residency. By the end of 19th century, there was 15,160 Ha of sugarcane plantations in Surabaya Residency. This number continued to increase in the early 20th century. In 1905, the area of sugarcane plantation had expanded to 23,763 Ha, and then in 1915 grew to 26,103 Ha and 29,045 Ha in 1929.⁶

The development of sugar economy provided positive effects on shipping and trading progress in Surabaya. This shipping progress was indicated by the increasing number of businesses in the field of shipping and development of ship size tonnage entering the port of Surabaya. In 1852, the number of ship tonnage coming out of the Surabaya port reached 60,790 tons,

in: J. Thomas Lindbland (ed.), *New Challenges in The Modern Economic History of Indonesia* (Leiden: Program of Indonesian Studies, 1993), pp. 125-126.

3 *T.v.N.I.*, 1850, Issue I, p. 105

4 *Kolonial Verslag*, 1886 and 1891

5 G.H. von Faber, *Oud Soerabaia, De Geschiedenis van Indie's Eerste Koopstad van de Oudste Tijden tot de Instelling van Gemeenteraad 1906*. (Soerabaia, 1931), p. 147.

6 William J. O'Malley, "Perkebunan 1830-1940: Ikhtisar", in: Anne Booth et. al. (eds.), *Sejarah Ekonomi Indonesia* (Jakarta: LP3ES, 1988), pp. 206-207.

and then grew to 93,139 tons in 1856.⁷ Along with the opening of Suez Canal in 1869 and the expansion of the port of Surabaya development in 1910, the number and size of tonnage ships coming in and out the port of Surabaya had increased rapidly. During 1912-1914, the average steamboats and sailboats arrived at the port of Surabaya amounted to 1464, with a content cargo by 7,283,000 m³.⁸ As there was a lot of international trade and shipping, there were many shipping companies in Surabaya, such as Tjuniaveer, Klein Prauwenveer, Prauw Mij, Nieuwe Prauwenveer, Nieuwe Soerabaiasche Prauwenveer, Soerabaiasche Prauw Mij, and Oost Java Prauw Mij.

To support the economy and encourage the development of industrialization in Surabaya, the colonial government decided to build a railway transport network. Railway innovation was closely related to the development of industrialization. As tight market competition was increasing, the mobility of goods became a crucial issue. Raw materials must be faster, while commodities should be distributed quickly to far markets.⁹ Therefore, the existence of a more efficient means of transportation, which effectively suppress "space and time", was needed. In addition, the mass-oriented nature of industrialization also demanded new means of transportation able to accommodate larger quantities of goods simultaneously. Therefore, the train was the perfect solution to solve all these problems. The train was able to move the necessary means of production to facilitate industrialization in Java, as well as in Surabaya. In 1875, through the state railway company (Staatsspoorweg), the Dutch colonial government built the first railroad in Surabaya, connecting Surabaya-Pasuruan and Surabaya-Malang lines. Subsequently, in 1894, Staatsspoorweg succeeded in constructing Surabaya-Batavia railroad. In addition to the state railway companies, private railway companies also participate actively, such as Nederlandsch Indische Spoorweg Maatschapij and Oost Java Stoomtram Maatschapij.¹⁰ With the support of advancement in the field of transportation technology, economic activities and industrialization of Surabaya showed a rapid increase.

Failure of Industrialization in Surabaya

The development of sugar industry in the mid-19th century to early 20th century had major effects on the development of industrialization in Surabaya. At that time, a variety of modern sugar mill equipments that used many steam power engines were imported from Europe. These equipments were first used in a factory near Probolinggo in 1836 and later in a factory near Waru (Surabaya) in 1853. In 1855, nearly 60% of Surabaya's sugar mill had already

7 *T.v.N.I.*, 1859, Issue I, p. 122.

8 *Kolonial Verslag*, 1917.

9 Devisari Tunas, "Colonial Railway and The Trend of Jakarta Urban Development", in Freek Colombijn (eds.), *Kota Lama Kota Baru: Sejarah Kota-kota di Indonesia Sebelum dan Setelah Kemerdekaan* (Yogyakarta: Ombak, 2005), p. 385.

10 G.H. von Faber, *loc. cit.*

used steam power engine.¹¹ Along with the lifetime, the condition of machines used in sugar mills from time to time needed to be repaired. This condition became an opportunity for the development of metal casting industry and workshop of industrial machine repair.

In 1841, Frans Jacob Hubert Bayer, a Dutch metal expert, founded Stoomfabriek van F.J.H. Bayer company in Surabaya. The company focused on making and repairing factory machine. Based on Surabaya Residency resident report at the time, this factory was considered very beneficial to sugar factories located in Surabaya Residency and other sugar factories in the East End.¹² With the increasing need for repairing sugar mill machinery, in Surabaya, there were several new companies specializing in sugar mill machinery, such as N.V. Machine Fabriek Dapoen and De Volharding.¹³ Both companies were equipped with complete and expensive equipment imported directly from Europe. In fact, in 1868 De Volharding factory was visited by Governor-General. P. Mijer.

In the mid-19th century, shipyard industry in Surabaya also showed rapid progress. At that time in Surabaya, shipbuilding companies such as Deacon en Co., Tromp de Haas Schey en Co., Steenvelt en Co., and L.G. van Lakerveld en Co emerged. Those workshops were equipped with metal casting facilities to make ship engine spare parts. All the workshops that specialized in shipping were located in Kali Mas harbor. Therefore, the Dutch colonial government dredged the canal of Kali Mas harbor several times so that the activities of steamboats in the harbor could run smoothly. In addition to the workshop industry of sugar mill machines and shipyard, in Surabaya, small and medium industries, such as Zanthuis en Co. sawmills, Levert's arrack and liquor refinery, and ice factory owned by G.H. Kuneman also grew.

By the end of 19th century, Surabaya had become one of the most advanced industrial areas in the Indies. Until the year 1900, in Surabaya, more than 100 large factories that produced various industrial equipment had been built.¹⁴ The industrialization developing in Surabaya at that time was equal to that achieved by Calcutta, Bombay, and Osaka, and was one level above Singapore, Bangkok, Hongkong, Shanghai, and Tokyo. However, ironically after entering the 20th century, the development of industrialization in Surabaya could not be as fast as in the 19th century, leaving behind the previously mentioned areas. Howard Dick deplored the failure of this industrial development and declared it as missed an opportunity to "take off".¹⁵

Efforts to improve the economic and industrial conditions in Surabaya failed because of three main factors. The first factor was the unstable political and security conditions of the world. At the beginning of the 20th century, the world's security was torn apart by World War I that hit

11 H.W. Dick, *op. cit.* pp. 125-126.

12 G.H. von Faber, *op. cit.* p. 171

13 Bisuk Sihan, *Industrialisasi Di Indonesia, Sejak Hutang Kehormatan sampai Banting Stir* (Jakarta: Departemen Perindustrian, 1996), p. 11.

14 *Kolonial Verslag*, 1899/1900.

15 H.W. Dick, *loc. cit.*

Europe and America, as well as fears of the emergence of World War II. Under these conditions, the products of plantation industries such as sugar and coffee could not enter Europe, the main market of export destination. The global economic crisis or world recession became the second factor. The 1930 world recession due to the collapse of the Wall Street stock market in the United States had widely affected the world economy. Many industries also suffered losses due to the lack of trust in money transactions. The last factor was overproduction due to the declining world community purchasing power, resulting in a lot of industrial products that were piled up and unsold. This condition ultimately led to a number of companies going bankrupt and must be liquidated to prevent further losses.

Conclusion

The production of export crops in the mid-19th century to early 20th century had played an important role in the economic development and industrialization in Surabaya. All thanks to Surabaya's sugar economy that could grow rapidly. Surabaya had enjoyed the sweetness of profits from the sugar economy several times, marked by the surplus of foreign trade balance. The economic development of sugar provided positive effects on the progress of shipping, trade, and industrialization in Surabaya. Along with the progress of export crops and the profits derived from the crop, many foreign capitalists or private enterprises then invested their capital in the industrial sectors that support the development of sugar economy. In addition to the plantation industry, the investors also invested in metal casting industry, shipyard, and workshop of industrial machine repair.

By the end of 19th century, the sugar economy had succeeded in encouraging industrialization in Surabaya to grow rapidly. Ironically, the success of the sugar economy did not last long. Along with the drop in sugar prices due to over production and global economic crisis caused by war and fall of world stock market, sugar economic condition in Surabaya began to shake. Then this event affected other industrial sectors. Therefore, the development of industrialization in Surabaya also slowed down and eventually collapsed. Industrialization in Surabaya, which was previously equivalent to that achieved by Calcutta, Bombay, and Osaka, now, had lagged far behind. In fact, the industrialization in Surabaya which had previously achieved one level above had been surpassed by Singapore, Bangkok, Hongkong, Shanghai, and Tokyo.

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CONGRATULATIONS ISRSF PRIZE WINNERS! FOR THE HISTORY ESSAY COMPETITION

Based on the evaluations and unanimous decisions of an independent Panel of Expert Judges, we are proud to announce the following distinguished winners of this essay competition:

First Prize Rp. 10,000,000 awarded to Brigitta Isabella for her essay, "Ambivalent Identities of Chinese Indonesian Artists in the 1950s-1960s: The Case of Yin Hua Art Organization"

Second Prize Rp. 8,000,000 awarded to Mulyadi, for his essay "Sugar Economy and Loss of Opportunity to take of: Failure of Industrialization in Surabaya in the Mid-19th and early 20th Century"

Third Prize Rp. 6,000,000 awarded to Febi Rizki Ramadhan for his essay, "Gender Diversity at Stake: On the Pervasiveness of Political Heteronormativity in Post-New Order Indonesia, 1966-1999"

The Panel of Judges also conferred Honorable Mention Award Certificates to recognize the excellent essays written by:

Muhammad Asyrafi for his essay, "The Unbroken Gallows: The Failure of Capital Punishment Abolition Movement in Colonial Indonesia"

Irfan Nugraha for essay, "In the Making of History - Reconstructing West Papua History Based"

Madito Mahardika for his essay, "Reflections on Jakarta's History through Tourism Perspective during the Dutch Ethical Policy (1901 - 1942)"

All the Prize Winners and Honorable Mention Awardees are invited applicants to the Arryman Fellows PhD program, and the first, second, and third prize winners are guaranteed an interview if they apply.