

## **FROM ORANJE NASSAU TO PULAU LAUT : THE INVEST OF COAL MINING IN SOUTHEAST KALIMANTAN FROM 1845 TO 1931**

**Mansyur<sup>1</sup>**

### **ABSTRACT**

*European Industrial Revolution in the eighteenth century brought great changes not only in Europe itself but also in other parts of the world including Indonesia which was used to be a country of Dutch colony. The invention of steam-powered ships triggered the Dutch to use steam-powered vessels as the alteration of yachts, wind-powered ships, in the 19th century. At the beginning, the steam-powered ships used rotating wheels in the left and right side; however, the ships finally used ordinary windmills or propellers. The decrease and the lack of this production was getting worsened the competition of other producer countries in world market and the unstable coal market and in crisis year in 1930, Pulau Laut Mining Company production dropped so that it was closed down in the same year.*

**Key words:** *Oranje nassau, coal mining, Pulau laut, Southeast Kalimantan*

### **Introduction**

These steam-powered ships were generated by coal as their energy source which was imported from Europe. Demand towards coal has increased double number of steam-powered ships and the improved industry in Europe caused. Nevertheless, it mattered as the import of coal at the time ran quite unsmooth (Yogaulil, 2011). It also happened to the hegemony of the Dutch in Southeast Kalimantan (Besluit van der Minister, 1849) which industriously monopolized the trade of peppers. They transported them with the steam-powered vessels and abundant stocks of coal were surely needed. The demand of European trading brought the Dutch to be disposed for undertaking the mining of coal; unfortunately, it was not only to fulfill their need but also to be traded. As a result, the

Dutch established strategies and searched for coal mining resource sites in their colony.

Southeast Kalimantan was viewed as potential resources of peppers and coal mining by the Dutch Colonial Government. The potential mining which became the target of the Dutch Colonial Government at the time were diamond and coal. In 1820s, the Dutch obtained some information that in the area of Riam Kiwa was found layers of coal (Posewitz, 1892). This information convinced the Dutch and since then they paid attention to Banjar Kingdom more intensively. At the time, in Southeast Kalimantan, Banjar Kingdom had been led by Sultan Adam. According to Kingdom Banjar system, it owned an *Apanase* had land system (Ideham, 2003) in which Sultan had rights to regulate the production yielded

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<sup>1</sup>**Mansyur**, lecturer of in History Department in Lambung Mangkurat University. For academic interest, the author can be contacted through the office address: Brigjen. H. Hasan Basri Street, Banjarmasin 70123, South Kalimantan, and email address: mansyur\_daeng@yahoo.com.

from land cultivation in accordance with the kingdom consuetude hereditarily. Thus, this system of apanase caused the Dutch unable to directly take control the land for the mining execution. The Dutch then hired the apanase land owned by Prince Mangkubumi Kencana. It was stated that at the era of Sultan Adam Al Wasik Billah's reign, to begin disclosing a coal mining site in the area of Pengaron, it was leased about 10,000 Gulden a year. (Ideham, 2003)

The outset investment to an opening of coal mining by the Dutch East Indies in Southeast Kalimantan started around mid of the 19th century. On September 28th, 1849 Governor General Rochussen came to Pengaron (Banjar Kingdom domain) to inaugurate the opening of coal mining of the Dutch East Indies for the first time in Indonesia named *Oranje Nassau* "Bentang Emas" Coal Mining. After Oranje Nassau, then were stablished two mining companies nearby Martapura, *Julia Hermina* and *Delft*. The Dutch assuredly hoped these mining sites would give them advantages as big as possible (Ideham, 2003).

To smooth their expectations, there were some efforts done by the Dutch Colonial Government, one of them was to make the regulation of Banjar Kingdom boundaries. This had been long before the mining was opened, even it was performed twice, in 1826, and on March 18th, 1845. After the aggression of Banjar Palace subjugation in Banjarmasin in 1826, the Dutch had made rules which regions were still controlled by Banjar Kingdom and determined the division of territory. By the authority of the Dutch colony, Banjar Kingdom was divided according to nature territory: such as rivers area, rivers along with their branches, lakes, rivers in suburbs, mounts in

mountains, islands in lakes; were often used as the indicator to determine the boundaries territory. However, the intention to take the control to some special areas like mining area, the Dutch then made new contracts with Banjar Kingdom on March 18th 1845 about the territory of Banjar Kingdom. This new territory was smaller than the previous one (ANRI, 1965).

The early mining developed by the Dutch Colonial Government finally had obstacles after ten years proceeded. It was started by the collapse of Prince Hidayatullah supported by the clergy and the nobility as well as after obtaining testament from Sultan Adam as a *Sultan*, these triggered the occurrence of turbulence in Banjar Kingdom. The Dutch Government tried to overcome this by appointing Prince Hidayat as the Mangkubumi on the 9th of October 1856. However, those tactics had to be paid expensively since Prince Hidayatullah signed an agreement of giving mining coal concession to the Dutch on the 30th of April 1856. Prince Hidayat realized the dangerous consequence of submitting the concession of coal mining; however, he was helpless to encounter it; addition to the fact, when the Dutch began to locate their troops in the center of their coal mining. Soon after that, there happened Banjar Warfare followed by the birth of *Muning* movement and the mining in *Pengaron* was closed in 1859 (ideham, 2003).

The risk of war and sabotage, as had been faced by the mining site in Martapura (*Pengaron*), didn't diminish the spirit of investors to invest in the coal mining because it gave bright promising prospect. Even though it had to be competed with the coal produced in England, the Dutch were optimist that they could win the competition. It was

due to their ability to suppress the selling price, since the Dutch owned ships where the haulage was available huge that they could suppress the cost of shipment from Asia to Europe. In the early of the 20th century, the Dutch Colonial Government reopened coal mining in Southeast Kalimantan, it was Coal Mining of Pulau Laut (Ibid). Accordance with the background, an obstacle happened, how was the development of the investment of Oranje Nassau coal mining in 1829-1859 in Southeast Kalimantan? Then, how was the investment development of coal mining in Pulau Laut in 1903-1930 in Southeast Kalimantan. Furthermore, what were the factors which affect the development of coal mining in Southeast Kalimantan in the mid of 19th until the 20th century?

### **The Investment of Oranje Nassau Mining in 1826**

Built upon the agreement in 1826 and 1845, almost all of the coastal areas were controlled by the Dutch. There had not been further information that the Dutch Colonial Government took control over the coastal areas. If their motive was to take control over the harbor, it was not a precise reason as the harbors were not located there but in rivers areas of Martapura. To trace other motives, further information was surely needed. Yet, seeing the potential mining distribution which was located in that area, there were possibly other hidden reasons (notice the distribution of mining potency and the condition of recent mining where the largest mining regions were in the coastal areas which were controlled by the Dutch).

Sultan had rights to manage the production which was produced by land cultivation. It seemed that this was the reason which became the serious intention

of the Dutch Colonial Government since it was possible that *apanase* land which was hired for mining was altered the function by the new *Sultan*. The Dutch had a power or control in every political system of Banjar Kingdom, they could enact who had right to be a *Sultan*, *young sultan* and *mangkubumi*. The keraton people only had rights to propose. In the era of Sultan Adam reign, there were three persons who were potential to be the successors of sultans; they were Sultan Tamjidilah, Sultan Hidayatullah and Sultan Anom. In Keraton there had been formed some strongholds among the three successors. Sultan Tamjidilah was the eldest descendant of Sultan Muda Abdurahman from his mother who was Chinese descent who even though had a right to be elected from descendants, yet it was opposed by the Keraton clans. They reasoned that he was not a *tutus* because he was born from a non – Banjar (ideham, 2003).

Sultan Hidayatullah was the second child of Sultan Muda Abdurahman and from Keraton descendant mother. Meanwhile Sultan Anom was the son of Sultan Adam; however, he had so bad attitude that he was not supported by Keraton clan and Banjar theologian clan. The Dutch had figured out that from the three competing groups, it was only from Prince Tamjidillah who could be expected to benefit them, and from he himself it was expected to get concession of coal mining of “Oranje Nassau”. On the 8th August 1852, Prince Tamjidillah was appointed as Young Sultan as well as Mangkubumi, a high administrator, by the Dutch Colonial Government. Soon after Sultan. The Dutch and Sultan Tamjidilah had established a concession in taking the control over *apanase* land in Pengaron as the mining regions (ideham, 2003).

The coal mining of Oranje Nassau, Julia Hermina and Delft, since 1829 to 1859, didn't actually show significant increase in its production. Coal Mining of Orenje Nassau which was located in Riam Kiwa, about 20 kilometers from Pengaron district, was intensified in 1845 reposed from ideas from the Dutch researchers, Schwaner, a member of *Natuurkundige Comissie*. It was not until 1884 that it was able to mine about forty thousand tons from three hundred thousand tons target. According to Van Bammelen, the coal in Pengaron contained ash 2-9 percent, moisture content between 3-6 percent, coke content 31-61 percent, and sulphur content between 0,0 -1,7 percent. The coal produced from this sites was transported through Rivers from Riam Kiwa to Martapura district, and hereafter was transported to Banjarmasin. In addition to this, the prospective coal reserve took place in the area of River Raya Asahan, yet it hadn't been mined. Then, in the region between River Riam Kanan and Banyu Irang, it was mined with the name of the mining was Julia Hermina in 1854. This mine was precisely located in the area of Kalanga, about one kilometer from Banyu Irang. In 1859, it generated about 2,000 tons coal (Van Bammelen, 1949).

Noticing the fact that this coal mining brought in significant profits to the Dutch, they aggravated their political tactics. The residents resided in Banjarmasin were assigned to find inexpensive, by finding people who were in debt and the found some trickery so that people were in debt. In the law adhered by Banjar Kingdom, people in debt were half slaves. Another source of laborers was to incurred mining laborers from Madura Island. As stated in the rules of Banjar Kingdom that every superintendent of apanase lands was obliged to pay for tax. It was said that when the apanase lands were

cultivated by the local people, the payment of taxes were varied from money to natura. Nevertheless, when the Dutch took control over the apanases, they made serious effort to pay tax as minimally as possible to Banjar Keraton. One of the efforts was to employ the slaves and made an agreement that they solely had to pay the rental cost of the land. (Ibid).

The elimination of Prince Hidayatullah who was supported by the theologian and the *Keraton* clans and who had obtained testament from Sultan Adam as a Sultan triggered the occurrence of agitation in Banjar Kingdom. The Dutch tried to overcome it by appointing Prince Hidayat as a *Mangkubumi*, one of high administrators, on the 9th October 1856. However, the Dutch tactics had to be paid so expensively by the impelling of Prince Hidayatullah to sign the agreement of submitting concession of coal mining to the Dutch on the 30th April, 1856. Actually, Prince Hidayat realized the menace of submitting the coal mining concession to the Dutch; however, he was helpless of encountering them, even more when the Dutch positioned their soldiers in the center of their coal mining (Van Bammelen, 1949).

The action of closing the Dutch Colony's mines was started from farmers' reaction which was well-known as Gerakan Muning (Muning Movement). It was the movement which became the starting points of Banjar War which began on the 18th April, 1859. The aggression toward Oranje Nassau was directly conducted by Prince Antasari helped by Pembekal Ali Akbar, Mantri Temeng Yuda Panakawan with the approval of Prince Hidayatullah. Why did this farmers' movement occur? And how was actually the role of Prince Hidayatullah

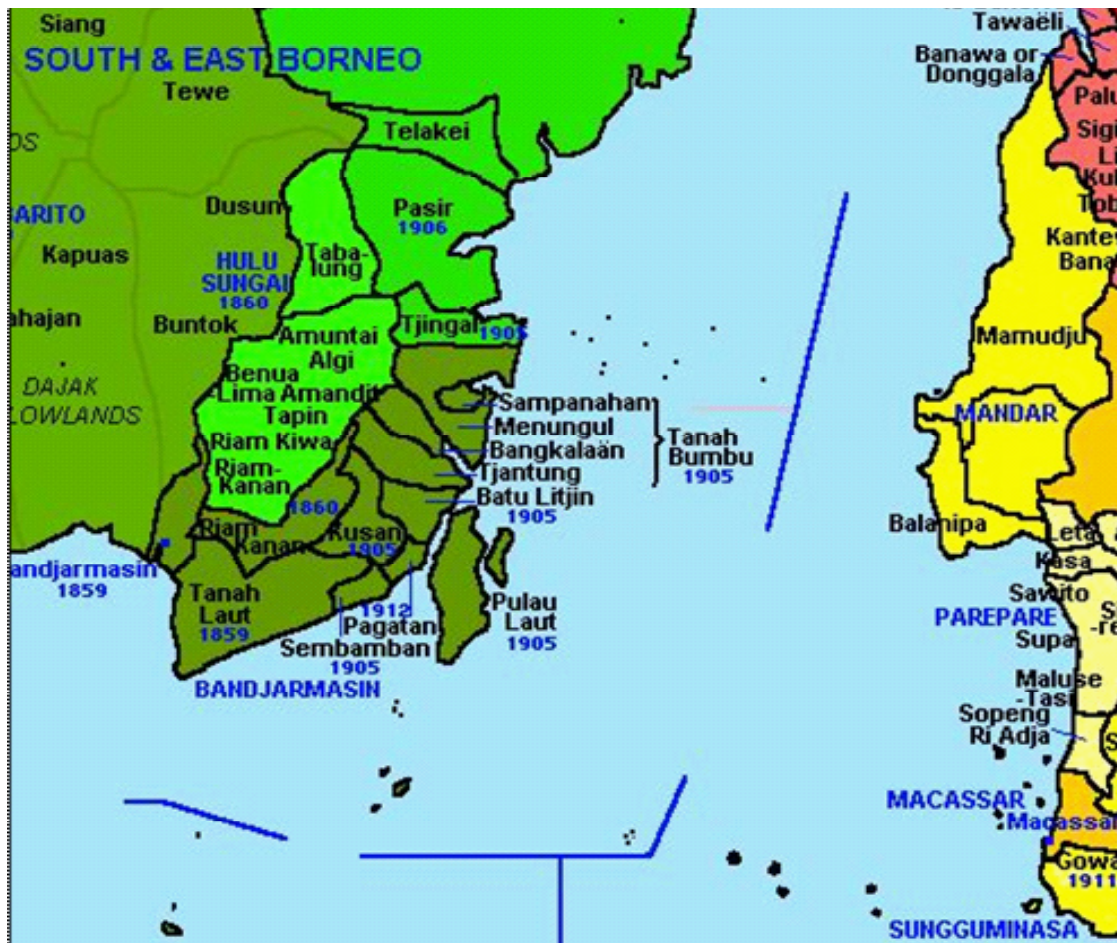
in this movement? There hadn't been clear information to answer these questions and it was still needed further excavation. In the warfare which happened in this mining region, the Dutch troops battled by involving about 165 coal mining laborers. This warfare caused many mining laborers die and twenty persons of them were the Dutch, they were Wijnmalen, the director of coal mining of Pengaron, Ir. Motley, Opzichter School Boodt and others. This mine was finally closed in June 1859 after

having been operated about ten years (Van Bammelen, 1949).

**The Investment of Pulau Laut Coal Mining in 1903**

The early exploration in Pulau Laut, Southeast Kalimantan was started to be done based on one of the Dutch East Indies' researchers' idea, C. de Groot, in the early of 1850s. The explorations aimed to find out more advantageous place to open new coal mining. The opening of this mining

Picture 10.I. The Region Division in South and East Kalimantan Regency



Source : Adapted from map of Insulinda to 1941, based on staatblad no. 178 in 1898 and map of J. Thomas Lindbland, in Between Dayak and Dutch, The Economic History of Southeast Kalimantan 1880-1942, (Leiden :KITLV, 1988), pg. 4.

was really needed because the Dutch East Indies Government had been 'frustrated' by Banjar War which happened in 1859. In the year, it was estimated after the epoch of twenty years later—about 1880—, coal mines in Pengaron, was no more able to produce inexpensive coal because the mining operation would be closed. Under the referrals of Hooze mining engineers, the seeking of more advantageous coal layers was started at coastal areas of Southeast coast and East of Kalimantan. According to the early exploration, it was found reserves of coal layers in the north coastal area in the western part of Pulau-Laut. Furthermore, C. de Groot suggested exploring the second time. Unfortunately, the investigation result was just similar with the previous investigation; since the coal had only medium quality (young coal), and it was feasibly done because it was not qualified enough to be mined (Posewitz; 1892. The medium-quality coal could only be mined about ten or twenty more years.

Pulau Laut region lied in the secondary mountain ranges in the eastern. In this island, there were found rocks with the tertiary formation of the sea strait. The coal contents here were still mixed with the 'cushion' of sand – and still in the stage of Eocene. In some areas, there were also found andesitic intrusion. From the region of River Palinka which flowed towards Pamatjangan Cape, there were found strike rocks which varied (from about 14 to 15 degree from Tanjung drift) to the sea heading. The intrusion from the andesite rocks was also stated by the mining engineer, Hooze, was found in Sebuku island (*andesit augit*), and in the gulf of Pamukan (*kuarsa-bearing hornblende-andesit with tuf*).

In the early exploration about the geological condition in engineer De Groot concluded that there had been coal reserve lied along the north boundary of western part of Pulau Laut. Actually, there was other coal reserve, especially in the mountain of south-west of Pulau Laut, but De Groot didn't have detailed data, except in the areas towards the rest of the mountain ranges. (Ibid, page.85). From the location, alongside of north boundary of western part of Pulau Laut, it could be mined by the system of exploding the rocks in the forms of basalt rock, like dolerite, anamesite, basal wacke-amigdaloidal, and basalt-wacke. Through this mining, it didn't surely need a lot of laborers to mine. De Groot discovered that the coal could be transported to the sea heading in the northern part of the island, it was Stagen area (Van Bammelen, 1949: 85).

From 1892 to 1896, the area of Dutch East Indies was famous for an area rich of mineral resources like copper stone and other valuable minerals. This was the reason why some Dutch 'adventurers' set up a community named "Combinatie tot Onderzoek der vergunningen in Ned. Oost Indië" (The Community the Research of Ned. Indies)" in 1897, was conducted by Augustus Janssen together with Th. Gillissen. Based on the geological research and promising prospect offered by the research findings of this community, and then because of the lack of fund amount to be invested supported the establishment of Syndicate Mining Industry on the first November, 1899 where Augustus Janssen became the director (national archive, 2011).

Further geological research performed by this community showed that Pulau Laut

**Picture 10.2. The Location of Pulau Laut in Landscape Region of Tanah Bumbu**



Source : Adapter from Borneo map, Stanford Geographical Establishment Publication, London, 1874.

area was rich in coal layers. With several considerations, it was stated that in fact the coal layers in some places in Pulau Laut were suitable to be exploited. Having investigated the order and made some preparation for mining, Agustus Janssen then set up "Pulau Laut Syndicate". Janssen set up this 'syndicate' because the mining industry and investment in this field were quite expensive and risky enough. In 1903, Coal Company of "Pulau Laut" was established and mining was started then. In this company, Agustus

Janssen became the major shareholder and commissioner. While its development, in 1912, the concession and the mine of Coal Company of "Pulau Laut syndicate" were sold to the Dutch East Indies Government (Van Bammelen, 1949).

Having been owned by the Dutch East Indies, the early capital which was planned 180,000 gulden and then increased into 2 million gulden to carry out a research about geological situation of this area. From this report, there were many investors were interested to invest in Pulau Laut. The

Dutch East Indies Government had also prepared so many advocating things that the investors could work well. The Mining Company of Pulau Laut (De Steenkolen-Maatschappij 'Poeloe Laoet') which exploited coals in Semblimbingan then built infrastructures along 5 kilometres for transporting the coal towards Stagen Harbour.

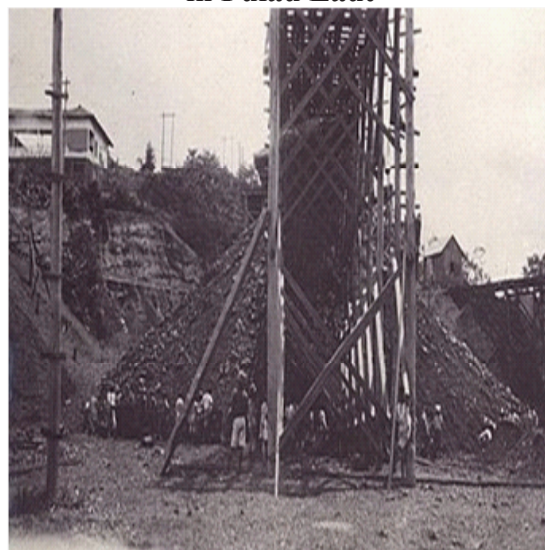
### **The Development of Coal Mining Production in Pulau Laut**

Pulau Laut mining site could produce 80,000 tons per year in 1905. In 1908, maximum production capability could be reached. The number of employees increased from 150,000 coolies or labourers became 23,000 coolies in 1910. Pulau Laut became a great economic power and became one of the greatest coal mining areas in Dutch colonies. In 1912, the mine could produce 165,000 tons. The success of Pulau Laut as a coal coolie was supported by the location of Stagen Harbour which was located on great shipping lanes which was easily traversed by various ships from Makassar. Prior to 1909, at least three fifth of mining production was exported to foreign countries, i.e. German where Pulau Laut coal was most used by *Norddeutscher Lloyd*. Bremen. After World War I, there were three big mining companies owned by Europe which operated in coal mining field, they were Pulau Laut Coal Mining, *Oost Borneo Maatschappij* (OBM) OBM and Parapattan Baru in Sambaliung. The three companies competed well each other the production capacity, among the number of labourers employed as well as the profit obtained by the companies.

To support these mines operationed well, the investors provided a train and a

big construction scaffolding to transport the coal and also a ship (Anonym, 1894). This was supported by R.J Van Lier's data which were exposed in 1888 in several areas in Kalimantan that railway mine operated such as in Pulau Laut, Samarinda, and also in Tenggaraong in East Kalimantan. Even some its rolling stock like dolly and railway were still kept in a ware. Former bridges, likewise, were often found there. Van Lier stated that the mining production,

**Picture 10.3. Means of Coal Transport in Pulau Laut**







Source: The Collections of Minister Van Kolonien, in <http://kitlv.picturadp.nl/index2.php>.

taking place from about 1888 to 1954, was only for energy purposes for ships, steam locomotive and power plants. The railroad company was superintended by Borneo Maatschappij with 6, 00 mm spoor length

and some was 1,067 mm (R,J. van Lier, 1917). The improvement of coal mining production of Pulau Laut was presented in the following table:

**Table 10.1. The Improvement of Coal Mining Production of Pulau Laut superintended by Government Netherland Ind.**

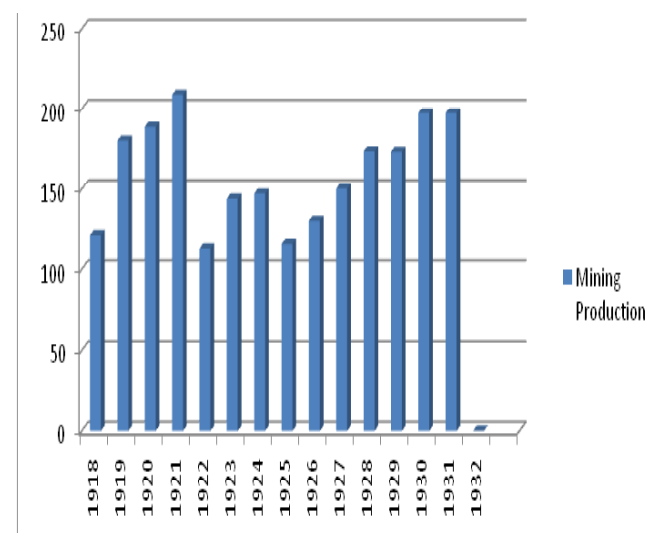
Deposit	Year	Total
Pulau Laut	1913	124,846
	1914	126,440
	1915	115,818
	1916	122,110
	1917	118,892
	1918	121,421
	1919	180,159
	1920	188,772
	1921	208,900
	1922	113,218
	1923	143,980
	1924	147,138
	1925	116,089
	1926	130,308
	1927	150,273
1928	173,574	
1929	173,783	
1930	197,352	
1931	96,298	
1932	-	

Source : Van Bammelen, Geology of Indonesia, vol II, Economic Geology, Martinus Nijhof , The Hague, 1949, pg. 69 and also data from Imperial Mineral Resources Bureau, The Mineral Industry of The British Empire And Foreign Countries, War Period (1913-1919), 1922, London: Majesty Stationery Offices, hlm.171-172.

From the data presented, it showed that the production improved quite rapidly from 1918 to 1921 reaching until 100 percent, it was from 121,421 which increased until 209,900 thousand tons. This improvement was supported by the establishment of production facility and labor support. Furthermore, in 1922, production was degraded from 209,900 thousand tons to 113,218 thousand tons. However, the improvement reoccurred from 1923 to

1930 reaching 197,352 thousand tons. Due to the world crisis (malaise) in 1931, the production of coal mining in Pulau Laut drastically decreased until 96,298 thousand tons. Meanwhile, in 1932, there were no more data which mentioned about the mine production in Pulau Laut because this mine had been closed by Dutch East Indies Administration. The chart below would draw the improvement of coal mining production in Pulau Laut from year to year:

**Chart 10.1. The Improvement of Coal Mining Production in Pulau Laut per-Year**



Source : Writer's personal data and processed data

Mine Company of Pulau Laut (Pulau Laut Stenkolen) established in 1903 employed quite large laborers or manpower. From Rudi Nierop's record based on data from some colonial sources, the increasing of laborers working in Pulau Laut Mine was quite large. The manpower was divided into several criteria; they were coolies, skilled workmen, foremen, clerk and European supervisors. The description of the total number of laborers in Pulau Laut Mining Company can be seen in the following table:

**Tabel 10.2. Labors in Some Companies in Southeast Kalimantan in 1909-1922**

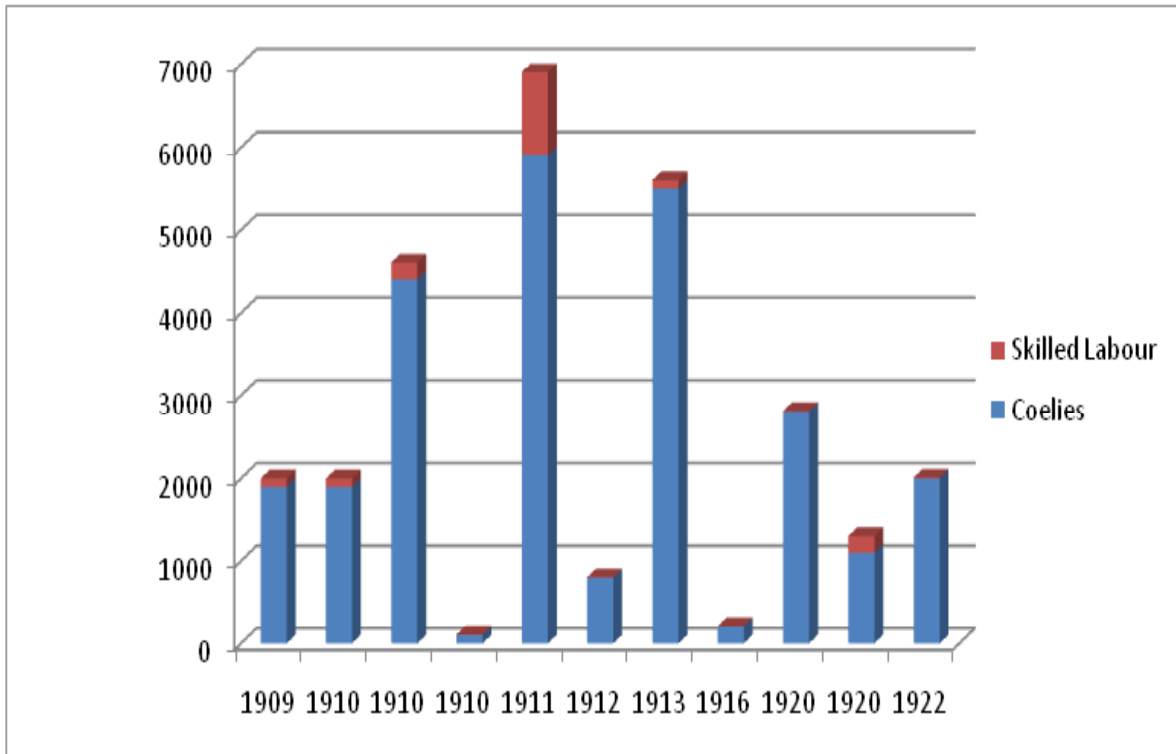
Year	Com-pany	Coolies	Handy-men (Skilled)	Foremen (tandil)	Clerks (crony)	Euro-pean Super-visors	Total Handy-men (Skilled)
1909	PL	1,865	43	74		0	117
1910	PL	1,857	34	70		23	127
1910	BPM	4,219	246	-		0	246
1910	TI	57	-	1		1	2
1911	BPM	5,912	805	77	106	0	988
1912	HAY	700	-	12		0	12
1913	BPM	5,500	-	-		143	143
1916	TI	276	-	-		1	1
1920	PL	2,686	-	-		32	32
1920	Par	1,091	226	67		10	303
1922	Par	2,000	-	-		29	29

Explanation; PL (Pulau Laut), BPM (Bataafshe Petroleum Maatshappij), TI (Tanah Intan), Hay (Hayup), PAR (Papattan). Processed based on data from Trudi Nierop's article, *Lonely in An Alien World, Coolie Communities in Southeast Kalimantan in the Late Colonial Period*, in Lind bland (ed), *Coolie Labor in Colonial Indonesia, A Study of Labour Relation in then Outer Island c. 1900-1940*, Germany : Hubert & Co, 1999), pg. 164.

The data above described the increasing labors in Pulau Laut Mining Company where the total numbers increased. For example; in 1909, the total number of coolies was about 1,865 persons, then the total number of skilled handymen was 43 persons, while the total number of foremen was about 74 persons that the total number of handymen and foremen was 117 persons. Meanwhile in 1910, the increasing number of labors in this mine company was not too significant with the total coolies were 1,857 persons, then skilled handymen

were 34persons, foremen 70 persons. The different case in this year from previous years was the presence of twenty three European supervisors. Meanwhile the total of skilled laborers and foremen were 127 persons. Furthermore, in 1920, the labors increased about 75 percent, the coolies for example, the total number were 2,686 and European supervisors were 32 persons. The comparison between labors in Pulau Laut Mining Company and other companies can be seen in the following chart:

**Chart 10.2. The Occupation Distribution of European Companies in Southeast Kalimantan from 1909 to 1922.**



Explanation: Data in 1909, 1910 (a) were Pl data (Pulau Laut) engaged in mining, then data in 1910 (b), 1911 and 1913 were BPM labors (Bataafshe Petroleum Maatshappij) oil industry, data 1910 (c) and 1916 were data from TI labors (Tanah Intan) engaged in rubber, then data 1912 were Hay (Hayup, which engaged in rubber field, as well as data 1920 and 1922 were PAR Company labor data (Papattan) engaged in coal mining. They were processed based on data from Trudi Nierop’s article, *Lonely in An Alien World, Coolie Communities in Southeast Kalimantan in the Late Colonial Period*, in Lindbland (ed), *Coolie Labour in Colonial Indonesia, A Study of Labour Relation in then Outer Island c. 1900-1940*, Germany : Hubert & Co, 1999), pg. 164.

Even though it significantly increased at the time, the companies’ owners, however, didn’t pay attention to the condition of their coolies. In *Coolies’ Report* in 1909 and China’s stowaways in 1911 was exposed that at the time the coolies of the Coal Mining Companies of Pulau Laut complained about their medication. Then, the inspectors carried out some investigation and recorded their complaint. In the Dutch’s archives in Chinese Consulate, it was also obtained evidence about testimony from several

Chinese stowaways who escaped two years later, in 1911 (verslaag, 1909). There were some achievement or punishment of companies in Southeast Kalimantan which can be seen in the following table 10.3:

**Conclusion**

In period of 1919-1922, Pulau Laut Mining Company achieved more profit than OMB and Parapattan achievement. However, in the following years the profit of Pulau Laut Mining Company was getting decreased drastically that they suffered a

**Table 10.3. Coolie Punishment in Southeast Kalimantan: Transgression of Coolie Ordinance, in 1917-1918**

Year	Companies	Field	Contracted Coolies	Transgression of CO	Presentation
1917	Danau Salak	rubber	175	4	2
1917	Tanah Intan	rubber	334	7	2
1917	Hayup	rubber	627	8	1
1917	Pulau Laut	coal	2,280	825	36
1918	Parapattan	coal	558	197	35
1918	OBM	coal	233	52	22
1918	NKPM	oil	867	166	19
1918	BPM	oil	5092	445	9

Source: Trudi Nierop, *Lonely in An Alien World, Coolie Communities in Southeast Kalimantan in the Late Colonial Period*, in Lindbland (ed), *Coolie Labour in Colonial Indonesia, A Study of Labour Relation in then Outer Island c. 1900-1940*, Germany : Hubert & Co, 1999), pg. 164.

great loss about 260,000 gulden. As an illustration of its last three-year production was in 1929, the production of this mining was 173,783 tons, then it increased in 1930 as much as 197,352 tons. The mining production drastically dropped in 1931 which only produced 96,298 tons. The decrease and the lack of this production was getting worsened the competition of other producer countries in world market and the unstable coal market. In crisis year in 1930, Pulau Laut Mining Company production dropped so that it was closed down in the same year (ideham, 2003).

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