

on the free trade zones set up a few years ago. The connection between these aspects, however, seems somewhat arbitrary.

In the final chapter the author admits the continued existence of historically-based dependence even after Independence from England. He sees a chance for a reduction in dependence, nevertheless, and as an example quotes the huge irrigation project "Mahaweli Ganga" which could perhaps increase the production of food.

The conclusion of the study is somewhat surprising. The author states that the method applied in the Dependency Theory had proved itself in the case-study to be "perfectly right" (p.291); at the same time, however, the possibility of "auto-centred development" for the country is ruled out. He goes on to recommend "industrialisation of the island" with the help of international capital and expert advice.

One of the achievements of the book is that it provides for the first time an account in German of the dependent development process of Ceylon. Some of the Dependency Theory's weaknesses are, nevertheless, made obvious through the study. For example, political forms of dominance are only dealt with briefly, the Singhalese kings being portrayed as understanding princes (pp.66-67) while the parliamentary system imposed on Ceylon by the English colonialist rule is seen as "a perfect instrument of structural dominance" (p.223). The reader is left wondering whether the difference between the homogeneous and self-sufficient society of pre-colonial times on the one hand and the present state of the country with its structural heterogeneity and social inequality on the other, is not perhaps an idealisation of the past. Pre-colonial Ceylon was an ethnically and religiously heterogeneous society with a caste-system similar to that of India.

Furthermore, not all of the somewhat ambitious aims of the author of this study can be said to have been achieved. The initial intention to provide new impulses for further theoretical discussion was, unfortunately, forgotten or abandoned. The same applies to the final discussion in the space of a mere three pages of the relevance of the Dependency Theory and of other possible development strategies. This only further illustrates where the strength of this theory lies, namely in the description of historical and economic processes. Concrete suggestions for overcoming the problem of under-development should not be expected.

Nikolaus Werz

KARL HELBIG: Eine Durchquerung der Insel Borneo (Kalimantan). Nach den Tagebüchern aus dem Jahre 1937. 2 Vols. Berlin: Dietrich Reimer, 1982. 784 pages, DM 224.- (paperback DM 196.-)

During the spring of 1937 Karl Helbig left Jakarta for Pontianak where he

started his crossing of Borneo together with Erich Schreiter whom he had got to know during long time service with Hapag Lloyd as a fireman on the Suez-Line. The journey was to last almost eight months. Like many other trips before, Helbig paid his way to his final destination working as a professional seaman with a small budget. He also had to overcome a poor infrastructure. Unlike the "great explorers" he had to count on support not only from the colonial administration of that time, but above all from the local population.

Despite an immense source of published information and manuscripts about Borneo, many Western "adventurers" were still making "discoveries" of curious things and affairs. Helbig, however, collected reliable data on hitherto avoided tracks, mainly between the rivers, and this meant long hikes in the jungle, away from the beaten track.

During his Borneo mission Karl Helbig proved himself to be an experienced geographer in the Southeast Asian region. This experience was drawn from his many trips to the field, for example, to Java, Madura, Sumatra and Bangka/Belitung. His initial aim, however, to prepare a regional geographic monography of Borneo faded like a dream once the struggle for survival and the pressure of other important obligations in the post-war period took hold of him. The situation simply did not allow for research nor did it provide the necessary contemplation. In the past, published records on this trip included the popular book, "Urwaldwildnis Borneo", Braunschweig 1940 and Leipzig 1957, along with the outstanding history of discovery which included a bibliography with 2410 titles, "Die Insel Borneo in Forschung und Schrifttum", in: Mitteilungen der Geographischen Gesellschaft Hamburg, Bd. 52, 1955, pp. 105-395.

Later when Karl Helbig was in his seventies, he convinced himself that a geographic monography was a task too great to be fulfilled in his lifetime. Instead, he opted for the less pretentious project of publishing his diaries of the year 1937. The reader is able to follow the trip step by step, from Pontianak in the west to Samarinda in the east and Banjarmasin in the south of the Dutch-controlled part, all in all a distance of 3000 kilometres with a total of 129 stop-overs. For the most part the diaries are in their original form; here and there the author has added up-to-date information gained from later publications.

Due to its high standard, this document is indispensable as a reference for the situation in the 1930's. However, there are a number of weaknesses with regard to the ethnographic information. "I am happy that I still got a chance to dwell among people who just yesterday seem to have arisen from creation" writes Helbig about the Dayak of Borneo (p. 161). These feelings were ambivalent, nevertheless, as can be demonstrated by the civilized statement that among the small amount of luggage he declared necessary for his venture, room had to be found for his shaving-things. These were an absolute must "whereby regular shaving for hygienic and aesthetic considerations has been *conditio sine qua non*" (p. 22). Not surprisingly, his sympathy is with the

pioneers - Western farmers and missionaries. He even suggests that clean and tidy Malay or Christian settlements, or indeed christianised Dayak, change their physiognomy to reflect enlightened and open personalities. Not the rich and lazy Sultan of Kutai, but his humble and cultured Dutch curator gets the highest awards from the author.

To read through the complete diaries demands much time and patience. They are not intended as a geographical overview of the former Dutch part of Borneo, largely because the information is mostly limited to the narrow area of the crossing track. For the interested regional geographer, however, particularly one looking for details about a certain area, it is a jewel-box. The systematic arrangement of the diary, together with its very useful index which is divided into personal names and geographic terms, all help to locate information about the route of the journey.

Furthermore, the supplement includes climatological data from five check-points, macroscopic data on rock samples and a list of the plants mentioned in the text according to their indigenous and botanical names. Finally, there are a number of pictures at the end of each section and within the text the author has included some of his own illustrations. A map containing the route and details of the duration of stop-overs is attached to the backcover of part I.

Kurt Tauchmann

JÜRGEN RÜLAND: Politik und Verwaltung in Metro Manila - Aspekte der Herrschaftsstabilisierung in einem autoritären politischen System. (Materialien zu Entwicklung und Politik, Bd. 21). Köln: Weltforum Verlag, 1982. 347 pages, DM 49.-

In the magical year 2000 urbanisation in developing countries will have surpassed the urbanisation in present industrial countries: Mexico City is expected to grow into the most gigantic megalopolis of the world. The tendencies have become reversed for at least two decades: The population figures of cities in industrial countries are continuously decreasing, whereas the growth rates of the metropolises in the third world are accelerating. A decisive consequence of this growth is the so-called hydrocephalus-effect which is measured by comparing the biggest city of a country to the second biggest. This is known then as the "primacy-rate" and makes the degree of urban centralisation clear, including as well all the other negative secondary phenomena.

The primacy-rates of the three Southeast Asian states (ASEAN-States) with the highest population figures are: Thailand - 46:1; Philippines - 10:1; Indonesia - 3:1. This means that Manila takes a medium position in this deplorable table. However, this is of merely statistical value and is, in effect, only one parameter for the definition of the real situation in the metropolises of Southeast