

R E V I E W S

The Reviews in Internationales Asienforum try to give a brief evaluation of recent German publications.

Werner Rutz, Indonesien - Verkehrserschließung seiner Auseninseln. Paderborn, Ferdinand Schöningh Verlag, 1976, 182 pages, 16 coloured maps, DM 58.-

Infrastructure, especially the communications-infrastructure is of decisive importance for the socio-economic development of large geographical regions and states: the Transiberian Railway or the Transamazonica (highway) - are well-known examples. Apart from the immediate economic goals which cause and justify such great efforts, investments in communications have the important function of stimulating political integration. This applies particularly to new states characterized by a high degree of geographical as well as ethnic and social heterogeneity. National integration, furthermore, is often severely handicapped by regional unbalance between a hypertrophied dominant center and a chronically disadvantaged periphery. This is precisely the situation in the Indonesian archipelago where the dominant role is played by Java.

Werner Rutz's book relates exactly to the above mentioned context. The author has developed his scientific approach to this subject in two studies dealing with the whole of West Germany and particular parts of it (1971). Now he modifies his methodology, applying it to a sub-continental archipelago and a developing country: to Indonesia, in particular to the relationships between the so-called Outer Islands and Java.

In the propaedeutic part of the study the author analyses the problems, the existing literature and the situation of research in Indonesia. As the political-geographic and the socio-economic background is seen as the cause of traffic generation, the author provides in the introductory chapters a comprehensive compilation of relevant structural data as well as an overview of the different modes of communication already available and their capacity.

The second (main) section investigates the conditions under which the Outer Islands can be got to, the presentation being illustrated by detailed tables and maps (appendix). The total number of places recorded for which at least a sea-, sea-land-, or air-connexion to Java is worked out runs to 1,100. In addition, these types of transportation and links are classified according to their quality - e.g. the condition of roads or runways, or harbour capacity: decisive criteria for the traffic situation in developing countries. Such details show the high level of differentiation of this study.

After the analysis of all 21 Indonesian provinces outside

Java, Werner Rutz summarizes section 2 with regard to overall national considerations: he compares the different transport systems and the data on the accessibility of the various regions.

In section 3 (conclusions) the author considers the quality of the compiled materials, comparing them with the aims elaborated at the beginning of the study and considering their potential utility for further research; occasionally he includes some (justified) self-praise. The appended multi-coloured maps are as comprehensive as the text and tables. Set A (8 maps, scale 1 : 6 000 000) shows in detail the present traffic situation, including a comparison of overseas service connexions from 1940, 1955 and 1972. In Set B (8 maps, scale 1 : 12 000 000) the author presents (besides some further information on traffic) data mainly concerning the national socio-economic structures of the survey area. He substantiates the general value of his investigations by his integrated background-information.

It is very important for their utilization abroad and especially in Indonesia, that the introductory and concluding chapters as well as the legends of maps, and tables of contents are also given in English and in Indonesian (Bahasa Indonesia). The study could be very profitable for Indonesia, since the timing of its publication fits in with the five-year plan currently operating (REPELITA II), where objective no.4 aims at an "Intensification of inter-regional communication".

To sum up: even though some of the detailed data seems to be too optimistic, the high standard of research and information, and the transparent methodology qualify this study as an impressive standard book, both in showing traffic connexions and socio-economic relations. It could be an important contribution towards solving problems of unbalanced structures in Indonesia and other large (developing) countries.

Rüdiger Kulke

Horst E.Wittig (ed.), Pädagogik und Bildungspolitik Japans. Quellentexte und Dokumente von der Tokugawa-Zeit bis zur Gegenwart. München/Basel, Ernst Reinhardt Verlag, 1976. 254 pages, DM 26.50 (paperback).

According to the editor Horst E.Wittig, this volume of selected readings is the result of a joint project of Japanese and German educationalists from 1961 to 1972. This recently published book represents a collection of sources and documents on educational policy and pedagogy in Japan, spanning a period of 350 years - from the Tokugawa period (1603) until the present (1972).

The main body of the work, devoted to documents and sources, is divided into four parts: 1. Tokugawa period, 2. Meiji period, 3. Taisho period and Showa period until the end of