



Map 1.4 Early Nineteenth-Century Bugis Navigational Chart Showing Trade Routes and Tariffs (after Tobing 1961)

This map is reproduced from Tobing's *Hukum Pelayaran Dan Perdagangan Amanna Gappa* (1961), a study of Bugis navigation and commercial law as first codified by Amanna Gappa of Wajo' in 1676 (see Chapter 6). In his study, Tobing relies upon copies of 18 Bugis texts originally transcribed in Bugis script on *lontara*, books made from the leaves of the *lontar* or palmyra palm (*Borassus flabellifer* L.). The map, according to Reid (1993) and in

whose book it is also reproduced, is one of several extant, all drawn in the early nineteenth century and varying little except that the others are said to use Bugis script for the place names and to lack trade routes (p. 47). Reid observes that the coastlines, like those of the others, are "derived from European maps of at least a century earlier and suggest a continuous map-making tradition going back to seventeenth-century Makassar" (cf. Gibson 1989, quoted above). Although the map itself was produced approximately two and one-half centuries later, Reid concludes that these freight rates and trade routes "conform so closely to

the Amanna Gappa specifications that they may have been inserted from it by a later hand," suggesting that they are derived from the original 1676 edition (Reid 1993:47-51).

Several examples from the text along with the routes and rate schedule marked on the map will serve to illustrate. Note that rates are for trade goods accompanied by merchants or their agents, called *sau manumpang* 'passenger crew'. They are based upon a percentage of the value of the goods with which the merchant sets out, the rate varying with the destination. They are

payable in advance. The currency is the *rial* 'real', originally from Saudi Arabia.

The freight rates for those who travel by ship, boarding in the lands of the Makasar (from Pangkajene to Bantaeng), the lands of the Bugis, at Paser (East Kalimantan), at Sumbawa, or at Kaili (Central Sulawesi from Donggala to Toli-Toli) and traveling to Aceh (Sumatra), to Kedah (Malay Peninsula), or to Cambodia (near modern Ho Chi Minh City in Vietnam), the rate is 7 rial per 100.

When joining the ship at the locations listed above and traveling to Selangor, to Melaka, to Johor, Tanapulo (Riau Archipelago), or Tarapuo (perhaps Trengganu; see Tobing p. 120 fn. 7), to Jakarta or Palembang, or to Aru, the rate is 6 rial per 100.

When joining the ship at the locations listed above and traveling to Semarang, to Sambas, to Pontianak, to Ambon, to Banda, to Kei, or to Ternaté, the rate is 5 rial per 100.

When joining the ship at Paser (East Kalimantan) and traveling

to Mempawah (or Sambas (West Kalimantan), Kaili (Central Sulawesi), Berou (East Kalimantan), Sulu (southern Philippines), *Lappé* (Bugis for 'bay'; refers to the waters between East Java and Madura), or Bali to Manggarai (Flores), or Timor, the rate is 4 rial per 100.

When joining the ship at Makassar and traveling to Selayar, the rate is 2 1/2 rial per 100 (Tobing 1961:44; my translation).