

In No. 6 he was within an ace of success, but in all the others he floundered hopelessly.

Gecultiveerd = cultivated, was also a hopeless puzzle. In one he managed to get as near as *gucultiwarden*; but when he wrote in three of the others what should have been *giculti* he metamorphosed it into "quetti". The process of evolution by which *giculti* gradually became *quetti* has to be seen in the documents themselves to be fully appreciated.

A noteworthy mistake in this group was the use in the title where the situation of the village was given, of the word *en* (meaning "and") for *in*. The village was described in 6 out of the 7 documents of this group as being situated "en Welleboda Pattu". In fact the headings alone were enough to condemn them as forgeries.

It was significant too that of the 7 documents as many as 4 purported to be dated in February, though the years were 0 = different.

One of them furnished two additional pieces of evidence of forgery. It purported to be a "true copy" made at Matara in 1843, yet it is on Dutch-made paper bearing the stamp of the Dutch Company. In addition it bears an endorsement purporting to be signed by "P. W. Braybrooke", asserting that it was produced before him at Babarenda, a village in the Matara District, on 8th May, 1848. The diary of the Assistant Government Agent of Matara showed that Mr. William Gordon Forbes held that office in 1848, and there was no entry under date 8th May, as there would have been if the Assistant Government Agent had been on circuit at Babarenda on that day. Evidence was also available that the signature was not Mr. Braybrooke's. So much for the internal evidence showing that the seven documents of this group were forgeries.

(To be continued.)

GENEALOGIEN.

DOOR

MR. F. H. DE VOS.

FRETZ.

I.

Jan Fransz Fretz van Hessen tr. *Anna Gertruïda Herpel.* Bij wie:

I. *Diederich Thomas Fretz.* (II.)

II.

Diederich Thomas Fretz geb. te St. Goar (Hessen Nassau), Kapitein, Colombo, 1765, opzichter, Gale Corle, 1769: Hoofd der Mahabade 1780: Koopman en dissave provioneel, Matara 1785, dissave, Colombo, 1787: Commandeur van Galle, 1792—1796, tr. 1) te Colombo 28 Oct., 1764 *Cornelia Reyniera van Sanden* van Jaffna en (2) *Gertruïda Henrietta Bartels* van Tutucorin, ged. 5 Dec. 1761 + 1790 d. v. *Jeronymus Bartels* en van *Natalia Gomez*.

Uit het eerste huwelijk:—

I. *Pieter Liebert Fretz* ged. te Colombo 15 Sept. 1765.

II. *Anna Diederica Fretz* geb. te Galle 31 Mei 1772, tr. 1) Mr. Pieter van Spal (2) 8 Juni 1788 *Jan Jacob Augier* van Amsterdam Onderkoopman en Secretaris van't Raad van Justitie (3) *Carl Fredrik Willem Hallwoachs* van Vlissingen, Kapitein, Regiment Wurtemberg.

III. *Justina Susanna Fretz* geb. 22 Maart 1774, tr. 17 April 1791 *David Meyer* van den Ham, Predikant.

IV. *Pieter Diedrich Cornelis Fretz* geb. 15 Aug. 1775.

V. *Christina Jacoba Fretz* ged. te Galle 30 Juni 1776.

VI. *Pieter Diederich Fretz* ged. te Galle 5 Sept. 1778.

VII. *Henrietta Margareta Fretz* geb. 28 Juli 1779.

VIII. *Maria Sophia Fretz* ged. te Colombo 22 April 1781, tr. 14 Oct. 1798 *Carel August Conradi* van Kirchheim, Onderkoopman.

IX. *Henrietta Justina Fretz* geb. te Colombo 2 Ap. 1783 ged. aldaar 6 Ap. 1788 tr. (1) *John Macdonald*, Lieut.-Colonel, (2) *Michael Reynolds*, Surgeon, 51st Regiment, C. R.

X. *Adriana Henrietta Fretz* geb. 1 Juli 1784 + te Batavia 1 June 1873, tr. (1) te Galle 23 Maart 1805 *Dirk Schaap* van's Graveland, Holland, opperchirurgijn en (2) *Jacobus van Slingerlandt* van Schoonhoven, Kapitein der Infanterie, Batavia, z. v. *Jacobus van Slingerlandt* en van *Elizabeth Bronkhorst*.

XI. *Diedrich Cornelis Fretz* (III.)

Uit het tweede huwelijk:—

XII. *Diedrich Gerrard Fretz* ged. te Galle 16 Oct. 1796.

XIII. *Henrietta Thomasia Fretz* ged. te Galle 25 Aug. 1799.

XIV. *Johanna Justina Gertruïda Fretz* geb. 1 April 1801.

III.

Diadrich Cornelis Fretz geb. te Matura 6 Mei 1787, ged. te Colombo 5 Aug. 1787, + 5 Juni 1836 tr. (1) *Johanna Elizabeth D'Estandau* geb. te Galle 18 Aug. 1789, + 23 Oct. 1811 d. v. *Johannes Jacobus D'Estandau* van Rynsberg Onderkoopman O. I. C. en van *Johanna Arnoldina Elizabeth de Bordes* (2) te Galle 1812 *Sophia Adriana van Schuler* geb. Galle 1794 d. v. *Pieter Willem Ferdinand Adriaan van Schuler* van Utrecht, Dissave van Matura en van *Wilhelmina Catharina Leembruggen* van Negapatnam en (3) te Colombo 22 Juni 1814 *Johanna Geriruida Wilhelmina Mottau* geb. 2 Jan. 1798 d. v. *Andries Wilhelmus Mottau* van Wezel en van *Elizabeth Petronella Kofferman*.

Uit het eerste huwelijk:—

I. *Thomas Johannes Fretz* geb. te Galle 6 Feb. 1810.

Uit het tweede huwelijk:—

II. *Henrietta Sophia Fretz* geb. 20 Dec. 1812, + te Colombo 23 Sept. 1842.

Uit het derde huwelijk:—

III. *Andries Willem Fretz* geb. te Colombo 23 Jan. 1816, + 23 Dec. 1834.

IV. *Eliza Petronella Fretz* geb. te Colombo 9 Nov. 1817, + te Mulletivoë 25 Nov. 1834, tr. 5 Oct. 1833. *Edmund Wood C. C. S.* geb. 1802 + 2 Mei. 1850.

V. *Johanna Adriana Fretz* geb. te Colombo 15 April 1821, tr. 20 Dec. 1843 *Willem Stork* geb. 24 Aug. 1812 z. v. *Johannes Justinus Stork* en van *Agneta Emerentia van Cuylenburg*.

VI. *Louis Fretz* geb. te Colombo 10 Mart 1824.

VII. *Henry Robert Fretz* geb. te Colombo 22 Jan. 1828 tr. te Colombo 15 Dec. 1853 *Maria Alexandrina Wilhelmina vander Straaten* d. v. *Charles Alexander vander Straaten* en van *Anna Sophia Carolina Lorenz*.

FRETZ.

I.

Frans Philip Fretz van Kirchheim, A^o 1787 naar Indie met "de Leviathan", boekhouder, + te Calpentyn 8 Maart 1821 tr. (1) te Colombo 30 September 1792 *Catharina Sophia Clara Schorer* geb. te Trincomalie 12 Feb. 1776 + te Calpentijn 17 Dec. 1812, d. v. *Mr. John Willem Schorer* van Middelburg, Opperhoofd van Trincomalie en van *Juliana Cornelia Lebeck* (weduwe *Visboom*) en (2) *Sara Johanna Sophia Giffening* ged. 9 Mei 1790 d. v. *Bernard Abraham Giffening*, Predikant, en van *Maria Sophia Franciscus* (weduwe *Hickler*).

Uit het eerste huwelijk:—

I. *Johanna Juliana Christina Diederica Fretz* geb. 25 Juli 1796 tr. 25 Sept. 1821 *Charles Edward Pfeiffer* en van *Johanna Margareta Pompeus*.

II. *Johan Willem Pieter Fretz* ged. te Colombo 5 Maart 1797.

III. *Johanna Theodora Fretz* ged. te Colombo 19 Mei 1799.

IV. *Johan Willem Fretz* ged. te Colombo 2 Nov. 1800.

V. *Daniel Jacques Fretz* ged. te Colombo 12 Aug. 1802. (II)

VI. *Catharina Charlotte Fretz* ged. te Colombo 1 Jan. 1804, tr. 1824 *Fredrik Hendrik Francke*.

VII. *Johanna Theodora Fretz* geb. 1 Mei 1806.

II.

Daniel Jacques Fretz tr. *Dorothea Thomasia Kriekenbeek* + te Galle 24 Dec. 1858 d. v. *Johannes Arnoldus Kriekenbeek* en van *Sara Jocomina Louisa Carolina Zexilles*. Bij wie.

I. *Francis Philip Fretz*. (III.)

II. *James Henry Fretz* (IV.)

III. *Dorothea Henrietta Frederica Fretz* geb. te Colombo 28 Oct. 1832 tr. te Galle 26 Maart 1855 *Petrus Jacobus Roosmale Cocq*

IV. *Thomas William Fretz*.

V. *Sara Clara Maria Fretz* geb. 13 Nov. 1836 tr. *John Edward Roosmale Cocq*,

VI. *John Edward Fretz* geb. 18 Dec. 1837.

VII. *George Fredrik Fretz* geb. 17 Mei. 1839.

VIII. *Edward Richard Fretz* (V.)

IX. *Henrietta Clara Emelia Fretz* geb. 13 Ap. 1843 tr. 23 Sept. 1867 *Charles Wilmot Francke*.

X. *James Alfred Fretz* geb. 14 Jan. 1845.

XI. *Lawre Sophiu Fretz* geb. 15 Jan. 1846 tr. 6 Mei 1866 *Edward William Francke*.

III.

Francis Philip Fretz geb. 3 Ap. 1830 + 1904 tr. (1) te Kalutara 27 Juli 1853 *Henrietta Louisa Francke* en (2) *Georgiana Emerentia Francke*.

Uit het eerste huwelijk:—

I. *Francis James Fretz* + 1876.

II. *Arthur Henry Fretz*. (VI.)

III. *Emily Maria Fretz*.

IV.

James Henry Fretz District Engineer P. W. D. geb. 14 Juli 1831 tr. (1).....Kriekenbeek en (2) *Arnoldina Wilmot*.

Uit het eerste huwelijk:—

I. *Anna Josephine Fretz*.

II. *William Henry Fretz*. Chirurgen W. Indie tr. *Harriet King*.

V.

Edward Richard Fretz District Engineer P. W. D. geb. 21 Aug. 1840 tr. 10 Juli 1863 *Georgiana Victoria Walbeoff* geb. 9 Juni 1844. By wie.

I. *Henrietta Georgiana Fretz* geb. 28 Aug. 1866, tr. 9 Nov. 1890 *Casper Thomas Leembruggen*.

1 Zijne doopheffers *Daniel Jacques de Superville* en *Anna Petronica Visoliet* echtelieden te Middelburg.

II. *Eugene Dorothy Fretz* geb. 1 Dec. 1867 tr. 3. Feb. 1896
Henry Lawrence Francke.

III. *Richard Albert Fretz* geb. 27 Oct. 1870 tr. 24 Jan. 1900
Alice Henrietta Maud Francke.

IV. *Diana Maud Fretz* geb. 27 Oct. 1873 tr. *Osmond
 Hollowel Austin.*

V. *Agnes Milne Fretz* geb. 5 Aug. 1876. tr. 6 Sept. 1900
Robert Wilmot Copper.

VI.

Arthur Henry Fretz Chirurgyn. geb. 30 Juli 1856 + 11 Aug.
 1894, tr. 1880 *Agnes Jane Stork.* By vic:—

I. *Arthur Llewellyn Francis Stork Fretz* geb. 24 Juli
 1881.

II. *Louisa May Fretz* geb. 2 Mei 1884.

III. *Irene Agnes Fretz* geb. 22. Maart 1887.

IV. *Leslie William Fretz* geb. 11 Dec. 1888.

V. *Edith Constance Fretz* geb. 28 Sept. 1889.

VI. *Iris Clare Fretz* geb. 14 Dec. 1893.

HOW THEY TRAVELLED IN THE OLDEN DAYS.

[BY R. G. ANTHONISZ.]

IN this age of rapid locomotion, when a journey by train from the extreme north to the extreme south of the Island may be performed in less than twenty-four hours, it is difficult for us to imagine that it took our ancestors, who lived here in the eighteenth and the early years of the nineteenth century, several weeks to make the same journey. In those days, also, the different parts of the suburbs of Colombo, which are now closely connected by railroads and tram lines, and between which numerous *rickshaws* and other modern conveyances ply incessantly, were so far removed from each other that a visit, say from Mutwal to Kollupitiya, involved a journey which had to be performed with some inconvenience.

In order to form a correct idea of the circumstances of travel in the olden days, we must keep in view the ground covered in these journeys, and also bear in mind the nature and the condition of the roads or pathways which were available for the purpose. It must be remembered that the Dutch had dominion only over the maritime districts of the

Island, and that it was only within the last thirty years of their rule that they had possession of the entire coast line. Communication between the various stations was therefore confined to a sea-coast route. With the journeys inland, undertaken by the officers of the Government for state purposes, or with the incursions into the territory of the King of Kandy during times of war, we have no need to speak here, beyond remarking, in passing, that there was not a single high road, in the present sense of that word, in the whole of the "King's Country" until Major Skinner opened the first main road to Kandy in the early years of the nineteenth century. To come back therefore to the sea-coast roads by which the Dutch connected the towns and stations within their possessions, we find a state of things very different from that which we have been familiar with in our day. A description of a part of the route, say that with Colombo as a centre and Galle and Negombo either way, will suffice to give an idea of the nature of the rest of the route. We find, in the first place, that what was then known as the "land way" was nothing more than a narrow pathway made by the cutting down of trees and the clearing of undergrowth. In many places the passage was precipitous and the ground loose and sandy. Where the larger rivers crossed the road the line was entirely broken. No bridges, for instance, spanned the broad mouth of the Kalutara River, or that of the Kelany, or of Bentota or Gintota. At these places a ferry boat served to convey the passengers from one bank to the other. That in using these ferries instead of bridges, the Dutch were following a custom of very remote times is evidenced by such names as Bentota and Gintota, where the word *tota* indicates, in Sinhalese, a ferry. It is clear, that, whatever skill our ancestors possessed in the art of building, they devoted little attention to the tracing of roads or the construction of bridges beyond the limits of their fortified towns. But to make up for the drawback in defective or insufficient roads, the canals which they cut with admirable foresight in many places provided facilities for the transport of both passengers and produce.

Having thus briefly referred to the nature of the roads and means of communication, let us now enquire what vehicles were employed in these journeys, or in what other ways the old folks transported themselves from one place to another. It would be noticed that the roads we have described were ill-adapted for wheel traffic: not only would the loose sand and the steep declivities prove a hindrance to the