



The best writing papers
are made from rags !

The "rag-content" of notepaper may not interest you. But what you are interested in are its writing surface, its size, weight and colour. You can suit yourself at Millers, where you will find writing papers from the cold impersonal business stationery to the very personal initialled notepaper.

Air Mail Writing Pads.....	from	1-25
Millers "Service" Pads.....	from	0-60
Boxed Stationery (with matched envelopes).....	from	1-25
Initialled Stationery (- do -).....	from	1-75
Envelopes (packets).....	from	0-25
Waterman's Ink.....	from	0-25
Leather Writing Case (as illustrated).....	from	22-50

Prices Nett

Millers

COLOMBO & BRANCHES.

Journal of the Dutch Burgher Union of Ceylon.



"Eendracht maakt Macht"

CONTENTS

	PAGE
1. John Still	85
2. Ceylon, In Maps	93
3. The Public Works Department	113
4. Genealogy of the Anderson Family of Ceylon	124
5. Mandaitivu	132
6. Notes of Events	134

Contributions are invited from members on subjects calculated to be of interest to the Union. MSS. must be written on one side of the paper only and must reach the Editor at least a fortnight before the date of publication of the Journal.

Published quarterly. Subscription Rs. 5/- per annum, post free. Single copies, if available, Rs. 1-50 to be had at the D. B. U. Hall.

Printing

== for the ==

Public

WE OFFER THE SERVICES
OF A SKILLED STAFF
AND UP-TO-DATE PLANT
FOR HIGH-CLASS JOB AND
BOOK WORK. WE HAVE
OVER 30 YEARS' EX-
PERIENCE IN HIGH-
GRADE LETTERPRESS
PRINTING :: :: ::

STRICT FAITH KEPT



J. Frewin & Co.,

PRINTERS, STATIONERS AND
: RUBBER STAMP MAKERS :

40, Baillie Street, Fort, Colombo.

PHONE 2896 P. O. Box 58

Journal of the Dutch Burgher Union of Ceylon.

VOL. XXXI.]

JANUARY, 1942.

[No. 3.]

JOHN STILL

John Still was so intimately associated with Ceylon and its people that a somewhat fuller and more permanent record of his career will be appreciated. The most fruitful years of his life were spent in Ceylon or for Ceylon. He was a careful and sympathetic student of Ceylon history. Much of the poetry he wrote relates to Ceylon. His "Jungle Tide" has interested more people in Ceylon than all the Guide books of various sorts which have sought to lure the traveller from the West to our Island. Though necessarily repeating much that has been said elsewhere I have ventured to make this contribution to his memory from my own knowledge of him for the last twenty years, from the facts I have collected about him, and from the facts laboriously collected for his "Aids to the Study of the Jungle Tide", by Mr. E. P. Mendis, who has kindly passed them on to me.

John Still was born in England on the 6th January 1880, the son of John Still, Honorary Canon of Norwich Cathedral, who died in September 1914 in his seventieth year. He was taken to New Zealand with his parents when five years old, and returned to England in 1892. After a year at a preparatory school he was at Winchester College for four years. His love for Winchester was characteristic, and his own son was to enter there: "My son John will be the sixth Still in a direct line to go there".

He came out to Ceylon in 1897 and for four years combined planting in the Dikoya District, under Mr. Arthur Anson, with a diligent study of the Tamil language. From January 1902 to the end of 1907 he was Field Assistant to Mr. H. C. P. Bell in the Archaeological Department. From April 1908 he was in the Land Settlement Department under Mr. (afterwards Sir) J. G. Fraser,

In 1911 he became Assistant to the Ceylon Labour Commissioner in South India, and in May 1912 he was appointed Secretary of the Planters' Association. Then came the War. In 1914 he joined the Army, was taken prisoner at Gallipoli, and remained a prisoner in Turkey from 1915 to 1918. In 1919 he returned to Ceylon and resumed his place as Secretary of the Planters' Association till 1926, when he returned to England, and was appointed Secretary of the Ceylon Association in London. In 1935, after the death of his wife, he retired from office, and lived in a quiet, remote Carmarthenshire (Wales) farm. Early in 1937 he planned a visit to Ceylon, but this had to be given up. He decided, however, to join his son in South Africa: "Africa does not call me at all, but my boy does". It was at Port Alfred in South Africa that he died on the 9th September 1941, aged 61 years.

At each stage of his eventful history he displayed an anxiety to get at the heart of things. He was not satisfied with outward appearances or the officially declared purpose of any organization. Was the organization fulfilling its avowed object, or if doing so was the result satisfactory? It was his independent judgment in these matters which gave him that restlessness of mind which, to the practical man seeking his own advantage only, seemed quixotic and unprofitable.

When planting in Dikoya he studied the system of "advances" to kanganies, and came to the conclusion that it was wrong, since it kept the coolies always in debt. Twenty years afterwards this system was abolished.

He was far from satisfied with the way Archaeology in Ceylon was carried out. "It is time," he wrote, "Ceylon had a real archaeologist, for I feel sure there is much history of more than local interest to be dug out of her ruins and her waterholes and caves". On reading some notes I sent him of a "Mahavansa Club" a few of us formed in Kandy in the early nineties, he wrote in 1922, they

"show such real historical sense as to make me wonder once again why no one born in and of Ceylon has aspired to be archaeological commissioner. For years I have advocated the selection and training of a young Ceylonese for this post, but so far vainly. I have quantities of notes which might be useful to inquirers, many books of them, and if any youngster took it up I would do all in my power to assist him. Chiefly I think the value of an Englishman who has travelled a great deal would be to give the younger and perhaps more insular man a spirit of wide view, without which archaeo-

logy becomes too local and too little in liaison with the general history of mankind. That is what I notice among so many local theories, and it is a fault most conspicuously absent from the brief notes you have given me the pleasure of reading."

The Land Settlement Department pleased him even less. It was, in his own words, "most efficiently and justly managed by a very able man", but its work was of no benefit to the villager. To settle the legal claims of the Government the villager was compelled to borrow, and ever after he was in debt to the money-lender.

And so we come to his literary efforts and the same restlessness shown in regard to them. He wrote much, and was continually writing; but he published little, and destroyed most of what he wrote, "eating his young", as he used to remark with grim humour. This was the fastidiousness of the true writer, but we may regret that something of value must have been lost.

Early in 1922 he had completed a history of the "Sinhalese period" of Ceylon. He was the first, I think, to divide the chapters into the Anuradhapura, Polonnaruwa &c. sections. Knowing his scruples I kept the manuscript with me as long as I could, but he got it back. Three years afterwards he wrote:—

"Yes. I burned the history. Lane the publisher wanted to print it, and I had a long yarn with Edward Garnett who thought it could be published. But I said, 'You only judge it as literature; it is bad history'. So I burned it.

I burned also a book of Essays on East and West, and a novel about Ceylon jungle folk.

I have now a large collection of poems, all kinds, some few Ceylon, some songs, some sonnets, some tales in verse. These are all with—, just to read. I do not propose to publish them. But: I have taken precautions against 'eating my young' and have lodged two copies of each with a friend who will not give them up even if I ask for them. My wife has copies too, but I might destroy those, and I do not want these poems to perish, for some are good, far better than any I have published.

I have a children's book, wolves and pirates, caves and treasure, ships and fights. Sir Ian Hamilton has read and liked it. Mrs. Clementi and her children have read it twice and love it. Various other people have enjoyed it. I am inclined to publish it.

That makes nine books altogether, written, and either published, burnt, or awaiting fate.....

Since seeing you I have begun to compose music and to paint. I illustrated my own Children's book.

I enclose a little story for you.....If it pleases you, keep it in memory of me when I depart to where the sun sets."

The story to which he refers is entitled, "The Queen and Wisdom's Heart. A legend of Piduragala." It is with me still, but I am not sure that he did not afterwards yield to the importu-

nities of editors and allow it to be printed in a local Christmas Annual.

The burnings include a play, "Dingiri," and this is the story of it as given to Mr. E. P. Mendis:—

"I studied the beggars [in Kandy], and tried to inquire what it was like to be blind. I used to go and talk to the beggars at the temple gateway and in the market place in Kandy, always trying to get their view of life; and the one who interested me most was a little blind child of 8 or 9 years old. I once got her eyes examined by a very great eye specialist who happened to be visiting Ceylon, and told her his verdict that sight could not ever be hers. This so interested and moved me that I wrote, in verse, a play in which the characters were Kandy's beggars and a few other people, all Sinhalese. But, after writing and re-writing it again and again, I felt dissatisfied, and destroyed the whole play. All that I kept was that little poem about the death of Dingiri in which I tried to express the pantheism underlying the great religions of India. Curiously, India's old pantheism is now the core of the modern biologists' belief."

Which poem is referred to I cannot say. In November 1936 he wrote to me:—"Dingiri" is destroyed. Two scraps I used in *Jungle Tide*, the verses on pages 69 and 121. I have recently found another scrap which somehow escaped destruction, and here it is, overpage. Dingiri was about 80—100 pages:—

The Death of Dingiri.

My love lies dead: who shall my love now be?
Who but the beauty that will gain her powers;
Embroidered meadows, patterned wide with flowers,
Sweet with the honeyed fragrance dew sets free
When Dawn hath dried her eyes of tears for me.
My love lies dead: freed from her body flies.
The robe of sorrow fate hath blindly spun,
Blown like a gossamer to join the sun,
The petals of her living blossoms rise,
And whirl in coloured clouds of butterflies.
My love lies dead: but with her last warm breath
Arose the sweetness God to her had given;
And jeweled on the breast of smiling heaven
Her gleaming rainbow-garland offereth
A coronet to grace the brows of Death.

Here are two short poems which he sent me in September 1925, and which probably belong to the Collection he thought of publishing, but afterwards burnt:—

Death.

I fear not death, for death can but deprive
My soul of things that torture me alive:
The sorrow of a body drawing breath
May well find faith and friendliness in death.

I flutter for a little while alone,
A bird far out to sea by tempest blown:
And then, I dip once more, and touch the sea,
And share forthwith that immortality.

Come, Sleep! come, Death! Forgiveness come to me:
My wings grow weary: solemn smiles the sea,
As smiles a nurse who lulls her babe to rest.
I stoop to join my shadow on thy breast.

Pain.

Would you deny her pain, with all it brings:
Wisdom, and love, and tears more soft than rain?
As well deprive the river of its springs,
And see the valley turn to dust again!

An unpublished sonnet written on Armistice Day 1925 may fittingly be included here. It was read at the service on Armistice Day this year by the Rev. A. J. K. Baker, to whom it was sent by a friend of John Still's:

The Two Minutes Silence.

Let us command our thoughts and stand awhile
In humble gratitude to those who died,
Sinking ourselves in that great sea of pride
We feel in them, as those brave spirits file
Back from the death they faced that we might live,
This were the finest justice they could gain—
That each should find a friend with a living brain
Ready to hold his torch, and glad to give
Fulfillment to the life he freely spent,
A hand executive of all he hoped
To bless the earth with, had he struggled through,
To pay their debt in tears was never meant,
But action, that their children, where they groped
May walk in light, and see their dream come true.

John Still's published works are:—*Ancient Capitals of Ceylon* (1907); *An Index to the Mahawansa* (1907)—a model of what such an Index should be; *Poems in Captivity* (1919); *A Prisoner in Turkey*; *Jungle Tide* (1930); various papers in the *Journal of the Royal Asiatic Society, Ceylon Branch*, and in *Blackwood's* and other English magazines. To Mr. Mendis he wrote of "the first story I ever printed, in *Macmillan's Magazine*, in 1908 [1903?] I think. It was written in an ambalam on Adam's Peak in 1902 and is called 'The Place of the Great Dead'. I have no copy. It concerns elephants and the legend of their secret valley of death." It would be interesting to compare that story with the chapter on "A Holy Mountain" in "*Jungle Tide*". In *Blackwood's* for January 1931 there is a story of 30 pages by John Still, entitled "Kabara", the tale of a mottled elephant.

"Poems in Captivity" was the happy result of eleven hundred and seventy-nine days spent as a prisoner of war in Turkey. The book has a facsimile of some of the minutely written manuscript. There were ten sheets of notepaper so inscribed, and all were concealed in a hollow walking-stick. More than half the published book deals with Ceylon and its forest life. There are long poems on Dhatusena and Kasyapa, based on the historical facts given in the Mahavansa. The reader of the book will note the undertone of melancholy which prevails, and that was characteristic of John Still, at least in the latter part of his life. He was restless and dissatisfied. Almost everything he noticed or experienced seemed to him out of joint; and that found expression in his poetry.

"The Jungle Tide" was the only book which seemed to satisfy his fastidious judgment—"the only good book I ever wrote". There was an effort made in the year 1936 to include it as a text-book for one of our examinations, and it was included in an examination for 1939, but not without much difficulty. It was objected that the price of the book was too high, and that the book was too long or too large for a text-book. John Still was asked if it could be abridged. "Earlier this month [November 1936], at the suggestion of the Ceylon Education Department, I cut down Jungle Tide to the size of a school reader. Whether they will decide to use it thus I do not know, but I do hope they will. I should like to feel that many of the brightest boys and girls of Lanka might learn my way of looking at, into, through, and behind things; mentally rather like the leopard in Jungle Tide (p. 169)."

It was not an abridged edition, however, but a "Popular" edition issued by Blackwood's, which was adopted as a text-book, and for the better study of it, Mr. E. P. Mendis compiled a valuable booklet of "Aids", of which John Still wrote: "He has done his job astonishingly thoroughly." Blackwoods (the publishers) are pleased". The booklet contains a portrait and biographical sketch of John Still.

To the end John Still remained a fighter, the master of his fate, the captain of his soul. As late as June 1939 he wrote in a "spidery" hand:—

"Being bored to tears by diabetes, and being quite unable to do anything at all, even to take exercise, I desired to die, and nearly achieved my ambition. However, 3 weeks ago, I decided to see whether mind would not once again dominate matter, and I went into training. First, I

dropped smoking. From 32 pipes to 0 pipes a day took 2 or 3 days of irritability, and that was all. One victory.

Then I decided to walk forbidden distances. Again a victory. And now I have decided to get rid of diabetes altogether, and quite likely may succeed. Also, I have decided to resume adventure and to command what is left of my fate instead of obeying it. It is great fun doing all this, win or lose, live or die. Time is only events; if events ceased, so would Time."

Two years later he wrote from South Africa his last message to Ceylon, revealing once more "the young and ardent love for Ceylon which filled me 30 and even 40 years ago". In it he urged his own countrymen, as well as the various peoples of Ceylon, "to sink their differences, to forget what quarrels they may think they have, and to stand foursquare together to fight for what all alike value the most in life,—freedom, and tolerance, and the preservation of the great gifts inherited from the past". That was the spirit in which John Still lived his life in and for Ceylon.

L. E. BLAZE.

The above was in print when the following extract from the Quarterly Bulletin of the Ceylon Association in London reached me:—

"John Still, who died on September 9th, 1941 at Port Alfred, Cape Province, South Africa, after a long and disabling illness, was a man of unusual mental and physical vigour, with a wide outlook and an informed judgment on many of the world's great problems, especially those that concern race.

"The son of Canon John Still, himself a Wykehamist and who rowed for three years in the Cambridge boat, he went to Winchester in 1893, and started his practical life four years later in Ceylon as a tea planter. He soon became interested in Sinhalese antiquities, taught himself the two languages, Sinhalese and Tamil, necessary for reading inscriptions and native records, and accepted a vacancy offered him in the Archaeological Department. That opened for him the door to what was the most productive of his life's work, excavation of buried cities, especially Anuradhapura, Sigiriya and Polonnaruwa, and the acquisition of a deep knowledge of both Sinhalese natives and wild life. His book, the 'Jungle Tide', has passed through six editions. It tells how cities and villages, tanks and roads in the Tropics, if man once abandons them, are speedily smothered by Nature's luxuriant growth, and human

beings replaced by that wild life with which Still had such sympathy that he would have snakes and leopards, bears and baby crocodiles, in his mud hut. His sympathy with natives won him their friendship, and he was able to get through them the knowledge of the records and history of the early Kings of Ceylon which are the material of poems comparable with the similar work of Arnold's *Light of Asia*.

"In 1911 malaria brought his jungle life to an end and he returned to civilization, becoming Secretary to the Ceylon Planters' Association. He won the respect and confidence of the Planting Community, and equally so of the Ceylonese, even some of the most unyielding Nationalists among them, by his fairness and justice and his readiness to understand the aspirations and claims of those who were not of his own race. Many of them were anxious that if he remained in Ceylon he should be their representative in the Legislative Council, but in 1914, on the outbreak of war, he returned to England. His experience of war was brief and tragic. He joined the East Yorkshire Regiment, became Adjutant of his battalion, and was sent to the Dardanelles. In the landing at Suvla Bay, Still's battalion was the only one to reach the summit of Tekke Tepe, there to be wiped out. Still and three more only escaped, Still because he was carrying his wounded colonel on his back inside the Turkish lines. Then followed three and a half years as prisoner of war at Afion Kara Hissar. His experiences of the confinement, the want of occupation, and the close contact with men during prison life are expressed in his 'Poems in Captivity', written on notepaper which he hid in a hollow walking stick. By means of apparently commonplace letters to a confederate in England, Still was able to convey valuable military information to the War Office, for which he was subsequently thanked.

"After his release in 1918 his active work for the rest of his life was, first six years in Ceylon as Secretary to the Planters' Association, then four more in London as Secretary to the Ceylon Association in London. But he had no love for cities, and he went to live on a farm which he owned in Wales.

There his active mind busied itself with the birds, bees and flowers, and the indications of past history that could be got from place names, old buildings, disused roads, and abandoned cultivation, until ill-health drove him to a warmer climate.

His wife died in 1934. He leaves a daughter; his son, who joined the South Rhodesia Air Force, was reported missing while flying over Athens last April."

L. A. B.

CEYLON, IN MAPS.

BY

R. L. BROHIER, F.R.G.S.

(Continued from Vol. XXI, No. 2).

The study of the maps of a period throws much light on the history of that period, and nothing reveals more information from this aspect than the use and distribution of place-names printed on a map. The problem of naming places in Ceylon must indeed have been a very acute one to the early cartographers. It must have been even more difficult in preparing sea-charts to convey information to navigators. A good example of this is an eighteenth century Dutch map in the collection of historical maps at the Surveyor General's Office.¹

This map bears neither title nor date. It shows a section of the coast line of India which is described as Madura, and the entire coast line of Ceylon. The water mark on the paper represents the Strasburg lily over the figure 4 and the letters V. D. L. with the counter mark Van der Ley. This indicates that the paper used for the map was manufactured at the "Fortuyn" Mill, Zaandijk, about the year 1725, and, from other evidence, leads to the inference that the map was compiled from surveys made about the year 1726-28. This production has progressed from the fantastic portrayals of earlier periods, and although decoration has still maintained its hold on the mind of the cartographer, the gradual realization of the supreme utility of more scientific ideas are observable in the work. It is indeed a pity that the surface of the paper of this map is now mottled with dark stains and weathered by exposure at one time to dampness.

The chief aim of the cartographer in this instance has been to present features which will be of use to the navigator. With this object in view the coasts have been delineated with particular care. All the reefs, islands and shoals have been carefully marked, while soundings of the sea-bed convey information regarding the varying depths along the entire littoral.

Graphic expression has been given to the hills and mountain ranges visible to sea, and therefore useful to the navigator. This

1. This map has been catalogued as No. 36.

endeavour to introduce relief on the map is crude, but the drawings are vivid and the nomenclature particularly interesting. For example: Adam's Peak which has, in a north-east monsoon setting, guided mariners from the earliest days of sail to safe harbours on the western coast of Ceylon, is pictorially shown and described as Adam's Piek. Further south "the Haycock" described "Hooyberg" is pictured. Other prominent landmarks, which apparently have taken their modern names from the imagination of a Dutch cartographer, are the Lion Hill (Leeuwen Berg); popularly known as Sitarama Peak; Elephant Rock (De Klip Olifant), so well known to those who have explored the Yala Game Reserve; "Nipple Hill" (Tepel Berg) a name which so admirably fits the hills of Kataragam; Pyramid Hill (Piramide Berg); "Groot Kerk Berg" or "The Great Church Hill" from which the later British map-pists have drawn inspiration to name this point Westminster Abbey; Friar's Hood (Monik's Kap); Sugar Loaf (Zuykerbrood) off Vandeloo Bay, and "The Sentinel" (Schildwagt), an unidentified point off Kokkilai Lagoon.

An equal measure of human fantasy finds expression in the names given to the headlands along the coast. Mount Lavinia, or Galkissa as it is named on the map, is described as T Swanger Wif, "the Pregnant Wench". The rocky headland off the northern entrance to Galle harbour has been named "The Whale" (Walvisch), and the outermost rocks of the steep headland crowned by Buona Vista, has been called the Bellows (Blaasbalk). There is no doubt these names originated from the picture presented by these land formations to an imaginative mind, viewed from the sea. With a south-west monsoon blowing strong, and the sea breaking very high on the steep and rocky projection which forms the southern arm of the Galle harbour, what more appropriate name can a cartographer find than "the Bellows". Very significantly all the later charts have adopted the same name.

It is natural, too, that the headlands off the Weligama Bay should be given the name Mierzoe, "the Ant Heap", from the nature of its soil. The names "Groote Boxos" and "Kliyne Boxos" for describing the Great and Little Basses, however, owe their origin to Ptolemy's world map published one thousand five hundred years earlier.

The aim of the cartographer to fulfil nautical requirements has led to the portrayal of all harbours. In doing so he has given a

pictorial representation of all the Dutch forts on the littoral belt which existed at that time. This is perhaps where the map throws the greatest light on the history of the period. Beginning with the principal fort at Colombo, named "Kolombo" on the map, and proceeding southwards, the forts are in sequence shown as Pt. Gale (Galle), Mature (Matara), Batecoloa, Trinconomaalee, Pas Pyl, Punta Pedra (Point Pedro), Jaffna Patam, Mannaa and Nigombo.

The interior of the Island, which at that time was territory belonging to the Kandyan King, and very little, if at all, explored, has been left comparatively blank. Across this blank space, the following note is inset in Dutch: "Measurements for plotting the ship's position should not be calculated from the mountains since these could not be marked in their proper places on the map". The scale at the bottom of the map represents twenty German miles, of which fifteen cover a degree.

This splendid Dutch map appears to have remained the standard map for nearly a century. It was replaced by: "A new chart of the Isle of Ceylon, the Coast Mallabaar, Madura and Marrawas. Drawn from Latest Authorities, by William Heather, in the year 1806". A note at the foot of the map reads as follows: "London, published as the act directs, July 12th 1806, at the Navigation Warehouse No. 157, Leden Hall (sic) Street".

Nevertheless, this later production merely proved the lag in the scientific mapping of Ceylon in the early nineteenth century.

The English map by Heather was undoubtedly based on the Dutch map, and the Dutch charts of these coasts, which in all probability, are the "latest authorities" alluded to in the title. There is good reason for this inference both from a comparison of the details which appear on the respective productions, and from the evidence that English descriptive text and topographical notes have acquired a strongly marked Dutch flavour in the process of copying. The scale of Heather's map is shown to be 20 Dutch Miles or 15 to a degree. The copyist has translated the word *Duitsche* on the original Dutch map as "Dutch" instead of "German."²

2. A copy, made in Ceylon, from the original of this map produced in England is catalogued No. 37 in the collection of Historical Maps at the Surveyor General's Office. The watermark proves conclusively that it is a copy since it bears the date 1808, whereas the title gives 1806 as the date of production.

The coast of Ceylon between Puttalam and Mannar may be said to present the most dreary landscape the Island can offer. Nevertheless, the precious pearl, which divers for centuries had plucked from the oysters they gathered from the bed of the neighbouring shallow sea, gave this region a celebrity which was wafted from earliest times to the corners of the then known world. A medley of people—mariners and merchants, adventurers and thieves—no doubt spread information and misinformation about these parts from earliest days, but it was only in comparatively recent times that maps came to be made to help us to visualize the human activities which contributed to make this part of Ceylon so famous.

The Dutch are said to have held their first pearl fishery in 1666, eight years after they had completely taken over the littoral from the Portuguese, and to have followed this up after a long interval with a profitable series of fisheries begun in 1691. The fisheries were never economically planned, and there is no evidence that the possibilities for developing these resources by using maps as a base on which activities could be studied and investigated, were considered in the early days.

About the year 1760, however, these waters were exposed to a new unpleasantness. The powerful Nawab of the Carnatic was advancing a claim to a share in the Pearl Fishery. To this urge we owe what is possibly the first map of the Pearl Banks off Ceylon, and the coast-line from which they were worked. The following map title in a lavish ornamental scroll explains much:³

Chart of sixteen pearl banks and 46 shoals or reefs, among which are ten new banks, all situated from northwards, of Calpetty, (Kalpitiya) down to opposite the fortress 4; set down to the esteemed order of His Excellency the Governor of Ceylon, Lubbert Jan Van Eck, according to information and direction from the indigenous experts on the banks and in accordance with the chart of 11th March 1760.⁵

Negombo, the 3rd March, 1765

by me, O. V. Houten

Sworn Land Surveyor.

There were apparently, at that time, large Paars off Madampe and Marawila which were being fished.

Another map⁶ which bears neither title nor date shows the coast, and the Pearl banks, north of Kalpitiya, as far up as Aripu.

3. Catalogue No. 39, Historical Maps in S.G.O.

4. This refers to Negombo Fort.

5. This chart of 1760 has not been traced.

6. Catalogue No. 49, Historical Maps S.G.O.

There is every reason to suppose that these two maps were drawn from surveys made about the same period. In the map showing the more northerly coast, there is a conventional sign with the lettering: "Veld Schans van Aripo", establishing that the fortifications erected at Aripo to guard the Company's interests consisted of no more than a "breast work" of earth.

Contemporary history discloses that in consequence of the trouble with the Nawab and the instructions the Dutch Governor had from Batavia to concede nothing, no fishery was held after 1768. Difficulties had considerably increased by 1785, and a new survey to assist in defining the claims of the two parties, was apparently deemed necessary. This gave rise to another map of the littoral, and the coast-line of Ceylon from Kalpitiya to Talaimannar.

The production⁷ is indeed a remarkable example of a hydrographic survey of a century and a half ago. The translation of its title reads as follows:

Map of the coasts and islands from the flagstaff, off Calpentyn, up to Talaimannar, with the Mannar and Arripu pearl banks.

All those marked in red are such as stand entered in the old chart—and given in black, are as many as were inspected and surveyed in the year 1786.

By..... (Name erased)

Lieutenant and First Sworn Land Surveyor of
Jaffnapatam

The names of all the Paars⁸ surveyed, or incorporated from earlier charts, are indicated on this map in their respective positions by a series of letters, in red, which are correspondingly referenced on a schedule. A most useful note which throws light on the type of instrument used reads: "the latitude set down in this chart has been taken from various observations with an ordinary octant". The value of the map has been considerably enhanced by references to the nature of the sea-bottom. Rocky ground, coarse sand, fine sand, sandy ground and anchorage grounds, have been delineated from observations which were taken.

Equally illuminating are the following remarks, printed similar to all other lettering, in Dutch on the plan, which in its English rendering reads:

Both on the Arripu as well as on the Periepaar Karre, it is only in some places that there is rocky ground, the remainder is all covered with sand.

7. Catalogue No. 38, Historical Maps S.G.O.

8. A local name for a "Shoal" or "Bank".

The configuration of the Chiwelbank, Anewoolendaan and Nadekoodapaar is very different from the old; whether this is due to the old chart having been faulty or to the banks having been washed over, is unknown to me; when sailing in and out I have never been able to find any rocky ground where the Accosepaar at the letter "N" would be. The banks under the letters F.G.H. and K have not been inspected and accordingly also not surveyed since the inspection and survey have to be carried out simultaneously; and subsequently the prosecution of this work was obstructed by the arrival of the Nawab's men.

The statement making reference to obstruction by the Nawab's men relates to the strained feelings between the Company and the Nawab of the Carnatic over the pearl fishery rights, which have been previously alluded to. After some years of diplomatic fencing a treaty was finally concluded in 1788, yielding certain rights to the Nawab.

While the monopoly over the export of cinnamon and pepper, elephants, gems and pearls, brought the northern and western seaboard within the purview of the Dutch hydrographical surveyor and cartographer, the eastern coast of Ceylon claimed attention in terms of strategy. History which has come to be written in the blue waters and the basalt promontories off Trincomalee proves that the importance of this magnificent land-locked harbour as a base, in case of war, was acknowledged over two hundred years ago.

The Portuguese were the first to recognise Trincomalee as the key to the Orient. Quickened to action by the rival challenge of the Dutch to their power in the East, with feverish excitement they built themselves a Fort at the base of that promontory we call "Swamy Rock", on which there once stood a celebrated "Temple of a Thousand Columns". A plan of this Fort, and of several other fortifications erected by the Portuguese, together with a map which purports to represent the Island of Ceylon was compiled between 1624-28 by Constantine De Sa.⁹

These early 17th century cartographical representations show the promontory on which the Fort was built, and call it "the land of the Pagodas". A note further describes the spot as "impregnable owing to high cliffs", and adds that "the town which lies thereon could with a few fortifications be made one of the strongest places of the whole of Indies". A second inset ventures to convey some idea of the coast-line of "Bahia Dos Arcos" (the Bay of the Bows), which, in the terms of the explanatory note "has its

9. "Constantine De Sa's Maps and Plans of Ceylon" by E. Reimers, Government Archivist.

beginning at the promontory of Triquillimale making there a small inlet suitable for sheltering 200 galleons, having a depth of 30 or 40 fathoms and at the least 7 fathoms, without banks or reefs. It is sheltered from all winds, and its mountains could serve for goat-hunting for the galleons". This is the earliest mapped out impression of Trincomalee's Inner Harbour. Impregnable though it was considered to be, Trincomalee fell to the Dutch a little over a decade later, and what is perhaps the first Dutch map of Trincomalee and the environs was produced about the year 1685¹⁰. The title describes the delineation as:

"The Bay of Trincomalee, in so far as this name is applied to the Inner (or Sleepers)¹¹ Bay".

The map is very simple and shows the coast from Back Bay to Foul Point. Soundings of the sea-bottom are recorded within the limits of the inner harbour. Names have been assigned to the more prominent details on the map by a system of alphabetical referencing. The following is an eye-copy of the entries in Dutch on the map, with the corresponding English translation:—

A. Pagoodsberg	} Trincoenmale	A. Pagoda Hill	} Trincomalee
B. 't fort		B. The Fort	
C. Noorder	} Baay	C. North	} Bay
D. Zuyder		D. South	
E. Pallisaad		E. Palisade	
F. de berg en 't fort Oostenburg		F. The Hill and the Fort of Oostenburg.	
G. Steene waterpas op 't Eyland dwars in de weg.		G. Stone mole on the island "Right-in-the-way".	
H. Steene waterpas op Comp. Eyland		H. Stone mole on Company's Island.	
I. Klippenburg		I. Klippenburg (Crag citadel)	
K. Timmergrens		K. Timbering boundary (where ships underwent re-timbering)	
L. Oesters Baay		L. Oyster Bay	
M. Modderbaay		M. Mud Bay	
N. Kraayen	} Eyland	N. Crow	} Island
O. Allebaster		O. Albaster	
P. Eliphants		P. Elephant	

10. Catalogued No. 4, Historical Maps, Surveyor General's Office. The water-mark shows the plain lily over the letters G. V. H. (Giles. v. Hoven) and the countermark J. V. (Jean Villedary).
11. This was a name formerly given by shipwrights to the thick packing placed longitudinally in a ship's hold, opposite to the several scarfs of the timbers (Falconer Dictionary, March 1780).

Q. Keyk in de pot	Q. "Peep-in-the-Pot" ("Paul Pry")
R. Duyve klip	R. Dove Rock.
S. Noorwegen	S. Norway
T. Hoek van Cottiaar	T. The Hook of Kottiyar
U. Mond van de Tanglebamse baay	U. The mouth of Tanglebam Bay.

—————700 R. Roeden —————700 Rhenish Roods

A closer comparison of these names in their alphabetical sequence with a modern map of Trincomalee provides interest alike to the geographer and historian. *Pagoda Hill* has its counterpart in Sami Rock, and the *Fort*, is Fort Frederick. *North*, *South* and *Palisade Bay* are Back Bay, Dutch Bay and Nicholson's Cove respectively. Palisade Bay doubtless took its name from a breast-work which was erected to prevent an escalade on to the *Fort of Oostenburg* which was erected on the promontory overlooking Nicholson's Cove and commanding the entrance to the Inner Harbour. The Island "*Right-in-the-way*" and *Company's Island* are Little and Great Sober Islands. The stone moles referred to in the schedule of names at "G" and "H" are redolent of an earlier episode in the history of Trincomalee. They were built in 1672 (thirteen years before this map was published) when a French Royal squadron commanded by Admiral de la Haye with whom was Francois Carron, made a descent upon Trincomalee and seized the two islands at the entrance to the inner harbour.

An embassy was despatched to the Kandyan Court, and the king, Raja Sinha who welcomed them, presented the ports of Trincomalee, Batticaloa and Kottiyar¹² to the French. The threat to the *Hollanders* was however short lived. Sickness broke out and de la Haye sailed away within four months of his arrival leaving behind a garrison at Kottiyar¹³. This force ere long was compelled to surrender to the Dutch.

12. An outpost with a Fort, in the vicinity of Mutur on the shores of Koddigar Bay.

13. One of the envoys sent at this period to the Court to urge the king to furnish provisions for this garrison was a Huguenot nobleman, the Marquis de la Navolle (de Lanerolle). His arrogance displeased the King, who threw him into prison and later pardoned him, but he was never suffered to leave the Kandyan territory. He married a Sinhalese lady at the Court and settled in Kandy, leaving descendants whose line has survived to the present day.

Klippenburg (Crag Castle) is an island now called Clappenburg, at the outer entrance to the harbour. The Timbering boundary (K) lies in the Strait which separates the Little and Great Sober Island. *Oyster Bay* and *Mud Bay* are now called China Bay and Yard Cove. *Crow Island* and *Alabaster* are Powder Island and York Island, while *Elephant Island* has retained its name. *Peep-in-the-Pot* (Paul Pry) is a little island known as Round Island and *Dove Rock* corresponds to Pigeon Island both of which are in Koddigar Bay.

Another map of Trincomalee, which is indeed a remarkable cartographic effort, appears to have been produced fifty years later (about 1735)¹⁴. It is on a scale of sufficient magnitude to show a clear and pleasing representation of geographic outline and surface delineation.

The place names are given for the most part in Dutch as well as in the local Tamil. The modern Foul Point appears as Kuolia (Koli) Munner. Sami Rock is described as "De Doode Kist" or the coffin, and Oostenburg as "De Oosten Burg" or the Eastern Citadel. The present Fort Frederick is described as Fort Trincomalee.

A shading medium has been used to show hilly ground in outline. Trees drawn and coloured green are dotted all over to indicate the wooded forests, while cultivated areas have been shown in a special conventional colouring. Village settlements have been pictorially depicted by the drawing of a house as viewed from a side.

A quarter of a century later (circa 1759-1769) Trincomalee appears again in a revised set of Dutch maps¹⁵ which disclose a

14. Catalogued No. 10, Historical Maps, Surveyor General's Office. The map catalogued No. 3 in the same collection is a copy of a section of No. 10, drawn about the same time.

15. No. 5, Historical Maps, Survey Department. The clue to date being a reference in the alphabetical index to a "New Battery" on modern Elephant Point, which was not built till 1757. The water mark on the paper shows it was made by Van der Ley, at the mill Egmond, Holland. Approximate date of paper 1758, map possibly drawn 1763.

No. 1 Historical Maps, Survey Department, dated 1766, Revision of No. 5 by re-survey.

No. 11, Historical Maps, Survey Department. Signed T. Meekel and J. H. Sommier, 1769.

Revision of No. 5. Shows a reef of "sharp sunken rock" subsequently discovered and surveyed.

great advance in the grasp of technical essentials. One of these maps in particular (No. 5 in Foot-note) illustrates soundings, nature of the sea bottom and positions affording anchorage. On land, representations of relief are shown by bistre hill-shading. Detail has not been spared. The forts, villages, roads, water-ways, Mad-dams (traveller's rests) and all similar features have been shown distinctly, with an attempt even made to afford information about the antiquities and history of the area by brightly tinted illustrations dotted over the plan. For example, Nandanar Kovil is picturesquely depicted and described as an "old ruined temple", while the wells at Kanniyai are illustrated and named "Canea, or the Warm Water". The primary object of the mappist has been to create the illusion of a bird's eye view.

It is interesting to note the rather clear statements on these maps referring to the fortified positions. The fortress of Trincomalee, which in the British period came to be called Fort Frederick, consisted of the Zeeburg bastion, the Amsterdam bastion, Enkhuysen bastion, The Cat (a mound or platform on which guns were planted), and the Portuguese point. Below Sami Rock, there was a Mole facing North Bay and a Redoubt near it.

The entrance to inner harbour was covered by the Fortlet of Oostenburg, the "new battery" already alluded to, and a battery erected on the island "Right in the Way", (Little Sober Island). Kottiyar Fort had long been abandoned and its foundations are shown and described in the map. The French mole on Great Sober Island is stated as "now fallen greatly into decay".

These careful descriptions and delineations of the defences are very significant. About this period in the history of Trincomalee, the ambitions of other powers to secure this key-point was stripped of its veneer of secrecy. The British, as represented by the Presidential Governments of India, acknowledged that Trincomalee was essential to the protection of their own possessions, as well as for the humiliation of the only rival who was competing with them for the commerce of the Indian Seas.

During the Anglo-Dutch and the Anglo-French hostilities, in 1782, a British fleet under Admiral Sir Edward Hughes sailed against Trincomalee and captured it from the Dutch (January 5th). Less than eight months later (August 30th), after a series of engagements at sea between the British and French, the Fort was

taken by the French Admiral Baillie de Suffren de Saint Tropez, who retained it until the peace of 1783, when it was restored to the Dutch¹⁶.

These events naturally emphasised the vital necessity for fortifying Trincomalee and rendering it more secure against any like aggression in the future. The Dutch forces in Ceylon at this time had been considerably augmented by French or French-speaking engineers who had been recruited for service under the Dutch East India Company¹⁷.

This circumstance explains the origin of a French map which is entitled:—"Plan of the Fort of Trincomalee and its defences relative to the projects of 1787"¹⁸. Hill shading and tinting have been used to great advantage. They add a measure of vividness to the general form of the land, and combine with a remarkable effort at fine drawing to set this map apart as one of the most pleasing specimens of the old maps of Trincomalee.

One of its most striking characteristics is that it was intended to serve as a working map. The descriptions of the prominent features delineated have been entered in French in panel form, and referenced alphabetically. A "nota bene" follows, which reads: "The projected works are distinguished by a yellow colouring". The scale indicates an unit equivalent to French fathoms.

The "projected works" include a most ambitious scheme for a walled town, enclosed by ramparts and defences. With the disorganised state of the Dutch administration in the Island at this particular period, most of the projected defences shown on this map never materialized. When Trincomalee was attacked again by the British forces in 1795 it fell within the brief period of three weeks.

One other matter of interest disclosed by this French map is the name "Anse de Nikeilson" throwing light on the derivation of the name Nicholson's Cove which appears on modern maps.

16. For fuller details of these episodes in the history of Trincomalee, see Journal D.B.U. Vol. XXX, No. 3, pp. 87, 88 "Trincomalee—Key to Orient".
17. Many of them came with the Regiment de Muron which was recruited for service under the Dutch in 1781.
18. Catalogued No. 67, Historical Maps, Surveyor General's Office. Facsimile prepared from Map No. 1014 at the Hague in 1900.

For a hundred years the Dutch maintained a strained peace with the Kandyaus and successfully avoided war. In 1761 this unstable relationship was brought to a head. Armed men poured across the frontiers. The Dutch Fort at Matara was stormed. Kalutara was attacked. The entire garrison at Hanwella was put to the sword with the exception of two officers who were carried away as prisoners. Colombo was as good as blockaded. This resulted in retaliatory moves by the Dutch to avenge these invasions fanned by Kandyan influence.

Thus from concentrated attention on the cartography of the sea-board of Ceylon, towards the latter half of the eighteenth century the occupation of map-making was directed to a description of terrain and other details which would help the movement of troops.

There are three maps of this period which throw light on the complex problems of mapping a forest-covered country with no roads save the steepest footpaths, under harassment by an enemy who had a natural instinct for guerilla fighting, and generally under conditions which would be at their worst even with modern instruments and a triangulation to serve as the foundation of work.

The first map of this exceptionally remarkable range is a general map of the entire Island. It appears to have been compiled from surveys made in 1766. The Dutch original is missing, but a copy, most probably made about 1810, is available¹⁹. It seems to have lost little value in the process of copying and transferring, and has been ornamented by a flat wash on a shaded medium from the line of coast to the margins of the map. The title reads on translation:

Map of the Island of Ceylon on which are set down the roads of the interior according to information supplied by various inhabitants familiar with the country. Scale of eight German miles of 15 to a degree.

The historical value of the production is enhanced by notes insetted at the corners of the lower margins of the map. The English rendering is as follows:—

The road from Colombo to Kandy which was taken by H. E. Governor van Eck²⁰ in the year 1765 with his little army is 43

19. Catalogued No. 20, Historical Maps, Surveyor General's Office. The watermark shows the Strasburg bend and lily over the date 1808, and the name Phipps & Son—English paper makers.
20. Lubbert Jan Baron van Eck (1762-1765).

hours' march, but, on the map, appearing as flat ground, it gives the impression of being shorter. The numerous mountains, reckoning from Kurunegala to Kandy, which have to be traversed, make the road long, although on the map the distances seem to be short. Thus, to obviate error, the distance is hereby noted from post to post which our troops must hold in their possession—some with a garrison of a hundred men, others with two and three hundred, according to the necessity for keeping open the passage between Colombo Kandy.

From Colombo to Negombo is a march of	7 hours
„ there „ Tammerewelle is a march of	3 „
„ „ „ Gonewella	3 „
„ „ „ Kategampolle	4 „
„ „ „ Wessenove	4 „
„ „ „ Pedrowelle	4 „
„ „ „ Telliagonne } Kurunegala } Perikandemalle }	5 „
„ „ „ Wewede	4 „
„ „ „ Galagederre } Keriagameen }	5 „
„ „ „ Kandy	4 „
	<hr/> 43 hours

A single pedestrian can cover this route in 30 hours.

18

'18 hours' march on level ground, 36 hours definitely, over the mountains.

The second map of this series²¹ is also a copy drawn about 1806. It may be described as a "translation" since all the notes and letter-press are in English. The Dutch original was probably compiled from surveys made about the years 1768, to show the central and eastern portions of Ceylon, the roads, rivers and mountain ranges, to a scale of 3 inches representing 10 miles. The significant data, which helps to place the date of the original map, is a delineation of the route taken by Major Dufflo²² for his march in 1766, in addition to the route taken by Governor van Eck²² when he invaded and occupied Kandy in 1765.

Topographical and pictorial information which was brought to the knowledge of the surveyors during the two expeditions referred to have been used to remarkable advantage in these maps. The

21. Catalogued No. 18, Historical Maps, Surveyor General's Office.
22. For an account of van Eck's expedition, and Major Dufflo's march, see Ceylon and the Hollanders, Pieris, pp. 113-119.

manner in which the detail has been handled by the mappist is of special interest. Although some attempt has been made to show the minor divisions within the Kandyan territory, this has been very inaccurately represented. The "symbol" idea has been used to show all the principal towns. In the second map of the series Kandy has been accorded its due measure of importance by the picture of an imposing castle as seen from a side. Other towns within the King's territory which have claimed prominence are Hanguranketa, Badulla, Cornegalle (Kurunegala), Coutmale (Kotmale), and Binten (Alut Nuwara). Medamahanuwara²³ (spelt Mandemanoero), where there stood a palace and stronghold, used as a halting-place on royal journeys between Kandy and Bintenne, and as a refuge in times of unrest, is thus described: "Where the King's treasure is, 1½ day's journey from Kandy".

The third period map of the series²⁴ appears to be a copy made from the same original as the second map described. The explanatory notes in this instance are in Dutch but contain a sufficient number of errors and mis-spelling to establish the surmise that the copyist had an imperfect knowledge of the language. The water mark²⁵ on the paper used for preparing the copy proves that the copy was drawn (circa 1804) in early British times.

A closer comparison of the copies of two last mentioned maps shows that some place names appearing on the one have not been entered on the other. It is also very noticeable that the route taken by Duffo in his march to Kandy which is shown on one has been missed out on the other.

One of the most unique maps of Ceylon which has originated from Dutch enterprise in scientific exploration is the "Du Perron Map". The following translation of the title, which naturally is in Dutch, describes the inception of this topographical labour:

23. For full details see "The Antiquities of Medamahanuwara", J. H. F. Hamilton, c.c.s. Journal Royal Asiatic Society (C.B.), Vol. X, No. 36, 1888.

24. Catalogued No. 22, Historical Maps, Surveyor General's Office.

25. Water mark gives the date 1794 and the name of the English paper-maker J. Whatman.

"Map of the Island of Ceylon, corrected so far as regards the territories of the Honourable Dutch Company, and in particular as regards the sea board and the regions thereto contiguous, which had been ceded to their Honours by the Peace of 1766, according to the latest surveys made thereof at different times and by diverse persons by order of The Right Honourable William Jacob van de Graaf, Councillor in ordinary of Netherlands India, Governor and Director of Ceylon²⁶, by Du Perron, 1789. The boundaries of the King's dominion are marked by a yellow line and those of the Company by a red line. Scale, 4 Dutch miles, 15 to a Degree."

The history and the details concerning this work are unfortunately obscure. The late Mr. R. G. Anthonisz, minuting on some official correspondence in connection with this map in 1910, states that he cannot find any special mention of it in the Memoir left by Governor van de Graaf to his successor van Angelbeek. The Memoir referred to speaks of a map van de Graaf caused to be made of the Colombo District for agricultural purposes, and several others, but none of these, the originals of which were said to be in the Secretariat in 1794, and must have been handed over to the British authorities two years later with the other records, are available for reference. Du Perron's map can be accepted as the first and only complete map of the whole Island prepared after the acquisition of the entire sea board by the Dutch, under the treaty of 1766 with the Sinhalese King Kirti Sri Raja Sinha.

The designer of this map, Jean Du Perron, was a Frenchman born at Billom in the Auvergne region. He entered the services of the (Dutch) United East India Company in Ceylon, on the 8th July, 1788. He first held office as Bombardier of the Artillery, promoted Cadet Bombardier on the 6th January, 1790, and 2nd Lieutenant of the Artillery on the 16th of August, 1793. Although attached to the Artillery he appears to have been seconded for service as an Engineer and Land Surveyor from the date of his arrival in the Island. On the 12th of August, 1795, Du Perron obtained his Commission in the Engineers as a Lieutenant, and was the same year advanced to "Captain-Lieutenant van de Geine". In the list of the Garrison of Colombo at the time the Island was ceded to the British (16th February, 1796), he was second in command of the Engineers, under Captain Samuel Peiter Foenander. Du Perron must have exercised the option offered to all the

26. Willem Jacob van de Graaf who was born in 1737, at Huysen, in Gelderland, was Governor of Ceylon from February 7th, 1785, to August 1st, 1794.

Servants of the United East India Company after the Capitulation and left for Europe or Batavia. He does not appear to have returned as some did after peace was declared.

The above facts help us to form some general idea of the origin of this map and of the person whose name is associated with the production of it. The title discloses that it is based on the latest surveys "made by diverse persons". The acknowledgment explains how it happened that a surveyor who arrived in Ceylon in the year 1788 was able to produce a map of the Island a year later. This circumstance, however, in no way detracts from the value of the compilation, as minute and elaborate surveys, some plans of which are extant, appear to have been inaugurated by the Dutch authorities some time before this map was produced. As a matter of fact, on the face value of the work produced and the short period in which it was done, it would seem that Du Perron was certainly a man of energy and determination, and that his labour was both thorough and comprehensive. It is not too much to claim that this map forms the basis of all maps of Ceylon produced in early British days, and that it very largely reduced the labour of all later attempts to produce a map of the Island. Its value, in this light, has not been sufficiently recognised, nor has it been assigned the priority it justly deserves over other cartographical productions of the period.

At the instance of the Government of Ceylon, Mr. Grinlinton, the then Surveyor General, visited the Hague in the year 1898, and with the kind permission of the Dutch Government searched the Royal Archives for maps and plans of Ceylon. He ventures to place on record, that, needless to say, his investigations were extremely interesting, his greatest difficulty being in selecting those of which copies would be of most value to the Ceylon Government.

It would appear that in the Ryks Archief there are no fewer than two hundred and eight maps and plans pertaining to Ceylon available for inspection. "Weeks could have been spent with pleasure and advantage", says Mr. Grinlinton, "where I only had days, and had it not been for the admirable order in which everything is kept, and the courtesy of the gentleman in charge, I could not have accomplished my task. As it was, I was able to select twenty-nine plans and maps, a list of which has been submitted to Government and sent to the Secretary of State with the object of having copies prepared for use in this Colony."

Among the twenty-nine copies of plans secured for this colony by Mr. Grinlinton, there is a copy of Du Perron's map. It was at that period catalogued as "Map No. 927" in the collection of Colonial Maps at the Hague.

About twelve years later, another skeleton copy of the same map came to light through the public spirit of Mr. G. T. Bradley of the Irrigation Department. In presenting it to His Excellency, Sir Henry MacCullum, for acceptance by Government, the donor explained that the map had been given to him by his brother who found it in a London bookshop whose stock in trade included out-of-print books and maps.

Thus, we have at the present time in Ceylon two specimens of Du Perron's map, the one a twentieth century copy of the original at the Hague which was supplied after Mr. Grinlinton's visit, the other a copy on paper bearing a watermark which reads "James Whatman, Turkey Mill, Kent, 1794", presented by Mr. Bradley. The date of the watermark suggests that the "Bradley copy", for short, was made at the beginning of British rule in Ceylon, as early as 1796. Although both the copies are apparently careful facsimiles of the original, the respective copyists disagree in the spelling of place names. They also betray by many mistakes an absence of familiarity with the orthography of local names. Many such mistakes no doubt must have been introduced into the original since the mappist could not be expected to have acquired the knowledge to avoid such errors. As a matter of fact, the copies available for research at present disclose that a phonetic system of spelling was no doubt resorted to in the preparation of the original, with a tendency to a Frenchified form. This might very naturally be expected since Du Perron was of French origin.

And now, suppose we take a closer view of the copies of this giant map. It is in sections, which pieced together, measure along the marginal lines 2' 9" by 3' 9". The "Grinlinton" copy is beautifully coloured. The title is contained in an elaborate design surmounted by a shield bearing the van de Graaf coat of arms.²⁷ The title in this facsimile disclosed a very bad copyist's error. The treaty of 1766 with the Sinhalese King has been rendered 1776! The concluding lines of the title moreover differ from those on the

²⁷ Argent, two fesses battled—counter-embattled sable: on a canton or, a double eagle displayed sable. (See Lapidarium Zeylanicum P. 1.3)

"Bradley" copy and read on translation: "The boundaries of the King's territory are indicated by a green line. Everything outside it belong to the Honourable The Netherlands Company".

The topographical details and other features of the Island are all very carefully indicated, the hilly and mountainous country being shown by suitable conventional drawings. "Corles"²⁸ and "Pattoes" are described by their local names. Besides these general features, and their nomenclature, the mappist has gone to great pains to show all Forts, Churches, "Resthuys", "Pagodas", temples and even something of the ruins in the vicinity of Anuradhapura.

Five years after the Du Perron map was completed, another map of Ceylon was produced. It is a beautiful coloured map drawn on paper bearing the water mark of a Beehive above the name J. Honig and Zoonen with the Strasburg lily over the letters V. D. L. (vander der Ley). The title which is in Dutch, is enclosed in a highly ornamented border. This title on translation reads as follows:

"The Island of Ceylon, named Lankawe among the inhabitants, compiled in 1794 from the various maps of the individual districts surveyed, which constitute the Dutch possessions; arranged by Mr. Jacob Burnat and delineated by Laudinus Altendorff".

15

German miles, 15 to a degree.

20

French miles or hours' march

60

English miles.

The following is the translation of geographical and historical notes hand-printed along one side of the map in clear italics, in Dutch:

"Remarks—(1) This map has been reduced, with various improvements, from one much larger and is the most convenient map of Ceylon extant in that size. It cannot, however, be regarded as accurate, especially in respect to the situation, division and nomenclature of the Kandyan Provinces and indeed of the Dutch possessions as well. It can merely be considered the best available map of the Island until, through the care of Government, an exact general survey has been carried out and astronomical observations have first determined the precise position of several places alike along the coastal and the inland districts. By this means the correct configuration and breadth of the Island can be indicated in a surer manner than from the different and conflicting observations of navigators.

²⁸ Korales and Pattus—minor administrative divisions.

(2) The central and south-western portions of Ceylon are very mountainous, but the northern section and the bulk of the maritime regions are level. The heart of the country or the districts round and about Kandy are encircled by very lofty mountains and are there called Kande Uda or the High Land while the territories outside that ring, though also hilly, are called the Low Country.

The possessions of the Dutch Company are known as the Littoral.

(3) The climate of the western part of Ceylon is similar to that of the Malabar coast and yields much the same products.

On the other hand that of the eastern and northern sections is as dry as that of the Cooromandel coast, is indeed exactly the same. The interior districts differ in climate according to their situation and the mountain ranges.

(4) The products of this Island are sufficiently well known and it will only be remarked that few countries exist where the vegetation is more luxuriant, four-fifths of the rest of Ceylon being still covered with forest.

(5) The Island is divided between the King of Kandy and the Dutch East India Company; the boundaries, which are clearly indicated on the map, were delimited after the Peace with the Kandyans.²⁹ On the northern side of the Kandyan territory are the hereditary Wanniaships of Cholie and Nagerie which are almost independent though tributary to the King.

(6) Ceylon is inhabited by three distinct peoples—the Sinhalese in the interior districts and along the major portion of the western and southern coasts, in fact the cinnamon lands; the Malabars throughout the northern and eastern portions between the Chilaw river and that of Kumukkan-aar; while the Moors or Choulis³⁰ are scattered everywhere. The Sinhalese follow the Samanneera³¹ religion and worship Buddha; the Malabars are Gontivos³² or heathens worshipping Vishnu, Brahma and Iswara under a multiplicity of names; the Moors follow the Sect of Omar. Among the first two nations, the bulk of those who live in the territories belonging to the Company are, in name, Christians, both of the Reformed and of the Roman Church.

(7) The Veddahs are still found in Ceylon, very few in number, inhabiting, under their own chiefs, the forest areas along the entire eastern coast of the Island. They are regarded by some as the aboriginal inhabitants of Ceylon. One section of them, completely wild, has no fixed abode but roams in bands through their forest living by the chase, on wild fruits and on roots, without the use of fire. Others, who have a settled habitation, understand the cultivation of chenas. Some of the old maps erroneously show the above-noticed Wanniaships of Cholie and Nagerie as the country of the Veddahs, whereas in reality this folk inhabits the entire length of forest 'a a' more than a hundred hours' journey north and south, the major part of it situated in the Kandyan country and the lesser part in the territory of the Company, acknowledging in their freedom the supreme authority of both.

²⁹ Treaty of 14th February, 1766.

³⁰ Men from Choul, better known as Chenwal, a seaport of Konkan division of Bombay inhabited mainly by Mohammedan traders.

³¹ Strictly means "A novice preparing for ordination". The term has been erroneously employed to describe the Buddhist religion.

³² From Portuguese "Gentio"—a gentile or heathen—applied to the Hindus, as distinct from the Muslims.

(8) The large number of antiquities and historical remains found all over Ceylon, even in the densest jungle, are incontestable proof that in former ages the Island was infinitely more populous and better cultivated than it is at present. The wars of the Princes, so ably described by Valentyn, by stages destroyed everything and the Kings of Kandy who remained supreme considered it sound policy to encircle their land by a wilderness probably through fear of conquest by the Moguls and princes of the Indian peninsula. The coming of the Portuguese brought no cure of the evil. The population and cultivation of the low country and the coasts have since, for the first time, been in some measure restored under the benign rule of the Dutch East India Company.

(9) In this map the Island is represented as somewhat broader and Trincomalee somewhat further north than in the earlier ones—correctly, it is thought.

— *To be Continued* —

The writer acknowledges his great obligation to Mr. J. H. O. Paulusz, B.A. (Oxon), Government Archivist, for all the translations from the Dutch maps and identification of watermarks.

THE PUBLIC WORKS DEPARTMENT.

Its History and Organisation, and some Reminiscences.

BY

KENNETH DE KRETZER.

Before the advent of the British in 1795, there may be said to have been no proper Government buildings, and no proper roads. Such buildings as existed were confined to the narrow limits of a few maritime towns like Colombo, Galle, Jaffna, Matara, Hambantota and Batticaloa, and were mainly forts and churches constructed by the Dutch. According to Percival's account of the Island, about the year 1803 roads existed only between the principal towns of the Island, and these were mere clearings through the forest, suitable only for rough traffic during the dry season, but impassable during the rains. For this reason, when Governor North decided to tour the Island in 1800, he had to requisition the services of 160 palanquin bearers, 400 coolies, 2 elephants, 6 horses and 50 lascars.

It was after the British took possession of the whole Island in 1815, and more exactly after the far sighted Major-General Sir Edward Barnes took charge of the Government of the country in 1820, that the question of the construction of proper roads was really considered and given effect to. He realised that the vast sums of money annually wasted on hill-forts could be usefully expended to open up the Island by military roads, contributing at once to its security and its enrichment. It is therefore really from 1820 that the development of the Island began, and it was in that year that the foundation of what to-day is the Public Works Department may be said to have been laid.

Under the direction of Lieutenant-General John Fraser, Assistant Quarter Master General, who was styled "Director of Island Works", Major Skinner and Captains Dawson and Brown, a start was made with road and bridge construction with the aid of compulsory labour, which was however abolished in 1832.

In 1841, just 100 years ago, Major Skinner, who may be said to be the father of the Public Works Department, was made Commissioner of Roads. In 1867, by Ordinance No. 16, the designation was changed to "The Director of Public Works".

In his career of not far short of half a century (1820-1867) Major Skinner changed the Island from a purely military possession into one of much commercial importance. A few years before he came to the Island a writer spoke of the roads in Ceylon in the following terms:—"Strictly speaking there are no roads in the Island". Major Skinner laboured to see this reproach wiped away, and when he left, there were 3,000 miles of made roads, one-fifth of which consisted of first class metalled roads and another fifth of excellent gravel highways. During his career, every principal stream in the Island was substantially bridged, or was about to be spanned by structures of stone or iron. So that, it may rightly be said, in the words of Sir Emerson Tennent, that "to him more than any other man, the Island was indebted for its great prosperity".

With the development of the Island, the expansion of the road systems, and the number of Government Buildings which were being gradually constructed from time to time, it became necessary to strengthen the organisation of the Department. So, in 1865, for the purpose of administration and supervision, the Island was divided into divisions in charge of Provincial Assistants, which designation was changed into "Provincial Engineer" in 1886.

To begin with, executive officers in charge of works were appointed as and where found necessary; but with the development of the country, the Provinces were sub-divided into Districts in charge of District Engineers.

Until quite recently the organisation of the Department, which is the culmination of a century of experience, briefly comprised the Headquarters Establishment in Colombo, 9 Provincial circles which were administered by Provincial Engineers, and the Factory Engineer in charge of the Government Factory. The Headquarters Office is divided into 4 Branches, viz:—

1. Administrative and Correspondence;
2. Financial, Accounting and Store;
3. Engineering;
4. Architectural.

The nine Provincial Engineers' circles which were more or less the same as the revenue divisions were sub-divided into 33 territorial districts. In addition to this, there was also the Office of the District Engineer Buildings in Colombo. Twenty-two of these district charges were under District Engineers, and 12 in charge of

Assistant Engineers. These districts were again sub-divided into sections, on an average of about 11 to a district, in charge of overseers who were responsible, under the direction of the officers in charge of Districts and their subordinate engineering staff, for the proper maintenance of the roads, bridges and buildings.

For reasons of retrenchment, however, the work of the entire department was recently reorganized and the whole Island is now divided into 6 Divisions, and as these divisions are no longer the same as the Provincial Areas the officers in charge of these divisions are called Superintending Engineers instead of Provincial Engineers. Similarly the name of District Engineer has been altered to that of Executive Engineer and the number of Districts has also been somewhat reduced.

The Overseer is really the back bone of the Department and may be termed a subsidized contractor. The condition of the roads depends greatly on the efficiency of these men. There is an impression prevailing that these men amass fortunes, but generally speaking it is not so; this might have been the case in the "good old days" but rates are now cut down to a minimum. To be an overseer one has to invest a certain amount of capital in procuring transport facilities, such as carts, bulls, lorries, &c., and in maintaining an adequate labour force for which he receives nothing from Government.

In talking of the Department, one cannot forget the "Pioneers", who were the hewers of wood and drawers of water for the P. W. D. During the early years of British rule there was a great dearth of skilled labour for road and bridge work in Ceylon. Further, whatever labour was available was unwilling to undergo the hardships entailed in pioneer work in unhealthy districts. The military officers who were then in charge of the P. W. D. were therefore obliged to recruit the necessary skilled labour from India; and the body of men so recruited was called the Pioneer Force. The Force was first organised by Governor Sir Edward Barnes in 1821. It consisted of about 6 divisions of about 200 in each. The strength increased or decreased according to necessity, and in 1867 it was about 4,000 strong. With the permanent inhabitants of the Island, however, gradually taking to manual and skilled work, the recruitment from outside decreased, and the strength of the Pioneer Force gradually dwindled. So that, in 1927, there were only 2 divisions left, one in the Irrigation Department and the other in

the P. W. D. The division in the P. W. D. consisted only of 22 men, and these were employed in preparing stones for masonry work on the New Secretariat Buildings. When this work was completed in 1928, the remaining men were handed over to the Irrigation Department.

Thanks to the Engineers, Overseers and Pioneers, Ceylon may I venture to suggest be congratulated on its road systems. There are in the Island approximately 18,000 miles of roads and cart tracks, and 8,200 miles of bridle paths. The main road systems of the Island are in charge of the P.W.D. which has over 5,000 miles under its control. Over 4,500 of these are full-metalled, and almost the whole of them have been tarred and compare favourably with the roads in European countries.

The Department further maintains for the Central Government over 2,000 buildings in the Island, counting institutions as single buildings. Some of them are of large proportions and date back to the Dutch period.

The P. W. D. Buildings are on the whole a credit to the Island and the money spent on them has been well invested. The structures are sound, and in many cases artistic, and the maintenance cost is small. A new Road and Building Policy has been recently initiated by which the cost of work would it is hoped be considerably reduced.

The maintenance and repairs of the plant and machinery of Government, the fabrication and construction of bridges &c., are in charge of the Government Factory. For purposes of administration, the Factory is divided into various Shops such as the Machine and Fitting Shop, Bridge Shop, Carpentry Shop, Foundry and Smithy, Concrete Shop and the Miscellaneous Shop. These shops are in charge of foremen who have skilled workmen under them. There is also an Outstation Works Manager who is in charge of Bridge Construction and major repairs to bridges all over the Island. On an average about 800 men are employed inside the Factory itself.

The work of the P. W. D. is carried out by two methods—by Overseers and by Contractors. Overseers, as already stated are in charge of the maintenance of all roads, bridges and canals and the majority of Government Buildings. They are not allowed to tender for New Works.

All new works are thrown open to competition, and, as a rule, the lowest tenderer gets the work. This system has its advantages and disadvantages. On the one hand the work costs less, but on the other, with the present cut-throat competition, some of the tenders are so low that very careful supervision is necessary to see that work is not scamped, and I am not quite sure that in the long run we gain very much by giving out work on contract. We have now introduced a system of registration of contractors. Tender forms will be issued only to registered contractors. Any one wishing to be registered makes an application to the Engineer concerned, and his name will be registered provided he is known to be, or shews promise of turning out to be, a good contractor.

I think I have given you in outline an idea of the organisation and history of the Department. I would now like to relate some of my own personal experiences by way of contrasting the difficulties we older men had to face as compared with the present generation of officers.

Thirty-six years ago, I was appointed to the Department by the Secretary of State, and on my arrival in Ceylon I was instructed to report myself to the Provincial Engineer, Jaffna. I was told that I could get there either by steamer or by road. As there was no convenient steamer I decided to go by road. The Railway had just been constructed as far as Anuradhapura. So, I went by train up to that point and then changed over to the Royal Mail Coach which plied between Anuradhapura and Jaffna. This coach, which had a wonderful Lion and Unicorn painted on the sides, was drawn by bulls and was nothing more than a glorified double bullock cart. It travelled day and night and carried 1st and 2nd class passengers. The coach was divided into two. In the front portion, the mail bags were heaped, and on them sat the oily and perspiring 2nd class passengers, consisting mostly of Coast Moor Traders. The first class, i.e., the rear portion, had two wooden benches about 3 feet long placed opposite each other. The journey to Jaffna took the best part of a week, as we did, with change of bulls, about 15-20 miles a day. The starting point was opposite the Anuradhapura Post Office and the time was 9.30 p.m. When I arrived to get in, I found there were about half a dozen 2nd class and three first class passengers, among whom was Mr. Woolf—late of the C. C. S.—whose delightful book "The Village in the Jungle" is familiar to most of us. We were warned by the late Mr. de Niese—the

father of Mr. Wace de Niese of Colombo—who was stationed at Anuradhapura at the time, and who made it a habit of coming to see the mail "off", to be careful of the light-fingered gentry; but in spite of his warning when I arrived at Jaffna I found I had lost my best water proof and a set of drawing instruments!!!

After working in Jaffna some months and getting initiated into my work, I was instructed to proceed to Mihintale and take over that district. A P.W.D. officer's duty largely consists of inspection. Cars then were unheard of. So, my first conveyance was a travelling cart and a pair of trotting bulls. The cart was made to my design: it had racks for keeping guns and hooks for hanging a cycle, and had a seat that could be converted into a sort of lounge, if need be, and many other contraptions. I did my inspections in this cart for about 3 years. The journeys were very slow, and I walked a good bit of it, the overseer accompanying me. Shooting was indulged in en route, and very good shooting it used to be. The P. W. D. officers of those days knew every cooly, and the coolies came to their Dorai for everything: I used to carry with me large quantities of quinine, white mixture and sticking plaster, and stopped at every cooly line, when the palsied and sick gathered round me; and with my stock in trade, and with the air of a Harley Street Specialist, I did the needful!!

Going on circuit in those days necessitated some arrangement, for one was away a week or more at a time. Circuit bungalows were largely used, and the usual practice was to have two carts, one for yourself, and one for your orderly and kitchen cooly who travelled at night after having served dinner, the idea being that by travelling during the night the servants had time to prepare food against the master's arrival next morning. Travelling during the day was exciting enough, but during the night, it was very much more so. I remember one day when going along the cross road from Horowapotana to Vavuniya, I arrived at a stream crossing and thought I recognised my Commissariat cart upside down on the side of the road. Before I could collect my thoughts, I heard loud yells and screams from the top of a tree, and looked up only to discover my servants looking very scared and frightened. On enquiry I was told that elephants had attacked the cart, and in the melee, the servants had climbed a tall Kumbuk tree and the bulls had broken loose and bolted—Heaven knows where! On another

occasion, during the monsoon, many roads were under water, but as I could not delay my inspections, I set out in my cart, and somewhere near Kabatagasdigilia I came across a stretch of water over the road. I asked my carter to go on. We must have gone about an eighth of a mile when I found the water up to the platform of the cart, and the bulls swimming and the flood water tearing over the road at a great velocity. It was an exciting moment as large quantities of brush wood were being carried down. My "saman" was all washed away together with a coop of chickens I carried for food, but my gallant bulls swam straight ahead, and, after a few agonising minutes, we reached the other side.

About this time, I thought, for a change, I would go in for a horse and carriage which was then superseding the travelling cart. So, I bought a horse called "Mikado" from, if I remember right, the late Mr. Abdul Rahaman, the father of Mr. A. R. A. Razik M.S.C.—this horse was an Arab, and a very fine animal. He was the envy of the other officials in the station; the D. E. in the adjoining district was Mr. Rothwell who owned a Delft Pony called "Smiler"—called so because he had a tendency of showing his teeth and chasing all strangers that came within range! I remember the happy days we used to spend together riding on horse back along the country roads. Usually I used to go in a trap, and I had a wonderful machine called an American Buggy—it was a carriage very suitable for travelling, as it was very lightly constructed, but to get in and out of this vehicle required the skill of an acrobat owing to its large wheels. I used to be very proud of this turn-out, and Mikado was a horse full of spirit, and, when not exercised for a few days, had a way of standing on his hind legs and pawing the air before starting. This was a tense moment. On one occasion he fell backwards and nearly crushed me. One fine day, poor Mikado got rheumatism. All the local Vets tried their hand with no avail. So, I decided to send the animal to Colombo for treatment. I arranged for a horse box and took Mikado to the Anuradhapura Station. It happened to be during the Poson Festival when the station was thronged with pilgrims. The crowd was cleared, and Mikado was led to the horse box when, to my consternation, the poor animal fell dead on the platform. The irate station master yelled out to have the horse removed; but this was not an easy matter. I thought for a moment as to what I should do, and ordered my overseer to rush up to the cooly lines near by and bring all

the P. W. D. coolies he could muster, with their mammoties. They arrived in a few minutes and started to dig a hole by the platform, and in a few minutes more, to the shouts of "sadhu" and the station master's protestations, poor "Mikado" was laid to rest. This reminds me of a similar incident in Matale when not a horse but an elephant fell dead—this was on the new Wattegama-Ukullawa road just then constructed. I was doing some metal consolidation, and as is usual at times in the upcountry, an elephant was used for this work. This animal was seemingly all right when after his mid-day bath he was put on to roll again; but he went a few yards and fell dead. Now to move a dead elephant is not like handling a dead dog, but something had to be done. The P. W. D. labour force was once again summoned and ordered to cut a hole by the roadside and after a while, and not without some exertion, poor "jumbo" was shoved into his grave in the outskirts of Markona Estate. I was told that a few days later the villagers living near by had to abandon their homes and bolt for their lives when the carcass began to decompose—that is just incidental.

In those days a D. E's *bête noire* was making payments. Unlike at present, all the work was done on check roll—even metal breaking—and we were expected to pay each cooly individually. Payments were made in circuit bungalows, which necessitated officers sleeping the night there, and, as all the payments could not be completed in one day, it meant sleeping with large sums of money. These circuit bungalows had no proper doors, and about the time I was working in the North Central Province, the railway being under construction, a number of undesirable vagrants were attracted to the spot and thefts were common. To make sure I was not victimised, I very well remember how in the circuit bungalow at Madawachchi I used to sleep with the cash box chained to my wrist, so that if anybody took the cash box they had to take me too!!! About this time, it so happened that, one day, I remember I had about Rs. 10,000 with me. I locked it up in my safe and put my revolver (one always carried a revolver in those days) under my pillow. When I was having dinner I noticed some black stuff in my soup, but I took no notice of it and drank it all. After that came the fish with the same pepper-like stuff over it. When it came to the next course my boy came up to me very frightened and said "Master! I cannot bring any more food as there is some stuff over it." I do not know why, but I at once sus-

pected drugging, and left the table and went straight to my bed to see if my revolver was there. It was there all right; but on the pillows there was the same black powder. This was about 9 p.m., and I was the only official in the station and a green-horn at that. I summoned my servants and told them what I suspected and explained that having partaken of the food, I could not say what would happen to me, and asked them to be on the alert and watch at different points. I went to bed and heaped some empty tins against each door, so that the noise of their falling would waken me. About 2 a.m. there was a tremendous noise of the fall of these tins and, at the same time, a hue and cry and terrific chase into the jungle by my watchers. The culprit was not actually caught; but I had very strong suspicions on a dismissed cook of mine; and, as even in those days dancing attendance at a court-house meant a waste of time, I took the law into my own hands and sent for the overseer, and instructed him to capture the man and tie him to a tree and do the needful. He was whipped as he was never whipped before, and he was taken to the Anuradhapura station, a ticket was bought for Colombo, and he was put into the train—a very sorry figure. That closed that little episode!

Even in those days, as now, the Audit Department, under whose watchful eye work is done, was regarded as Public Enemy No. I, and as soon as Audit entered the arena a sparring match took place, and the department that got the last word won. One of my first victories was over a query on Jungle Clearing. In order to keep the road-sides clean and tidy once or twice a year the P. W. D. cuts overhanging branches and uproots "cheddies" &c. along the road-sides, and this work is paid for at so much a mile. I had a Voucher where payment was made for several miles at a particular rate per mile—I think it was Rs. 10/- but for one mile I had a rate of Rs. 20/-. As soon as the Voucher reached Audit, back came the query stating that it was not understood why when so many miles were paid at Rs. 10/- a mile, one mile was paid at Rs. 20/-. The reply went back that "God made the jungle grow thicker on this mile". This reminds me of rather a good story about a bungalow related by my brother, who, as you know, was also in the P. W. D. As most of you are aware all Government Bungalows are maintained by the P. W. D., and it is amazing what requests are made to the Department. On this occasion a

high official wrote in that he had the honour to inform my brother that "sparrows had started to build in his Drawing Room ceiling." The letter was acknowledged and back went the reply enquiring whether "the information was sent with a view to getting the P. W. D. to supply the necessary bird-seed"—that ended that correspondence. On another occasion Governor Sir Henry McCallum was visiting a certain town for the first time and the whole town was bedecked with flags and pandals. As usual he inspected all public buildings, and when he came to the Prison he saw a huge pandal with the words "Welcome to His Excellency". The Governor saw the humour of it and asked me to photograph it.

In those days, mails to interior towns were carried by Tappal Runners, and as there were only a few post offices, a number of these men were under the control of District Engineers. They always carried a spear with a bell attached to the handle as a protection against wild animals. One of these men was the runner between Mihintale and Horawapotane. This fellow was invariably late with his mails at all the sub-offices, and whenever questioned it was a story of an elephant or a bear chasing him. One fine day, however, I found out the true cause of the delays. I was returning from circuit, when under a tree I noticed a group of people, and, out of curiosity, I stopped to see what was going on, when lo! I beheld my friend the tappal runner seated on the top of his mail bag shaving the head of a Moorman! I then discovered that he was a barber by profession and en route from village to village he plied his trade.

Thirty-five years ago the clerks in the General Clerical Service, and particularly those attached to the P. W. D. offices, were of the "good old type". They were excellent men in their way and were most willing workers. Their education was however very limited, and their only qualification was that they had some illustrious relative in the Government Service!!! I often think of the fine old Head Clerk I once had in a far away town. His quarters were next to my bungalow, and I used to hear loud recitations emanating from his house during the evening and early mornings. One day, when I was out for a stroll, I saw my old clerk in his verti cloth pacing up and down his verandah. I stopped to see what it was all about, and then found out that he was learning the Government General Orders by heart. To those here who are

not Government officials I may mention that all the thousands of Government Regulations are bound together in a huge book, like a family Bible, which is called "General Orders". Would that the present generation of clerks did likewise!

In conclusion I would like to say that the work of the Department is such that it has its tentacles spread all over the Island, and as the condition of the Roads affects the well being of the country, the Department naturally becomes the target for criticism, political and otherwise, and generally of an adverse nature. The psychology of human nature is such that everything is taken for granted. No thought of appreciation is considered necessary. The Department maintains over 5,000 miles of main roads, and hundreds and thousands of people are afforded facilities for travelling in comfort over long distances along palm fringed and sea girt shores, where the angry waves dash against the rocky sea-board, and the sun sets in a glow of Eastern splendour which defies the artist's brush; or right into the jungle where one is fascinated with the bark of the Sambur and the song of the birds, and with the sight of those wonderful tanks and ancient ruins which speak of a by-gone civilisation; or perhaps up the mountain passes where the scenery outrivals the best that most countries could offer; yet, I wonder how many even pause to think of the Department that has made it possible for them to travel with so much comfort; but there are some, on the contrary, only too ready to damn and curse the Department, if, by any chance, they come across a few ruts or a culvert under repair on some unfortunate day. Of such, may I crave their indulgence and assure them that the Department is all out to do its best and that its motto is SERVICE.

GENEALOGY OF THE ANDERSON FAMILY OF CEYLON.

(Compiled by Mr. D. V. Altendorff.)

I.

James Thomas Anderson of Scotland was a Captain, probably a ship-Captain. He married:—

- (a) At Jaffna, 4th December 1803, Adriana Gertruida Toussaint, baptised 24th September 1786, died 14th April 1829, daughter of Barent Justinus Toussaint and Jacomina Gerardina Giffening. (D.B.U. Journal, Vol. IV, page 36).
- (b) At Galle, 14th February 1831, Johanna Henrietta Susanna de Vos, born 21st September 1802, widow of Reynier van Alken, and daughter of Johannes Andreas de Vos and Johanna Gerardina Kryger. (D. B. U. Journal, Vol. XXVII, page 132 and 133).

Of the first marriage, he had:—

- 1 Mary, born 1804, died 7th March 1824, married at Jaffna, Reverend Robert Carver.
- 2 James Thomas, who follows under II.
- 3 Johanna Emelia, born 21st April 1812, died 4th November 1848, married at Jaffna, James Theodore Toussaint, born 21st August 1810, died 19th October 1877, son of Bernhard Hendrik Toussaint and Anna Maria Dulcima Willemsz. (D.B.U. Journal, Vol. IV, page 37.)
- 4 Elizabeth, born 23rd April 1815, married at Jaffna, Gerrit Theodorus Toussaint, son of Johannes Frederick Toussaint and Johanna Adriana Henrietta Johnson. (D.B.U. Journal, Vol. IV, page 35).
- 5 Harriet, married at Jaffna, 2nd October 1843, Henry Toussaint, Chirurgijn, born 1811, son of Johannes Frederick Toussaint and Johanna Adriana Henrietta Johnson. (D.B.U. Journal, Vol. IV, pages 35 and 36).

Of the second marriage, he had:—

- 6 Sarah Helena, born 18th December 1832, died 18th May 1859, married at Jaffna, 3rd February 1853, Gustaff Eugene Raoul Piachaud, born 18th August 1827, died 29th April 1908, son of Jacob Piachaud and Agneta Margareta

van Andringa. (D.B.U. Journal, Vol. V, page 75, and Vol. VI, pages 62 and 63).

II.

James Thomas Anderson, Proctor, died 14th January 1881, married at Jaffna, Amelia Sarah Hollowell, daughter of Samuel Hollowell and Henrietta Frederica Mortier. He had by her:—

- 1 James William, died unmarried.
- 2 Thomas Richard, who follows under III.
- 3 Alfred Edwin, who follows under IV.

III.

Thomas Richard Anderson, born 20th December 1841, died 14th January 1903, married at Jaffna, 28th March 1866, Charlotte Maryann Toussaint, born 9th June 1844, died 5th September 1928, daughter of John Waterloo Toussaint and Charlotte Sophia von Conradi. (D.B.U. Journal, Vol. IV, page 35, and Vol. VI, page 67). He had by her:—

- 1 James Thomas Richard Holloway, who follows under V.
- 2 Sarah Rosalin, born 4th February 1868, died 28th December 1903, married in St. Stephen's Church, Negombo, Charles John Vander Hoven.
- 3 Samuel Wallace, who follows under VI.
- 4 Maryann Charlotte Gertrude, born 24th June 1873, died 20th May 1941, married in St. Stephen's Church, Negombo, 27th November 1895, Alfred William Jansz, born 8th January 1868, died 23rd September 1934, son of John William Jansz and Wilhelmina Rodrigue. (D.B.U. Journal, Vol. XXIV, page 133).
- 5 Emelia Sophia, born 10th February 1877, married in the Methodist Church, Negombo, 1st March 1905, Charles Frederick Keegel, born 16th October 1875, son of John Richard Keegel, Inspector of Police, and Helena Louisa Pereira.
- 6 Albert William Moir, who follows under VII.

IV.

Alfred Edwin Anderson, L.M.S., (Ceylon), Assistant Port Surgeon, Colombo, married in Holy Trinity Church, Colombo, 24th February 1873, Sarah Harriett Kriekenbeek, born 19th October

1849, daughter of Henry Anthony Kriekenbeek and Sarah Jane Hollowell. (D.B.U. Journal, Vol. V, page 70, and Vol. VII, page 24). He had by her:—

- 1 Edwin, born 6th December 1873, died young.
- 2 Bertram, born 24th May 1875.
- 3 Ethel Louise, born 8th February 1877, married in St. Michael's and All Angel's Church, Colombo, Peter Frederick Sidney Maurice Toussaint, born 21st May 1867, died 24th October 1920, son of Peter Frederick Toussaint and Catherina de Niese. (D. B. U. Journal, Vol. IV, page 38).
- 4 Edyth Agnes Blanche, born 19th June 1878, married in St. Paul's Church, Milagriya, 11th August 1915, Lovell Edmund Mack, born 26th September 1877, died 17th June 1939, son of Martin Edmund Mack and Emelia Maria Idé.
- 5 Claude Ernest, born 7th February 1880.
- 6 Evelyn Amelia Harriet, born 19th June 1881, died 2nd January 1938, married Ernest Claude Toussaint, died 1st November 1937, son of Peter Frederick Toussaint and Catherine de Niese. (D. B. U. Journal, Vol. IV, page 39).
- 7 Gertrude Etheline, born 5th February 1883.
- 8 John William, born 29th November 1885.
- 9 Louis Francois, who follows under VIII.
- 10 Ada Isabel, born 7th June 1888, died 10th April 1890.
- 11 Albert James Victor, born and died 10th December 1889.
- 12 Frederick Bertram Vivian, who follows under IX.

V.

James Thomas Richard Holloway Anderson, born 13th January 1869, died 27th February 1913, married in St. Mary's Church, Chilaw:—

- (a) Agnes Mary Lena Crispeyn, born 26th August 1870, died 12th May 1911, daughter of Bartholomew Crispeyn and Mary Rosaline Peiresz.
- (b) 27th November 1912 Grace Evelyn Crispeyn, born 10th October 1859, died 18th May 1927, sister of (a) supra.

Of the first marriage, he had:—

- 1 Basil Richard Anthony, who follows under X.
- 2 Charles Vivian Holloway, who follows under XI.
- 3 Marian Daisy, Belle, born 17th July 1895, married in St. Mary's Church, Chilaw, 3rd May 1915, Montsford Gerald Gilbert Keuneman, born 30th April 1893, died 25th June, 1938, son of Robert Henry Algernon Keuneman and Caroline Eliza de Zilwa. (D. B. U. Journal, Vol. XXIII, page 202).
- 4 Nathaniel Joseph Cedric Russell, who follows under XII.
- 5 Hazel Rosaline, born 10th April 1899, married in St. Mary's Church, Chilaw, 3rd February 1917, Joseph Sansoni Foenander, born 10th February 1892, son of Harris Eugene Foenander and Hannah Edith Aldons. (D. B. U. Journal, Vol. XXVI, page 75).

VI

Samuel Wallace Anderson, Superintendent of Works, Board of Improvement, Nuwara Eliya, born 4th March 1872, died 10th January 1941, married:—

- (a) In Holy Trinity Church, Colombo, 27th December 1899, Elsie Constance Gratiaen, born 9th March 1879, died 13th August 1900, daughter of Willem Henry Gratiaen and Emily Sophia Keyt. (D. B. U. Journal, Vol. VI, page 21).
- (b) In Holy Trinity Church, Colombo, 4th April 1904, Elaine Gertrude Sophia Gratiaen, born 30th May 1880, died 14th January 1906, sister of (a) supra.
- (c) In Holy Trinity Church, Nuwara Eliya, 24th June 1908, Alice Constance de Hoedt, born 3rd July 1880, daughter of Charles William de Hoedt, Proctor, and Maria Lucretia Taylor.

Of the third marriage, he had:—

- 1 Wallace Earl, who follows under XIII.
- 2 Constance May, born 4th May 1912, married 23rd September 1936, Charles Olive Vander Hoven, born 12th January 1900, son of Charles John Vander Hoven and Emma Wanbeek.

- 3 Alice Noeline, born 22nd December 1913, married in St. Paul's Church, Milagiriya, 27th December 1938, Herbert Stanley Bartholomeusz, born 6th January 1901, son of Walter Lionel Bartholomeusz, Station Superintendent, Ceylon Government Railway, and Eleanor Rosaline Claessen.
- 4 Phyllis Norma, born 1st July 1918, died 2nd October 1918.
- 5 Hollowell Denzil, born 23rd September 1919.
- 6 Felsie Therese, born 12th December 1921.

VII.

Albert William Moir Anderson, born 12th November 1880, died 13th January 1935, married in St. Stephen's Church, Negombo, 15th June 1904, Nancy Ila Keegel born 12th June 1880, daughter of John Richard Keegel, Inspector of Police, and Helena Louisa Pereira. He had by her:—

- 1 Thomas Noel Moir, born 27th March 1905, died 29th April 1926.
- 2 Albert Shelton, who follows under XIV.
- 3 Fortune Rita Bernice, born 1st August 1909, died 19th February 1936, married in St. Matthew's Church, Dematagoda, 10th November 1930, Charles Vivian Holloway Anderson, who follows under XI.
- 4 Earl Kingsley, born 9th May 1912.
- 5 Celia Esmeralda, born 12th April 1913.
- 6 Queenie Iline, born 9th May 1916, married in St. John's Church, Nugegoda, 27th November 1937, Egerton George Stanford Beven, born 29th June 1913, son of Victor Rex Beven, Assistant Divisional Transportation Superintendent, Ceylon Government Railway, and Irene Sylvia Ethel Hesse.
- 7 Pansy Viola, born 7th August 1918, married in St. John's Church, Nugegoda, 18th May 1939, Edward George Mack Ohlmus, born 11th November 1912, son of Edward Frederick William Ohlmus and Maud Beatrice Augustine. (D. B.U. Journal, Vol. XXVIII, page 173).

VIII.

Louis Francis Anderson, born 11th August 1886, died 20th December 1932, married in the Dutch Reformed Church, Matara,

16th March 1919, Eunice Clementina Ludekens, born 27th November 1893, daughter of David Matthew Reuben Ludekens and Maria Matilda Coster. (D.B.U. Journal, Vol. XXIII, page 170). He had by her:—

- 1 Rienzi Claude, born 26th January 1920.
- 2 Kingston Rudolph, born 27th July 1922.
- 3 Mellison Maurice, born 26th June 1924.
- 4 Thelburg Eunice born 23rd October 1926.
- 5 Brian Edwin, born 23rd November 1929.

IX.

Frederick Bertram Vivian Anderson, born 3rd August 1890, married in the Dutch Reformed Church, Bambalapitiya, 1st December 1915, Janet Elaine Ohlmus, born 12th September 1891, died 4th June 1939, daughter of George Edward Ohlmus and Catherine Rhoda Corner. (D. B. U. Journal, Vol. XXVIII, page 172). He had by her:—

- 1 Starling Jean, born 21st September 1916, married in the Dutch Reformed Church, Dehiwela, 13th April 1939, Cyril Richard Franklin Keegel, born 25th December 1911, son of Charles Frederick Keegel and Emelia Sophia Anderson. (vide III, 5, supra.)
- 2 Rica Bernice, born 8th February 1918.
- 3 Frederick Beaumont, born 10th June 1919.
- 4 Phyllis Christobel, born 18th August 1920.
- 5 Dereck Bryan, born 5th September 1922.
- 6 Arthur Alfred, born 6th February 1926.
- 7 Sheila Coral, born 23rd March 1928.
- 8 Charmaine June, born 11th June 1930.
- 9 Barbara Cynthia, born 19th September 1932.

X.

Basil Richard Anthony Anderson, Proctor, born 13th June 1894, died 5th March 1939, married in St. Mary's Church, Bambalapitiya, 2nd May 1917, Anna de la Harpe, born 26th July 1893, daughter of Egbert Oliver de la Harpe and Amelia Lucretia Van Langenberg. (D. B. U. Journal, Vol XXX, page 48). He had by her:—

- 1 Gilda Melrose Agnes, born 16th February 1918.
- 2 Mervyn Bartholomew Richard, born 26th January 1919.
- 3 Thomas Marcian Rex, born 10th January 1920.
- 4 Elton Nevill James, born 26th July 1921.
- 5 Dalton Melroy Cassian, born 13th August 1931.

XI.

Charles Vivian Holloway Anderson, born 13th January 1894, married:—

- (a) In the Roman Catholic Church, Giriulla, 7th November 1917, Pearlyn Valerie Van Langenberg, born 15th July 1898, died 9th October 1929, daughter of Dunstan Gregory Van Langenberg and Belinda de la Harpe. (D.B.U. Journal, Vol. XXX, page 47).
- (b) In St. Matthew's Church, Dematagoda, 10th November 1930, Fortune Rita Bernice Anderson (vide VII, 3, supra).

Of the first marriage he had:—

- 1 Signa Tecla, born 30th August 1918.
- 2 Merrill Dunstan Richard, born 25th October 1919.
- 3 Zora Antonette, born 13th June 1923.
- 4 Victor Aubrey, born 6th July 1924.
- 5 Tilbury Rock, born 23rd December 1925.
- 6 Miriam Miracula, born 27th August 1927.

Of the second marriage, he had:—

- 7 Noel Holloway, born 16th September 1931, died 21st December 1934.
- 8 Malcolm Reginald, born 26th September 1932.
- 9 Yvonne Rita, born 19th February 1936, died 9th December 1937.

XII.

Nathaniel Joseph Cedric Russell Anderson, born 9th June, 1897, married in St. Philip Neri's Church, Pettah, Colombo, 6th February 1918, Cecilia Grace Ferreira. He had by her:—

1. Anna Lena, born 9th November 1918, married in All Saints' Church, Borella, 27th December 1938, Philip Leslie Mervyn Brown.
- 2 Anthony Richard Max, born 22nd July 1924.

XIII.

Wallace Earl Anderson, born 11th November 1909, married in St. Paul's Church, Milagriya, 25th June 1938, Phyllis St. Clare Maartensz Daniel, born 8th December 1911, daughter of Arthur Justin Daniel, Government Surveyor, and Agnes Beatrice Maartensz. He had by her:—

- 1 Phyllis Beverley, born 22nd September 1939.

XIV.

Albert Shelton Anderson, born 14th July 1906, married in St. Matthew's Church, Dematagoda, 26th December 1931, Ruby Beatrice Wilhelmina Smith. He had by her:—

- 1 Herman Shelby, born 26th October 1932.
- 2 Barbara Kathleen, born 22nd August 1936.
- 3 Vernon Malcolm, born 6th June 1939.
- 4 Allan Shelton, born 7th August 1941.

Notes: (1) There is a monogram in floriated ironwork over one of the doors of a house in Main Street, Jaffna, which is supposed to be the monogram of James Thomas Anderson, referred to under I.

(2) Reynier Van Alken, referred to under I, (b), was the son of Gerrit Van Alken of Amsterdam, Garrison Surgeon in the service of the Dutch East India Company, and Elizabeth Petronella Hoffman, who were married in the Dutch Reformed Church, Galle, on 7th September 1787.

(3) Samuel Hollowell, referred to under II, was a son of James Hollowell of Wexford, Lieutenant in the 2nd Ceylon Regiment, 1811 to 1817, and Commandant at Chilaw in 1818, and Catherina Adriana Petronella Fybrandsz, who was born in 1787 and died on 13th December 1858 at Jaffna. (D.B.U. Journal, Vol. V, page 75).

MANDAITIVU.

Back, back again—away from the beaten track—after a few days in Colombo: visits to Hotels, Cinemas, Museums and Zoos. Such, and the undescribable attractiveness of women, would only be memories to a lonely man if they do not re-appear in dreams by a juggle of the mind through a second helping from a dish of Lobster or Crab!

And now that the wild bells have rung out the old and have rung in the New Year—life again takes up its stern or trivial round just the same—with the accustomed “loaf of bread” and “flask of wine”, “the book of verse”—and I alone here (when the wine is good) would think of a ship that should ride up the horizon from out the blue, bearing a “Joan Lackland” to keep me company!

And so, each night, to peaceful sleep I give my thoughts away, and in the light of a fading dawn I wake, and the scene becomes familiar: my bed room in my little island-home—“far from the madding crowd”, with the light of an early dawn piercing through familiar crevices in “my little wooden hut”.

A lantern is lit and carried through the middle room to the third, which is the last of this three-room bungalow. There it is placed on the table on which my faithful servant “Saturday” has already set a pot of hot coffee and a raw egg. After a “flip”, the white sea-sand path leads me to a “Summer house” by the lonely sea shore from where I watch the sun rise.

In a little while the sun, crowned with surpassing glory, comes out across the bay; shades and shadows disappear, objects become recognisable, and the scene is all at once converted into a fairy-land, or a wonder-land—with no “Mock Turtle”.

A little distance away a curlew is dancing on his meat-plot by the shore; a brace of snippets swiftly fly across the view; a couple of Sea-Gulls leisurely flap their wings over the water; a fish here and there darts in the Lagoon, and an owl sits on the gatepost.

Having thus finished my first cigarette, I go back to the bungalow.

The early morning has now passed; mass has been said, and the Roman Catholics are taking the loose and sandy tracks which

lead to their dwellings: the women to busy themselves in winnowing Paddy, manuring the fields or helping with the cattle, and the men to their nets or fields or cultivations.

The cultivation of tobacco is now in the ascendancy, and soon, very soon, the historic Jaffna well-sweeps will be in full swing and song—some musical, some not.

The men work hard, though wearily, in the stinging rays of a scorching sun, and the agriculturist, unless he applies unstinting energy to the task of tilling, would have but little, as to the greatest toil is attached the greatest reward. So to be assured of a good harvest, the farmer, more often, engages labour on a share of profits basis, i.e., the farmer makes his labourers his partners in business, this method being the most satisfying.

As the local tobacco industry in Jaffna produces a coarse, dark leaf, which is not a desired blend in Tobacco; profit is little, but if the Tobacco Industry is pursued on the new lines recommended by the Agricultural Department, there is a good future for the industry, and a well merited yield can be the reward for young men who will carry on the Tobacco industry on the right lines, and not shy at hard work.

Along the paths to the parched grazing fields a mile away herds of cattle glide on in a great procession. The sun strides on mercilessly while the day advances. The Jungle Crow (coucal) hoots more persistently and the Mynas, with open beaks, search for shade or shadow. At last, comes the waning day; the sun leaving long shadows of the trees, and lighting up the horizon in glowing colours.

The soft, cool evening finds me on the sandy beach, with dog or line or gun. The same herds that passed my gate this morning, are now on their home-ward way, and a drongo is taking a ride on the back of an old bull in the rear. Far away sounds the Angelus, and man and woman, wherever they be, cross themselves, and children fall on their knees.

Yet a little while, and the evasive “Night-jar,” chuck, chuck, chucks, and flies from seemingly under my foot; we play at hide-and-seek awhile until it is too dark for me.

The Moon, the Queen of Night, when declining to the West, gives a dreaminess to everything around, and my dog whines for

more cheeriness. So we go back to the bungalow, now invitingly casting beams from a 300 candle-power lantern.

This is now the time when a lonely life seems more lonely still, in the absence of human solace. However, as this apprehension is accompanied by a feeling of contentment which can rule the hearts of those who love Nature and her quiet ways, the nerve and spirit are lulled, and by whispering winds one falls asleep.

T. K. TOUSSAINT.

Notes of Events.

Summary of Proceedings of the General Committee, Tuesday, 17th June 1941:—(1) Mr. C. C. Schokman was appointed a member of the Committee to fill an existing vacancy. (2) The Honorary Treasurer was authorised to write off arrears of subscriptions amounting to Rs. 5 or less due from deceased members.

Tuesday, 15th July 1941:—(1) Dr. E. L. Christoffelsz was elected to serve on the General Committee. (2) Mr. H. G. Johnson was allowed to join the Staff Provident Fund on the usual terms. (3) It was agreed that the fees and cost of materials required by Miss Miriam Felsingier in taking up a course of Art Studies at the Technical College be defrayed from the interest accruing to the Beling Memorial Fund. (4) The holding of a Carnival in Aid of War Funds was approved. (5) A sub-Committee consisting of Messrs. R. S. V. Poulier, G. H. Gratiaen and the Hony. Secretary was appointed to prepare rules for a scheme for affiliating clubs to the Union.

Tuesday, 19th August 1941:—(1) The Honorary Secretary reported that a further contribution of Rs. 500 had been made to the War Fund of the Social and Sports Clubs of Ceylon. (2) Approved the investment of Rs. 1,000 in Post Office Savings' Certificates. (3) The rules for affiliation were considered and it was decided that copies be sent to the Secretaries of the Tennis Club and the Comrades for their observations.

Tuesday, 16th September, 1941:—(1) Votes of condolence were passed on the deaths of Messrs. C. E. de Vos and W. A. S. de

Vos. (2) Read letter from Mr. O. L. de Kretser (Jr.) stating that the Comrades were willing to loan the Badminton set for use by children of members. (3) It was decided to purchase twenty Building Company Shares, utilising Rs. 360 of share money and the balance from general funds. (4) It was resolved that St. Nicolaas Fete be run on the same lines as in previous years, the Fete Committee to consider the question of obtaining old toys from members and including them in the distribution.

Tuesday, 21st October, 1941: (1) The resignations from membership of Messrs. C. M. Koch and P. D. Ferdinands were accepted. (2) The following Sub-Committee was appointed to run a Billiard Tournament:—Mr. J. J. Weinman, Mr. J. W. Smith, Dr. A. Nell and Dr. L. E. J. Poulier. (3) Mr. F. W. E. de Vos was elected an outstation member of the Committee to fill an existing vacancy. (4) Mr. V. J. O. Moldrich was elected a member of the Union. (5) Resolved that Rs. 360 be deposited in the Ceylon Savings Bank to the credit of General Reserve Fund. (6) It was resolved to grant the staff a War Allowance ranging from 5 to 7½ per cent., on condition that the allowance will be discontinued if the position of the finances deteriorated. (7) It was reported that the nett profits of the Carnival amounted to Rs. 3,276.91. A hearty vote of thanks was passed to Messrs. F. R. Loos, E. A. van derStraaten and C. A. Speldewinde, and it was decided to allocate the amount as follows:—Send a Plane Fund Rs. 1,000; War Purposes (Tank Fund) Rs. 1,250; Free French Fund Rs. 500; King George's Fund for Sailors Rs. 500; any balance to be sent to the Air Raid Distress Fund. (8) Mr. R. S. V. Poulier stated that he was arranging for a Cinema Show in the Union Hall, half the proceeds to go to War Funds and half to the Building Share Fund.