

MALDIVE ODD HISTORY
THE MALDIVE ARCHIPELAGO
AND ITS PEOPLE
VOLUME SEVEN

LARS VILGON
STOCKHOLM 1997

No. 17.

← Till vännen Abdul
Stockholm 27 Nov. 1998

Lars Vilgen

✳

FIRST I WANT TO EXPRESS MY HAPPINESS FOR THE APPRECIATION I AND MY RESEARCH HAS BEEN AWARDED BY THE MALDIVE AUTHORITIES AND THE PEOPLE,

THIS VOLUME OF THE "MALDIVE ODD HISTORY", CONTAINS SOME OLD REFERENCES ABOUT THE ISLANDS, SOME IGNORED GERMAN SOURCES FILLED WITH PARTICULARS. I HAVE ALSO TRANSLATED A RUSSIAN BOOK FROM 1962, ABOUT THE DISTURBANCES AT THE GAAN AIRBASE, AN INFORMATIVE MINICDY ISLAND ARTICLE FROM 1858, AND THE EXTENSIVE MALDIVE CENSUS FOR 1921,

THE PICTURES ARE FROM MY OWN MALDIVE COLLECTION AND MR. AGASSIZ' 1901. MANY ARE SHOWING COWRY-SHELLS, THOUSANDS OF YEARS OLD, FOUND ALL OVER THE WORLD, UNFORTUNATELY THE REPRODUCTION METHOD IS IMPERFECT,

AS ALWAYS, MY WIFE CONNIE FROM VILGON HAS BEEN MY BEST HELP AND PROMOTER. CONNIE, YOU HAVE CORRECTED MY MISTAKES, AND FROM MY HEART I THANK YOU FOR YOUR CONTRIBUTION.

STOCKHOLM 23 Oct. 1997.


LARS VILGON

Much could have been better.
Little could have been worse.
Nothing is Nothing.
Honi soit qui mal y pense.

MALDIVE ODD HISTORY.

Contents of Volume Seven.

A Collection of 28 Entries from 13 Languages translated or transliterated into English, 258 pages, 128 text and 126 pages figures.

YEAR CONCERNED	AUTHOR or ITEM	LANGUAGE ORIGINAL	ENGLISH TRANSLITERATION	WRITTEN PUBLISHED	YEAR	PAGE TEXT
300BC	2,000 DIPA,	Pali	Rhys Davids, T.	London	1925	1 1
200 c.	PALLADIUS, Bishop,	Greek	Vilgon, Lars,	Stockholm	1997	1 3
400 c.	FA HSIEN,	Chinese	Vilgon, Lars,	Stockholm	1997	1 5
600 c.	ANANIAS of SIRAK,	Armenian	Vilgon, Lars,	Stockholm	1997	1 7
700 c.	KING RAJASIMHA II,	Sanskrit	Krishna Sastri,	Calcutta	1926	1 9
1515	BARBOSA DUARTE,	Portugu.	Vilgon, Lars,	Stockholm	1997	2 11
1519	GOMES, JOAO,	Portugu.	Vilgon, Lars,	Stockholm	1997	5 15
1592	LANCASTER, JAMES,	French	Vilgon, Lars,	Stockholm	1997	1 25
1600c.	SEYCHELLE, MALDIVE NUT,	English	Morovia Mission	London	1814	1 27
1600c.	ADEN, TAVAAKARI NUT,	Divehi	Bell, H. C. P.	Colombo	1919	1 29
1601	DIEGO ADUARTE,	Spanish	Vilgon, Lars,	Stockholm	1997	1 31
1606	DOMBURGH, M, "ZEELANDIA"	Dutch	Vilgon, Lars,	Stockholm	1997	2 33
1631	ALMEIDA, JORG DE,	Portugu.	Vilgon, Lars,	Stockholm	1997	1 37
1700	WINTERGERST, MARTIN,	German	Vilgon, Lars,	Stockholm	1997	1 39
1728	KEULEN, JOANNES VAN,	Dutch	Vilgon, Lars,	Stockholm	1997	4 41
1780	ELMORE, H. M.,	English	Elmore, H. M.	London	1802	1 49
1783	H.M.S. "CATO" No.6,7,8,	English	Vilgon, Lars,	Stockholm	1997	4 51
1798	FRENCH WRECK,	English	Vilgon, Lars,	Stockholm	1997	5 59
1806	OWEN, W. F. W.,	English	Owen, W. F. W.	London	1832	2 69
1824	HEBER, REGINALD,	English	Heber, Reginald	London	1820	1 73
1835	POWELL, FREDRICK T.,	English	Powell, Fred,	Calcutta	1835	3 75
1858	THOMAS, EDWARD G.,	English	Thomas, Edward,	Madras	1860	12 81
1882	YULE, HENRY,	English	Yule, Henry,	London	1882	10 105
1885	ROSSET, CARL WILHELM,	German	Vilgon, Lars,	Stockholm	1997	3 125
1885	ROSSET, CARL WILHELM,	German	Vilgon, Lars,	Stockholm	1997	27 131
1921	CENSUS 1921,	English	Turner, Lewis	Colombo	1921	18 185
1948	FERANDO, W. L.,	English	Vilgon, Lars,	Colombo	1948	3 221
1962	KASSIS, VADIM BORIS,	Russian	Vilgon, Lars,	Stockholm	1997	15 227
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Lars Vilgon, Stockholm 23 Oct, 1997, All Rights Reserved,

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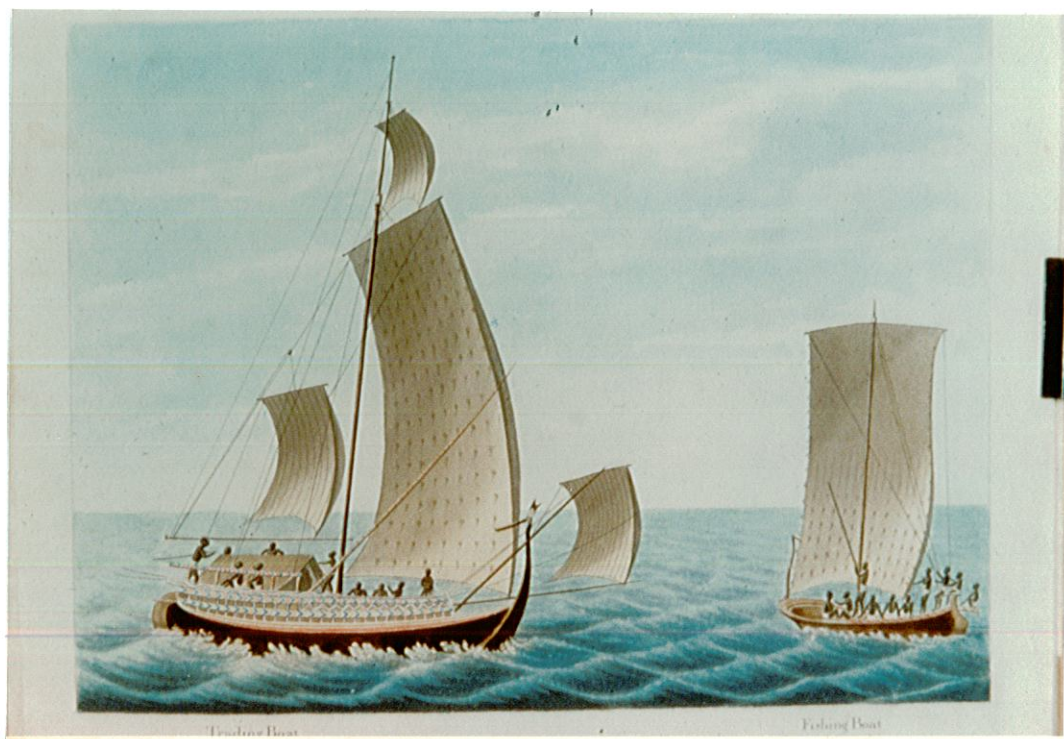
PARENTHESES USED,

(....) = Content's Information,

[....] = Bibliographic Information,

<....> = Doubtful Information / Source,

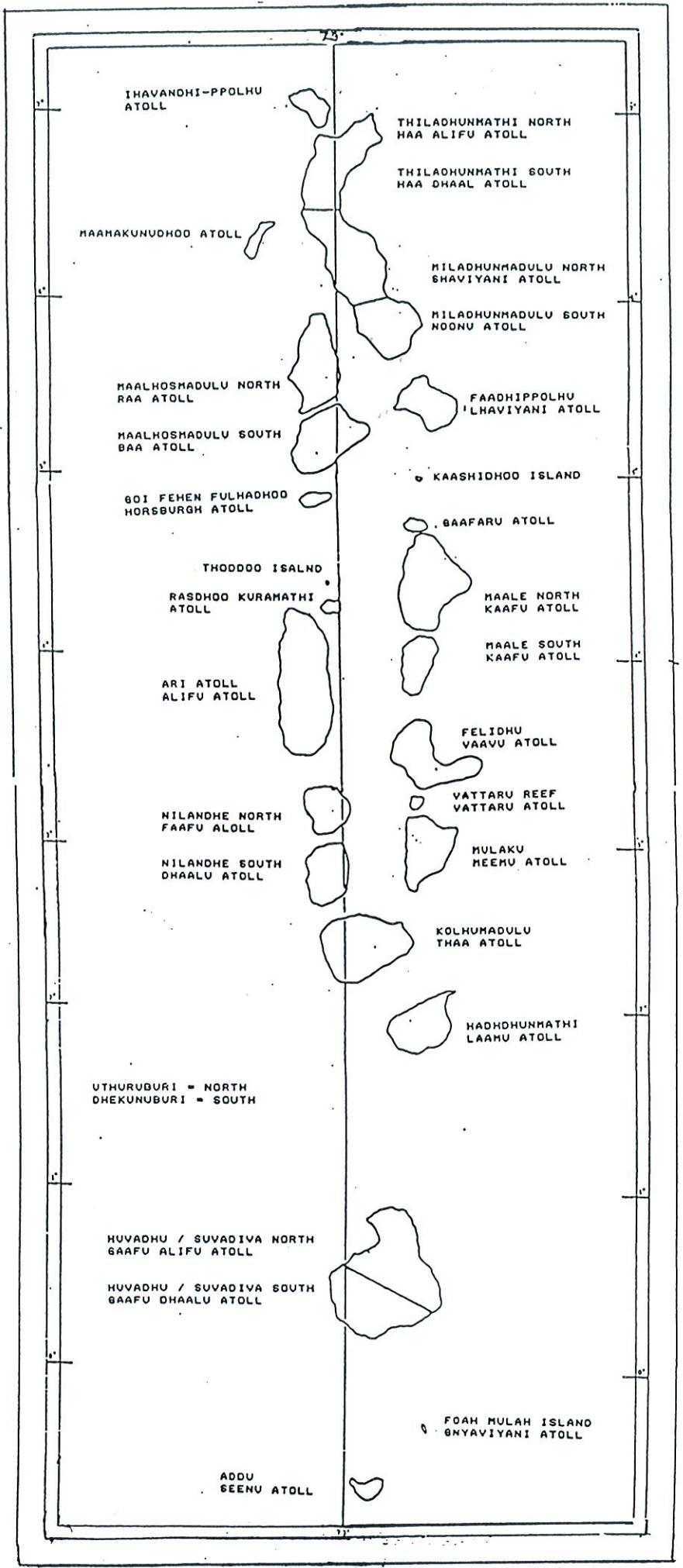
«....» = Translation into English,



MALDIVE FREIGHT SHIP "ODI" &
MALDIVE FISHING BOAT "DOHNI".
Drawn outside "KINGS ISLAND".

AQUARELL from 1835 by
WILLMOTT CHRISTOPHER.

LARS VILGON Coll. 1992



300 B.C.ca.

2000 DIPA.

IN: Anguttara Nikaya, Edited and Transliterated by:
The Pali Text Society, 5 Vol. London 1885-1900.

IN: Khuddaka Patha, Edited and Transliterated by: SMITH, HELMER,
The Pali Text Society, London 1915.

IN: Pali-English Dictionary, Edited by: RHYS DAVIDS, T. W. & STEDE, W.
The Pali Text Society, Chipstead Surrey / London 1925.

One short sentence in an early Buddhist script from about
300 B.C., where the Laccadive / Maldive Islands are mentioned,
without any name but nevertheless rightly located,
Obviously they were then known by the people able to write.
This is the time when the Maldive Islands might have got their
first permanent population.

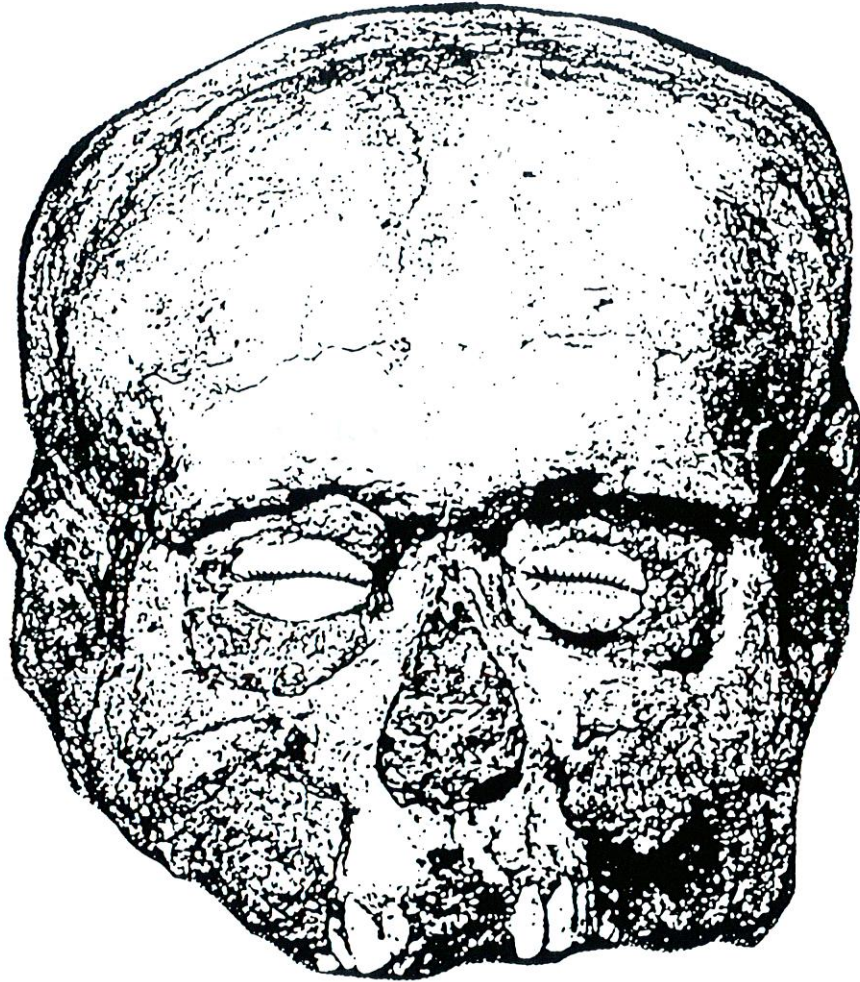
[PALI]

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OPPOSITE THE 2000 PARITTA-DIPA
OR THE SMALLER ISLANDS.

Pali Word, "DIPA" = Island.

Veddic Word, "DVIPA" = Island.



9,000 YEARS OLD WOMAN,
WITH COWRIE-SHELLS AS EYES.
From grave in Jeriko 7,000 B.C.,
Ashmolean Museum, Oxford, U.K.

200ca. PALLADIUS, Bishop.

- IN: Palladius Bishop of Helenopolis, Palladius de Gentibus Indiae et Bragmanibus, Ambrosius de Moribus Brachmanorum, Bibliotheca Regia Edovardvs, Publ; GREGORY, JOHN, Trans; BYSSHE, EDWARD, (BISSAEUS), 103 P. Londoni 1665 and N.E. London 1668, [ENGLISH]
- IN: Palladius, On the Races of Indian and the Brahmans, Palladii de Gentibus Indiae et Bragmanibus, DERRETT, J, DUNCAN M, Classica et Mediaevalia, Revue Danoise de Philologi et d'Historie, Edit; BLATT, FRANZ, Vol.XXI, P.64-135, Copenhage 1960, (See: P.109) [GREEK]

PALLADIUS, ca. 360-430 A.D, was a classical Greek Bishop, working in the remains of the Alexandria Library, collecting literature from the "new" Christian Monasteries in the Egypt desert A.D.200-400. In the text Palladius refers to one "Scolasticus from Thebe" who in his turn relates to some much earlier informer, probably about year 200 A.D. CARL ROSSET, "Mitteilungen K.u. K. Geographischen Gesellschaft", Wien 1890, refers in "Die 14,000 Malediven Inseln" P.606-7, to "Scholasticus from Thebe", ALBERT GREY, "The Voyage of Francoie Pyrad" P.428, London 1890, writes about Palladius: "This tract, though perhaps not genuine, is no doubt very ancient, and gives one of the earliest references to the ships of southern Asia built without the use of iron. This phenomenon had to be explained, and the fable of the magnetic rock served this purpose", CLARENCE MALONEY, "People of the Maldive Islands" P.415, Madras 1980, obviously depends on GREY without any his own research, as the text is not to be found in the two books he refers to. The magnetic iron was evidently known ca.400 A.D, and it is be possible that they as well knew how to use the magnetic compass. [GREEK]

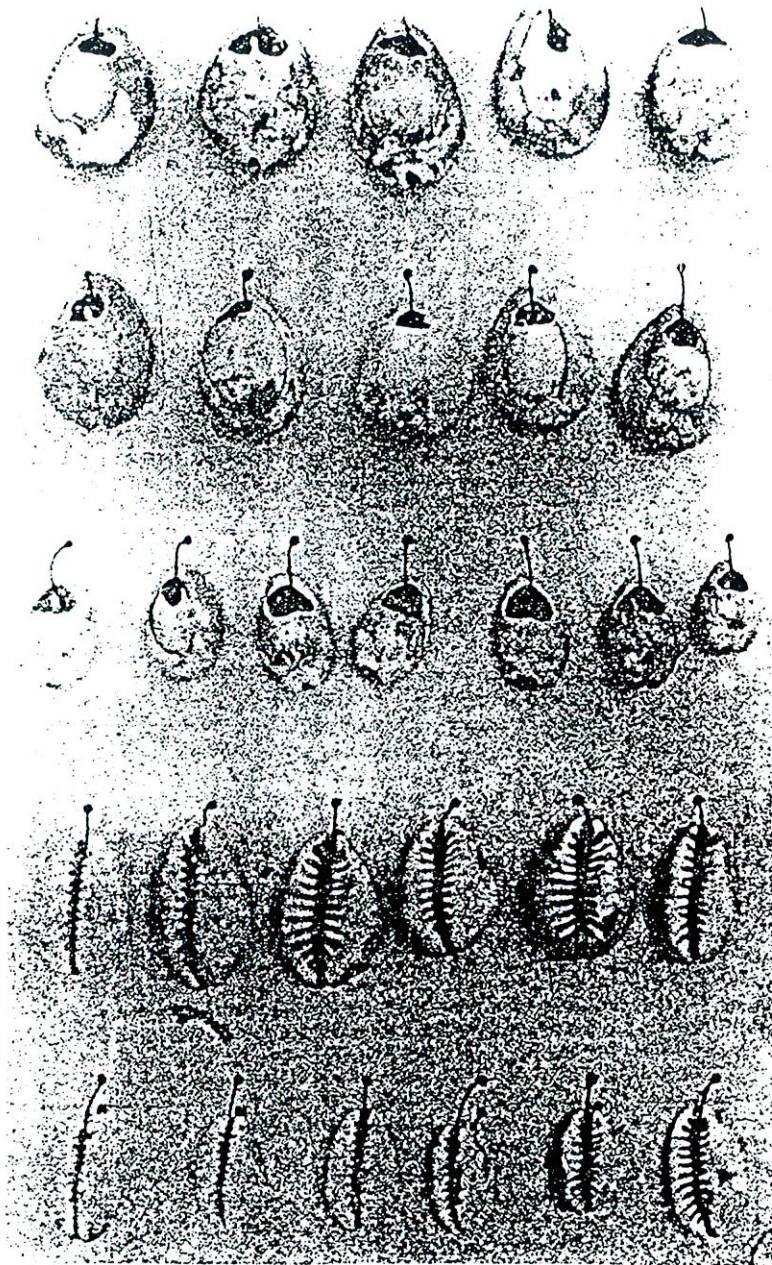
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TAPROBANE, [CEYLON] Paragraph 4.

On the Island Taprobane lives also the great or the first Indian King, whom all the rest obey as a despotic ruler. So Scholasticus from Thebe relates on the intelligence of other earlier information, as the Scolasticus himself was not allowed to enter the Island Taprobane.

MANIOLAE, [MALDIVES] Paragraph 5.

Round about it [CEYLON] lie a thousand other Islands, through which the Red Sea [Indian Ocean] flows. In these Islands, which are called "Maniolae", the magnet-stone which attracts iron is produced. So that if any ship built with iron nails should approach these islands, it will by virtue of the stone be drawn thither and stayed in it course. That is why those who sail to Taprobane employ ships built with wooden bolts specially for this voyage. ***



COWRIES AS MONEY, IN CHINA,
SHANG & CHOU PERIOD, 1766 to 1122 B.C.,
Gibson Collection, Shanghai 1940,
Photo: L. Vilgon, Coll. 1997.

400ca.

FA HSIEN.

- IN: CHARTON, EDOUARD THOMAS. Voyageurs Ancient et Modernes.
 "Fa-Hian". Tome I. P.380-382. Paris 1855. [FRENCH]
- IN: LEGGE, JAMES. A Record of Buddhistic Kingdoms, being an account by
 the Chinese Monk "Fā Hien". P.100-101. Oxford 1886. [ENGLISH]
- IN: NILAKANTA SASTRI, KALLIDAI. Foreign Notices of South India. Univ.
 Madras. Historical Series. "Fa Hsien". Vol.14. P.75. Madras 1939.

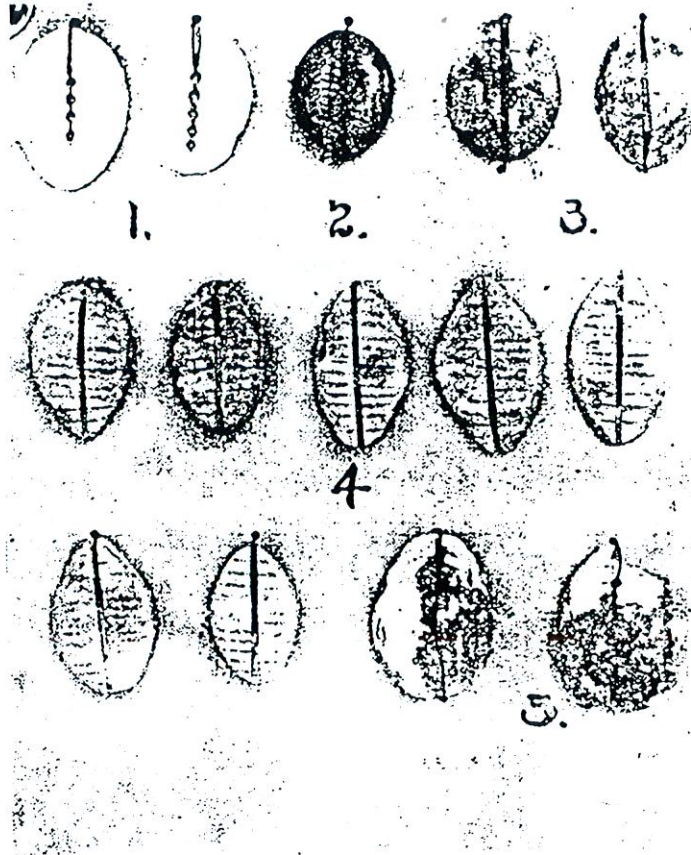
FA HSIEN was a Chinese Buddhist monk, who lived about A.D. 375 to 425, but there are no accurate information. He travelled in India and Ceylon for many years, to copy all the Buddhist books and Buddhist images he could find. He is mentioned many times in the Chinese literature after A.D. 390. He clearly points out one-hundred small islands all around Ceylon, and most of these islands produced pearls and precious stones. Pearls from Ceylon as well as Cowries from Maldives were the main export articles. In the year A.D. 400 the Pearls from Munnar, were since long well known in Europe and China. The same goes for Cowrie shells from the Maldives, allready used as ornaments in Egypt and China 2,000 years B.C. Cowrie shells were in the time 400 A.D, used as very expensive ornaments as they still are. [CHINESE]

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Fa Hsien came to the country of the To-Mo-Li-Ti [Tamlouk] seaport, on the right side of Hoogly [close to Calcutta in India]. In this country there are twenty-two monasteries, and monks are residing in all of them. Buddha's law is flourishing in Tomoliti. Here Fa Hsien found many holy books. He stayed for two years, writing copies of them, and drawing pictures of images.

After Fa Hsien had done this, he embarked in a large merchant sailing-ship, and went away over the sea to the the big Island in south-west [Ceylon], to study Buddha there. It was in the beginning of the north-east monsun so the wind was favorable, and after sailing for fourteen days and fourteen nights, they came to the Singhala-Kingdom [Kingdom of the Lion, i.e. Ceylon]. The people said that it is about 700 yeou-yan [ca.5000 km] distance from Tomoliti. This Kingdom [CEYLON] is on a large Island, extending from east to west fifty yeou-yan [380 km.], and from north to south thirty yeou-yan [220 km.].

*Left and right from it there are as many as 100 small islands, distant from one another ten, twenty, or even 200 le [1 le = 275 m.], and all of them are subject to the large island [The Maldives Islands and the Munnar Island]. Most of them produce pearls and precious stones of various kinds. There is one which produces the pure and brilliant pearl [Mo-Ni], an island which would form a square of about ten le [3 km.]. The King employs men to watch and protect it, and requires three out of every ten pearls, which the collectors find. ****



COWRIE IMITATIONS, IN CHINA.
 SHANG & CHOU PERIOD, 1766 to 1122 B.C.
 1, Mother of Pearl, 2, Polished Black Stone,
 3, Sort of Quartz, 4, Bone, 5, Ivory.
 Gibson Collection, Shanghai 1940.
 Photo: L. Vilgon, Coll. 1997.

600ca. ANANIAS of SIRAK.

- IN: MOSIS CHORENENSIS, Historiae Armeniacae, Geographia Armeniana,
Translated by JOHANNEM WHISTON, London 1736, [ARMENIAN/ENGLISH]
- IN: MOÏSE de CORÉNE, Geographie de Moïse de Corene d'pre Ptolomee,
Texte Armenien traduction Francaise SOUKRY, ARSENE, Venise 1841.
- IN: The Geography of ANANIAS OF SIRAK, ASXARHACOYC, Translated and
Commented by ROBERT H. HEWSEN, P. 76 & 76A, Wiesbaden 1992.

ANANIAS of SIRAK, ASXARHACOYC, lived in Armenia, sometimes between the year 550 and 650 A.D. This book was written in the period between 591 and 636 A.D. Scientists believe this is a direct translation of the lost "The Geography by PAPPUS of ALEXANDRIA", from about A.D. 300. 37 Manuscripts are in Ervan, Armenia, some in Venice, Jerusalem, Vienna, Lebanon, Paris and London. Till recently this work has been ascribed the contemporary MOSES of KHOREN, MOVES XORENAC. The text is in some parts very old and resembles that of "The Geography by PTOLEMY of ALEXANDRIA", from ca.140 A.D. The text in the different manuscripts has two versions. One "Long" with much text, and one "Short". I have here the "Taprobane" text in both versions. [ARMENIAN]

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"The Long version". (Never refered concerning the Maldives.)

The 36th country, Taprobane, is a large island off India and the largest island in the entire world. From north to south 100 miles long and from east to west 150 miles wide. It lies beyond India and is surrounded by the Indian Sea. Rice is found there and is millet. Ginger, Beryl, Hyacint and other precious stones. Also much Gold and Silver, Elephants and Tigers. There are two mountains, Galiba with two rivers, and Malaea with three rivers. Here are Woods, Ginger, Pearls, and Precious stones. There are two cities, Manakor and Royan, 150 miles apart. Between them is the mountain Gaylase, with the river where many of the precious stones are found.

In the north, there are 12 different nations, and all men there dress their hair like women do. Two of these nations are Hacacank and Hacaink. In the southern plains the Elephants feed on the grass. It is told that in this country there is a people of just women. In one season of the year dogs come and have intercourse with the women. They then give birth to twins, one male puppy and one a human girl. The male-dogs go to their dog-fathers, and the girls stay with their mothers. This is, however, not true, and in the "Book of Alexander the Great" the same story is told about the Amazones. Ptolomy says there are temples of the moon(-stone) in the southern part of the Island.

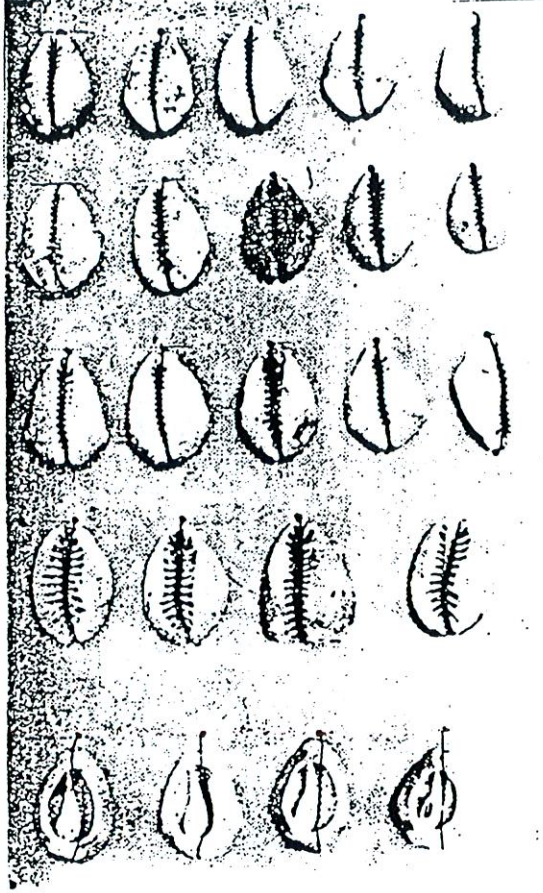
*There are 1,378 other Islands around Taprobane, some inhabited and others uninhabited. Only 19 of these names are known to day. The Equator crosses the south of this Islands. **

"The "Short version". (Refered by GRAY, A. 1890 & MALONEY, C. 1980.)

The 42nd country, Taprobania, is the largest of all islands. It is 1,100 miles in length and 510 in width.

It is to the east of India, and has 1,378 other small islands around it.

It has mountains, rivers and twelve nations. Gold Silver, Precious stones, Aromatics, Elephants and Tigers are found there. The men of this country dress their hair like the women do with their hair. ***



COWRIES AS PERSONAL ADORNMENTS in CHINA,
 SHANG & CHOU PERIOD, 1766 B.C. - 1122 B.C.
 Four Rows with the Ventral Side, and
 Fifth Row with the Dorsal Side Filed off.
 Gibson Collection, Shanghai 1940.
 Photo; L. Vilgon Coll. 1997.

700ca. KING RAJASIMHA II.

IN; Epigraphia Indica, The Vayalur Pillar Inscription of Rajasimha II,
 Edited, Notated and Translated by; KRISHNA SASTRI, H.
 Vol. XVIII, 1925-26, P.145-152, No.18, Calcutta 1926.

In the Siva temple at the village Vayalur, on the Indian Coromandel coast between Madras and Pondicherry, is a stone pillar with Sanskrit inscriptions from about A.D. 700. The last four lines of the text mentions that the Pallava king Rajasimha II, Ruler over the "Thousand-islands", no doubt referring to the Laccadive and Maldiva Islands, Rajasimha ruled as king for two periods, A.D. 690-691 and 728-729.

[SANSKRIT]

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English translation of the Sanskrit text:

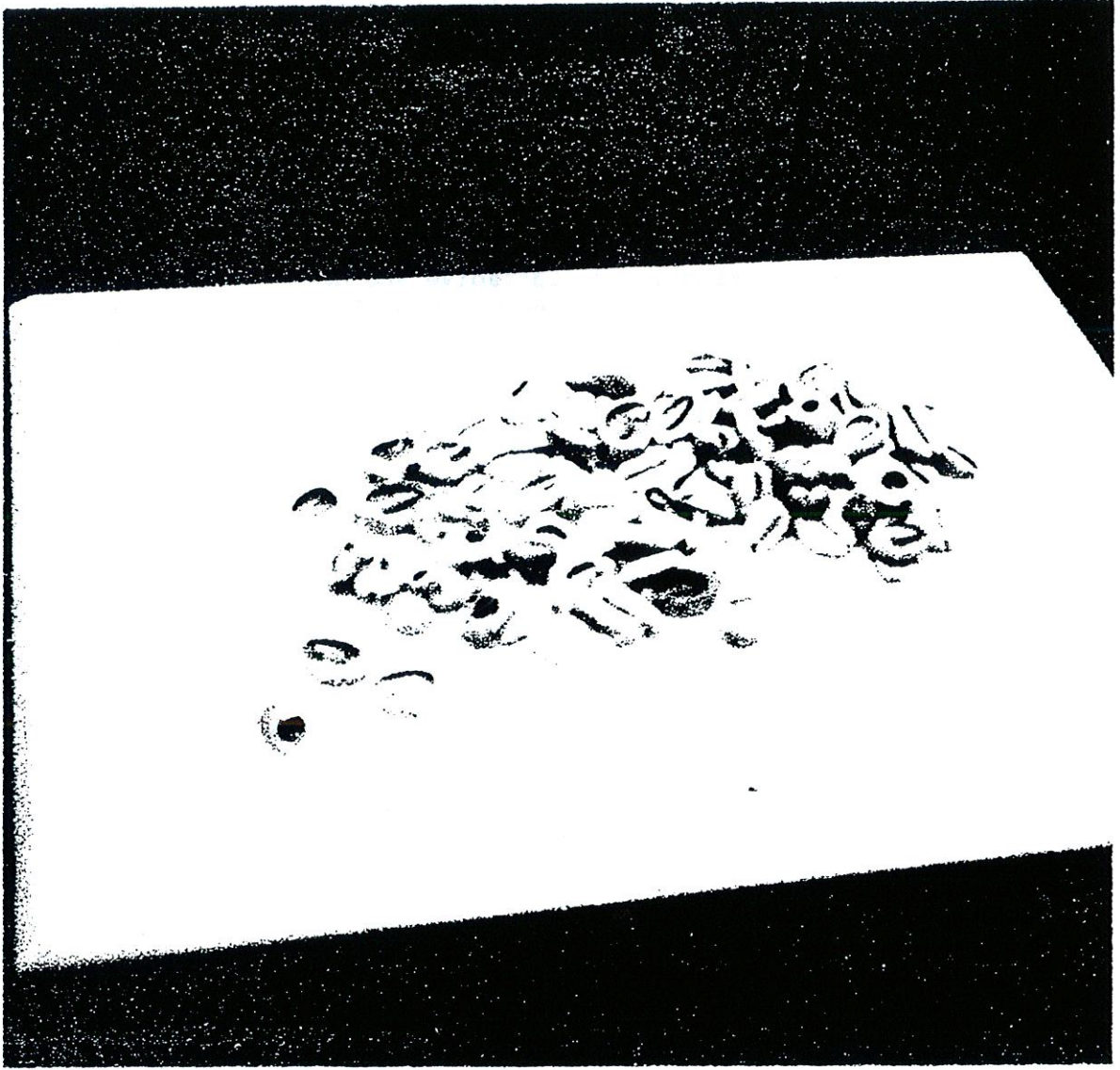
May he exercise the royal prerogative and take up the vow of administering his subjects up to the extremities of his kingdom,

as even to include the thousand-islands,

he, who is known by the name "the great wrestler" on account of his skill in hand-to-hand fight, who is excessively devoted even to serve at the pair of the lotus-feet of Sambhu, who is the blessed cloud that makes the mass of crops, the Brahmans, prosperous, who is the Moon to the ocean of his race, "the victorious in battle" and "the storehouse of prosperity". * * *

NOTE. If this interpretation is correct, it shows that the Pallava rule must have extended in the time of Rajasimha even to the distant Islands in the ocean. The word may also be corrected into a translation like: "Up to the thousand islands".

NOTE. Could there be a reference by "dhvani" in the word to the Laccadive Islands in Sanskrit? The exact relation that might have then existed between the Pallava king Rajasimha II, and the Laccadive Islands has nowhere been found. ***



COWRIES as NATURAL CURRENCY in CHINA. SHANGHAI MUSEUM.
LATE NEOLITIC Period to SHANG and WESTERN ZHOU Dynasties.
Ca. 16th Century B.C. to 771 B.C. Central China.
Photo: L. Vilgon Coll. 1997.

1515. BARBOSA, DUARTE.

- IN: Manuscripts in Lisbon, Barcelona and Munich, Published first time by RAMUSIO in Italy "Navigationi e Viaggi", Venice 1563, [ITALIAN]
- IN: A Description of the Coast of East Africa and Malabar, Barcelona version translated by STANLEY, HENRY E. J. Hakluyt Soc. London 1866. The Maldives in P.164-166. [ENGLISH]
- IN: The Book of DUARTE BARBOSA, Compiled about 1518, Lisbon version from 1813 translated by LONGWORTH DAMES, MANSEL, Hakluyt Soc. London 1918. Maldives in P.103-108. [ENGLISH]

DUARTE BARBOSA was a Portuguese official working in India 1500 - 1516 for the Government, and he wrote in 1518 about his experiences from the Indian Ocean. Barbosa describes in detail all the different merchandizes to be found in the Islands, but he has very little to inform about the population and the islands themselves. [PORTUGUESE]

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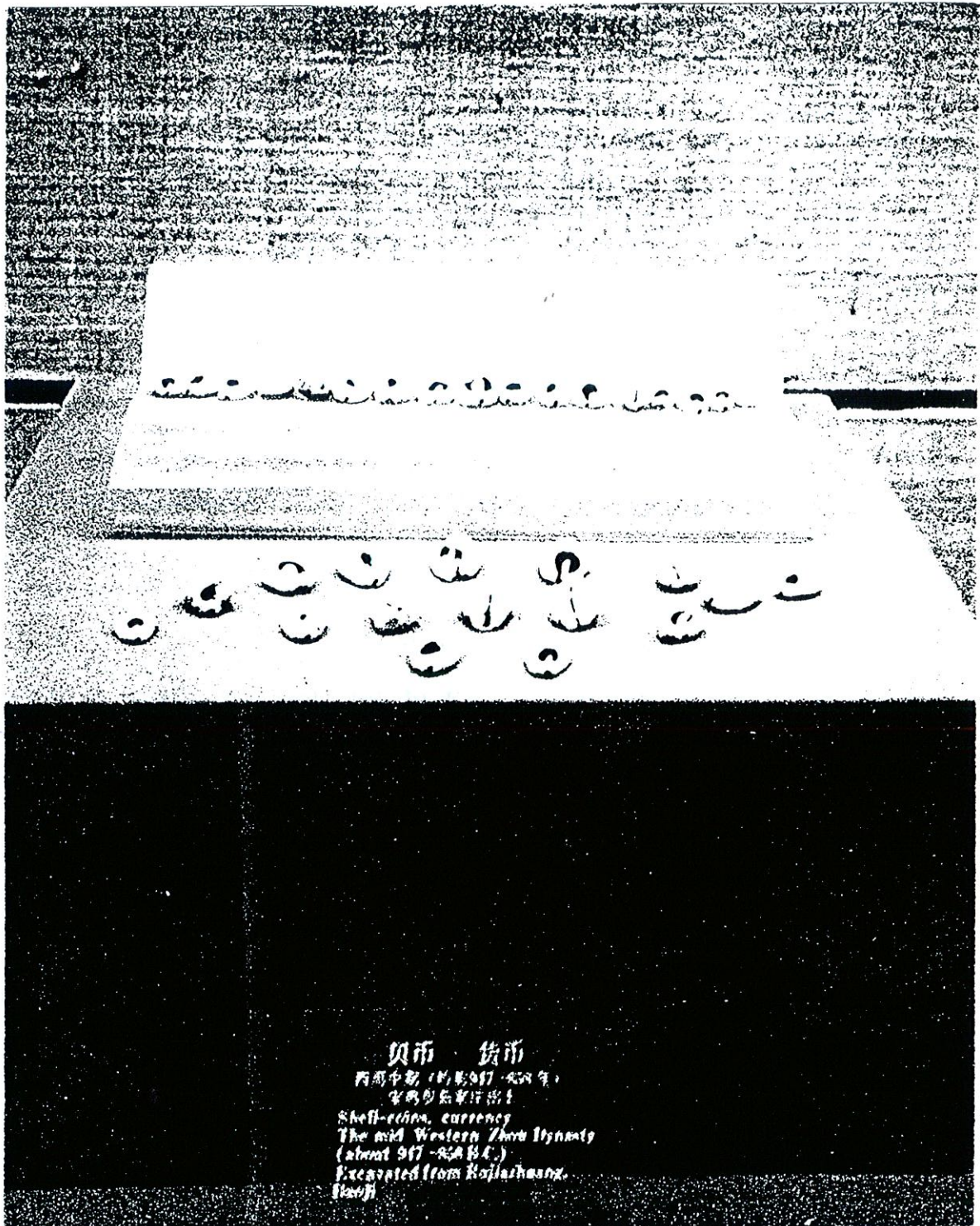
The Isles of Maldio. [Mal-dio = Minitoy]

Across the sea facing the greater part of this Land of Malabar at forty leagues (222 km) distant lies an archipelago of islands, whereof the Moors report that they number twelve thousand. They begin in the sea of Mount Dely where are the shallows of Padua, and towards Malaca. The first are four little isles, extremely flat, which are called Maldio. They are inhabited by Malabar Moors, and they say that they belong to the King of Cannanor. Nothing else than the palm-tree grows here, by which they live, as also on rice which goes thither from Malabar on ships which go to take in cargoes of "Cairo" (Coir) cord.

The Isles of Palan-diva. [Maldive Islands]

In front of Pananie, Cochin, and Coulan are other islands, ten or twelve whereof are inhabited by tawny (brown) Moors of short stature, who speak a tongue of their own.

The King is a Moor, and dwells in an island called "Mahal-diu" [Maldive], and to all these said isles they give the name of Palan-diva. The men of these isles have no weapons whatsoever. They are a feeble folk yet right cunning, and above all things they are mighty magicians. The King of these Isles is chosen by certain Moors, merchants from Cannanore, and they change him whenever it pleases them. To them he pays a yearly tribute in ship's "Rigging" and "Cairo" (Coir-rope) cordage, and other things produced in the land, and oftentimes these Moors go thither to load certain ships, taking no money with them, and then either by love or by force they must receive whatsoever they ask.



SHELL-COIN CURRENCY, XI'AN MUSEUM, CHINA,
 The Mid West Thow Dynasty, About 947-858 B.C.
 Excavated from Rujiazhaang, Baoji, China.
 Photo: L. Vilgon Coll, 1997.

There is in these Isles great store of dried fish, and they carry hence as well certain small shells "Buzios" (Cowries), which are much sought after in the Kingdom of Cambaia and in Bengal, where they pass Current as small change, for they hold it to be cleaner and better than copper.

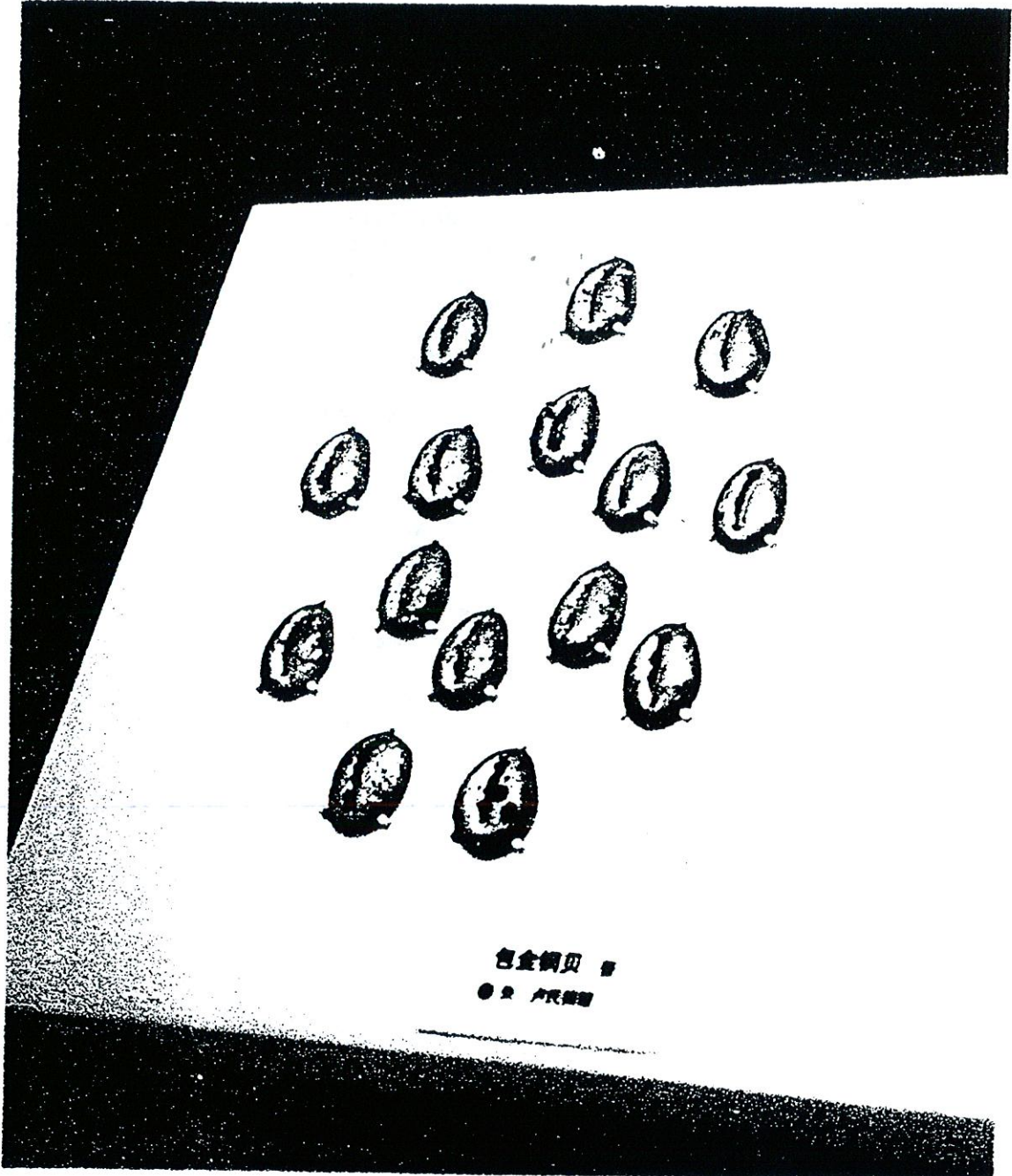
In these Islands they make very rich cloths of cotton and silk and gold, which are worth great sums of money among the Moors for their garments and turbans. The men of these wear very fine and thin kerchiefs round their caps, so finely wrought and perfect that our workman would not be able to make them, and having no difference between right and wrong sides. They find in these Islands shells of tortoises which they call "Alquama", these they divide into little pieces, very thin, which also is a great article of trade in the Kingdom of Gujarate.

Here too Ambergris is found in large lumps, some white, some grey, and some black. I have often asked these Moors what thing this ambergris was, and whence it sprang. Among themselves they hold it to be the dung of birds, and they say that in this Archipelago among the uninhabited islands there are certain great fowls which alight on the cliffs and rocks of the sea, and there drop this ambergris, where it is tanned and softened by the wind, the sun, and the rain, and pieces both great and small are torn by storms and tempests and fall into the sea until they are found or washed up on the strands or swallowed by the whales.

Those which they find white, called "Pon-ambar" [Pon=Golden], they say have been in the sea but a short time, and these they value most. The grey they call "Pu-ambar" [Pu=Flower] and has been long in the sea and thus obtain that colour. This too they hold to be good, but not so good as the white. The other which is found black and crushed they say was swallowed by whales and turned black, and has such strength that the whale cannot bear it but vomits it up altogether. This they call "Min-ambar" [Min=Fish], it is worth less than the others. It is heavier and lacks scent.

In these Malido Islands [Minicoy] they build many great ships of palm trunks, sewn together with thread, for they have no other timber, and in these they sail to the main (land). They have keels and are of great burden. They also build smaller boats for rowing, like "Bargantins" (Odi) or "Futas" (Doni). These are the most graceful in the world, right well built and extremely light. In these they voyage from one island to the others, and also cross in them to Malabar.

Many ships of Moors which pass from China, Maluco (Indonesia), Peegu (Burma), Malaca (Malaysia), Camatra (India), Benguala (India), and Ceilam (Sri Lanka) towards the Red Sea touch at these Islands to water and take in supplies and other things needful for their voyages. At times they arrive here so battered that they discharge their cargoes and let them go to the bottom. And among these Isles many and rich vessels of Moors are cast away, which, crossing the sea, dare not through dread of our ships finish their voyage to Malabar, and from these the natives obtain much valuable merchandize, which they sell to the Malabares who come hither to take in "Cairo", as I have already said. ***



COWRIES made of GOLD PLATED BRONZE, SHANGHAI MUSEUM,
JIN STATE in SOUTH CHINA, 7th to 6th Century B.C.
Photo: L. Vilgon Coll, 1997.

1519. GOMES, JOAO.

IN: ASIA de JOAO de BARRROS. Dos feitos os Portugueses fizeram no descobrimento e conquista dos Mares e Terras do Oriente. Primeira Decada. Edit: CIDADE, HERNANI & MURIAS, MANUEL. Agencia Geral das Colonias. Capitulo VII. P.142-146. JOAO GOMES. Lisboa 1945.

JOAO GOMES was sent to the Maldive Islands 1519. He gave the following description of them and how the bastion in Male town was built. He also describes for the first time in the European literature the "Double Cocoa Nut" or the "Maldive Nut" from the Maldive Islands. The nut was obviously well known in the MALDIVES and in the Orient already in the end of 1400 and the beginning of 1500. [PORTUGUESE]

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The description and the location of the Maldive Islands, and some of their affairs. How João Gomes was the envoy to build a fortress in the capital named Maldiva, and did so, and afterwards the Moors killing / slaughter, and the reason why.

TEXT:

At this time Diogo Lopes de Sequeira dispatched (the captains) António Correa, Garcia de Sá, Simão de Andrade and other persons to the Malaca, and to other places to be investigated and captured. Other captains were also sent out. This is why (Captain) João Gomes, nicknamed "Cheira-dinheiro" [English: "Money-searcher"], made the first voyage to the Maldive Islands to build a bastion fort there. This was the first time that the Portuguese had any consultations with the Maldivians. He has given a general description of the Maldive Islands, about which they earlier had had hearsays many times.

The name "Maldiva" is the proper name for one island, etymological it is a Malabar expression, meaning "Thousand-Islands", i.e. Mal = Thousand and Diva = Islands, as there are such a number of islands in a string. Others say that the word "Mal" means the place where the King / Sultan of the people resides, and "Diva" is island than the meaning is "The Sultans-Island". The string of Islands is resembling a belt stretching outside the Indian coast, Beginning [in the North] at the sand bank called "Padua" outside the Mount Eli and continued [South] down to Java and the coast of Sunda. This is shown in some Moorish sea-charts used for their navigation.

Nevertheless, we have only information of the first 300 leguas [900 Nautical Miles or 1,600 Km.], The Maldive Islands begin at the Island



COWRIES as Ornament on Mogul Male-Dress,
The 19th Century A.D. SHANGHAI MUSEUM,
Photo: L. Vilgon Coll. 1997.

called "Mamale" in latitude North $12\frac{1}{2}^{\circ}$ [$8^{\circ} 16' N.$], forty leguas away [300 km. from India,] That Islands name is the name of the of the first lady of the Cannanor. The other end of the Island-belt is at the distance of 300 leguas [c:a 1.600 km.], or in latitude South 7° [$1^{\circ} S.$], and called "Cadu" [Gaan] and "Adu" [Addo]. About in the middle of the 300 leguas is the capital island called Maldiva, where the Sultan resides, and he is the head over all the inhabitants.

Some of the Islands are very small, and they are mostly joined together in groups of thirty or forty and are called a "Patana" [Atoll]. The Sultan is the head over all of them, and they are all of the same kind. They are Moorsmen and always hard working. To those who own the land, they have to pay little by little. The tenants do this by paying rent for the used land, mainly the seashores, as long as the leases are in order with the prevailing law. The major part of the collected income is due to the leased land, and this is in accordance with the muslim laws. All this is with the exception of the free land on the Islands.

The Islands of the Maldives again, are separated from each other at a distance of 20, 15, 10 or 5 leguas [120, 90, 60, 30 km]. Most of them are close together, or like in a plantation flooded by the sea, with some parts almost hidden. It can be possible to jump from one island to another island, without wetting ones feet, and sometimes the branches and twigs of the trees on two different islands meet.

All the channels formed by the sea tear the islands apart as well as form them round. Sometimes the sea harvests the islands in the way that the sand is partly thrown away, and no one knew where to find it. Furthermore these channels mostly are deep down to the bottom, so it is possible to navigate very great ships through them. They are also narrow, at some parts it is as if the ships sails meet the palms-leaves.

The palms here do not have the same fruits as those in Berberia (North Africa) and the whole of Africa, but (have) a fruit big as the head of a man. It has a moist inside from the beginning, and has two sheets of shells like a nut. The first shell outside, is very soft and has the colour of our skin, and all of it is much fibrous. The fibres are much better than all those from Spain, and it is used in all India.

Principally it is used for mooring-ropes, they also make the best ropes and strings of these (cocoa-nut) shells-fibres. The reason is that they are durable and not effected by the salt sea-water. A ship is secure with heavy mooring-cables as anchor lines, made of these fibres. These ropes have saved many ships and even when they are pitching and rocking the strength of the ropes does that they do not break.

Giving some more information about this fibre, as it has this virtue as help for safety at sea, it is used as towing-rope for ships along the coast and is said to be most secure. True is that the ropes are used for our ships on the ocean going to "Cabo de Bon Esperanca". They have always sufficient of ropes on board, and sail only three months of the year. That is the right monsoon time which is in our winter.



COWRIES as Ornament on Mogul Woman-Dress,
The 19th Century A.D. SHANGHAI MUSEUM,
Photo: L. Vilgon Coll. 1997.

Furthermor has this fruit an other shell, which is of a very hard wood wherefrom the mentioned fibre grow. This shell contains a good vegetable, and it is the real fruit. The shell has a sharp point with three marks like the two eyes and the nos of a face. In these islands, by reasons not known, these fruits are by the women called "Coco". It is good for medical use for the children, Its name is also "Ficou" by those who do not know better. In the Malabar coast it is called "Tenga" and in the Canaris it is called "Narle".

The soft part inside the second shell of the fruit, has the similar size of a large orange, however, it looks quite different as its consistence has the colour of the meat of hazel-nut, without smoothness but the same taste. Inside this is the water which is very sweet, by the this water changes into a cream which is called "Lanha", which is very tasty and resembles of curdled-milk. This fruit can be comparted with hazel-nuts or almonds.

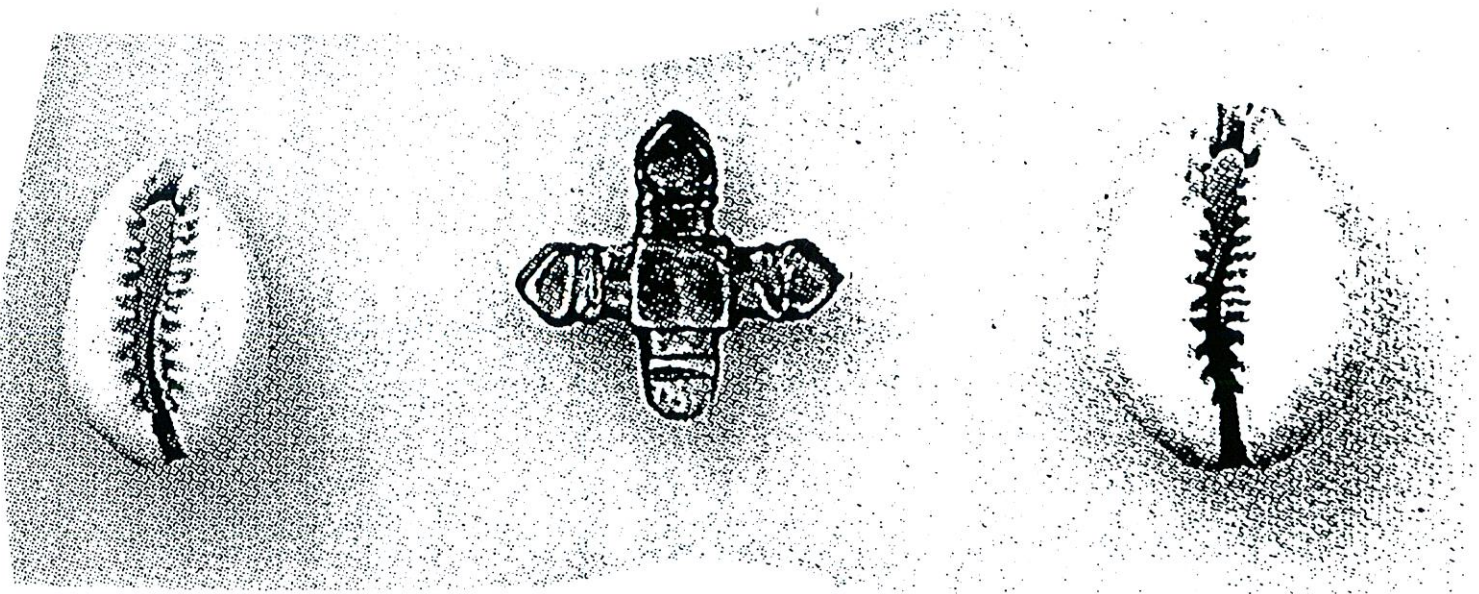
The cocoa-nut palm-tree brings forth this fruit, and the fruit appears to be the most useful product that the lord has ever given man for the survival and is necessary for daily use. Beyond all the services, not mentioned here, it gives honey, vinegar, oil, wine, and different foods to be eaten direct or prepared with rice and other ingredients as the natives do, and like to use the nut.

The main use for the coconut-fibre, is the coir-rope. This is very commonly used, and is a necessity for all ships and the total seafaring in the Oriental area. The fibres are dyed and from them are made ropes in the same way as is done from hemp.

The palm-tree gives aswell good wood. The wood can be used as fire-wood. The palm-leaves are used for house-building and for the tiling of the roofs, where it is good as it lets the air through and at the same time shelters from the rain. The leavs can also be used as paper for writing, and it is possible to write what you like on them. From the young palm-tree you can eat the palm-marrow, the Palmito. Finally a person who somewhere owns a couple of palm-trees, he owns everything that a man needs for his livelihood, and it is said in a greeting of the good ways of life. "More fruits to your palms gives prosperity to you."

Beside this there is another tree, that grows up from the ground on certain islands. ["The Maldive Nut" or "The Double Coconut"]. Obviously some parts of these trees grow in a natural way on some chosen places, and these parts are under the salt-water table. Here under the water is the fruit of the tree generated.

The fruit is much bigger than those of the ordinary cocoa-palm [Tavaakari]. In tests it has been proven that this fruit is a very good antidot against poisons. Much better than the Bezoar-stones, which are found on different parts in the Orient. The Bezoar-stones are grown in the stomach of certain beasts and is also called "Razon". In the book "Comércio" it is mainly recommended for use against illness caused by poison.



CYPRE MONETA, COWRIE-SHELLS in RUSSIA,
from the 12-th Century, Latvia,
Riga Museum of History and Navigation.

The most common and attended merchandise these islands have to offer, and give reasons for merchants to sail there to fetch, is what we call the coir. Without this there should not be any sailing in all the parts of the Orient. Furthermore they have a kind of mussel [Cowrie Shell / Boli or Buzios], resembling greatly of a mollusc, but with a hard and strong shell, white and glossy, some are even coloured and lustrous, giving the impression as if they were of gold, and appear as if they were of enamel.

They are transported by ships to Bengal and Siam, where they serve as money, as the means to buy articles of minor cost. Even the Kingdom of Portugal loads cowries in the amount of two or three "Quintais" [1 Q = 50 kg] every year, which they deliver them at Guine [East Africa], and to the kings of Benin and Congo, where they are used in the same way as money, and the people of the interior of these countries consider these cowrey-money as treasures.

This is the way the natives of this islands use to catch the shell-fish. They make big raft-floats of the leaves of the palm-tree, bound together so that they not split up, and put them into the water, over the shell-fish to give them a kind of shelter.

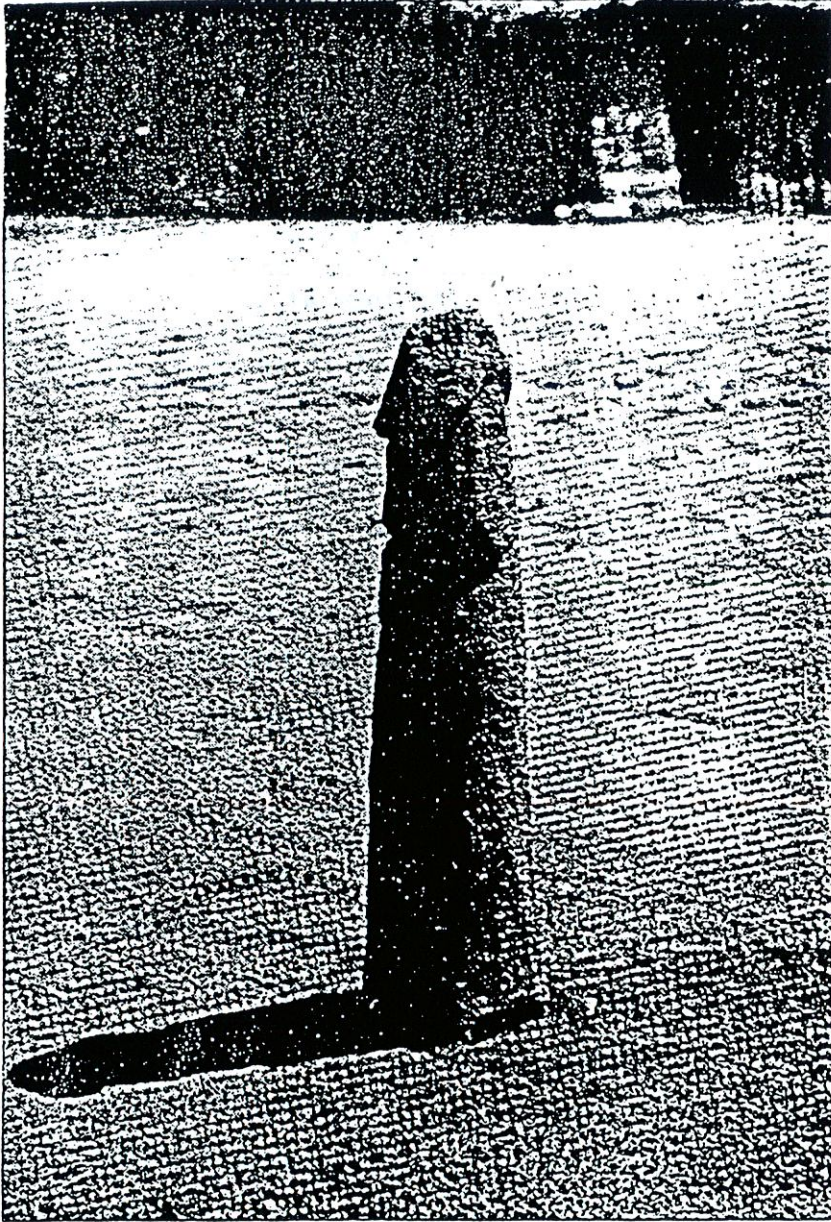
As these rafts are good shelter for the shell-fish, they hide into the (leaves of the) raft, which are then dragged ashore again and the shell-fish are caught. Then they are washed in fresh water and become very white. The "Buzios" as they are called here by the natives as well as by us, but the negroes call them "Igovos". They are clean and used with little repulsion, in opposition the copper money, which is easily stained by the hands of man. The value is just a fifths of the "Cruzados". Sometimes are many, sometimes are few of them exported to India.

On these islands there is much fishing, and most of the fish they smoke, as this smoked fish is a great merchandise, and they make good profit. They eat much of the smoked fish together with coco-nut. From the coco-nut sap they also make sugar.

All the skillfulness the people of these islands is show, in the making of cloths-material of silk and cotton, and they are experts in weaving these better than anywhere in the islands CENDU [Kendhoo, Haalhosmadulu South Atoll] and CUDU [Kuda, probably as well in Haalhosmadulu South Atoll], where it is said that they have better weaving-technic than in the Bengal and Coromandel [India]. However all the material they make of silk and cotton, is exported to other countries, as the cost of these articles has dropped. They are in want of rice, and all this it is necessary to import to these islands.

They have cattle like oxen, goats and sheep, but not many. They do not export them to Ceylon and other places, where they can give much profit.

The people of these islands, as far as we have learned, are weak and malicious, two characters which always are combined, not only in the nature of man, but also among the wild beasts, and this is verified by



PHALUS-REPLICA of CORAL-STONE, Ca, 40 cm,
ARIYADHOO ISLAND, SOUTH end of ARI ATOLL,
Excavated February 1959,
Photo; L. Vilgon Coll, 1974.

the paradox, that all those who are weak in courage are also malicious in precautions.

Most of the people of the upper classes are dressed in material of silk and cotton. The common people are for their coverings dressed in leaves from the palm-trees and grass-bundles. Like the people of the Malabar speak their own language, the people of the Maldivé Islands have a language of their own. There is a kind of competition with the Malabar people. The King lives in Male-island.

To this Island (Male) arrived João Gomes, where Diego Lopes earlier had left, to continue Lopes work in the building of a strong fortress, and to straighten out the earlier break-down and the other bad things that had happened in this country, and finally enforce the fortification. An agreement that had been established between the Maldivé King and Don João Gomes, who was received with kindness by the King, and the King arranged the necessary place where they could build the fort.

As they had orders for the prompt delivering of cocoa-nut fibres and other products, which are to be found in the islands to the factory in Cochin [South India], João Gomes and the Sultan (King) together were not able to supply these merchandises to Cochin, and at the same time build a fortress of stone and lime in Male. They could not produce all the lime that was necessary. They did not build the fort in wood, as the Portuguese have done in other places. Wood-forts last just for a short time. Because of the unusual way in building the fort, the people of this land were accustomed to, they were all performing their best.

João Gomes, who as to his person was a very human and skilful nobleman, demanding everyone to be absolute obedient to him. He was very much in favour of the Portuguese, as he was the Portuguese King's captain.

All the Moor ships which were trading in that place, wanted to keep their monopoly, which they had by tradition with the King of the country. That is why they scandalised themselves, in the Portuguese's eyes. Over this scandals they joined in together with Gromale, a Moor from Cambaia, in the damaging and destruction work he performed with a ship, which he had seized from Dom João da Silva.

Finally this was the situation that João Gomes lived under in the Maldives. He had only ten to twelve Portuguese persons assigned to him, for his assistance. He managed to join the Moors (in Male) to him to do the work with the fort. The people from Cambaia tried to armour the ships, and intended to kill all those who had joined João Gomes. ***



CLEANING the FISH.
KAASHIDHOO, MALE NORTH ATOLL.
Photo: L. Vilgon, Coll. 1994.

1592. LANCASTER, JAMES.

IN: PREVOST d'EXILES, A. *Histoire Generale des Voyages, ou Nouvelle Collection de Toutes les Relations de Voyages par Mer et par Terre*, 19 Vol. Paris 1746-70. LANCASTER in Vol.8, P.328-79, Maldives P.339.

Captain JAMES (JACQUES) LANCASTER was, according to Abbe Prevost d'Exiles, the first English Captain who sailed from England to the Oriental Indies with the ship "EDMOUARD BONAVENTURE", in company with two other ships. They left Plymouth the 10 of April 1591, and came back the 24 of May 1593. On their return voyage they touched the Maldiv Islands in the middle of Dec. 1592. It is possible that the island is Gaan in Addu Atoll, as the Portuguese long before 1592 were driven out of Male. [FRENCH]

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The 8th of December 1592,

LANCASTER, supported by his men even when he was sick in bed, consented in sailing (from Ceylon) to the Cape of Good Hope, as their desire for returning to Europe had become the unique passion of the whole crew. They stopped at the Maldives where they sure would have had the opportunity of some new loot, water and food. We needed water and because of this necessity, Lancaster, who was just recovering, decided to go ashore, a small port with no more than 15 houses. He enjoyed so much the three days he spent there with his crew, because of the natives care for them, so they were the first to accept a prolonged stay for some more days.

Meanwhile there came an Factor [Employee] of the Portuguese Comptoir [Agent] in a caravela, accompanied by a Portuguese servant and two Moors-men as foot-men following them. As he [now] had fallen into the hands of the English, he confessed to the captain, that [the reason for his appearance] was rumor that had reached the Agency, of the arrival of a European vessel. The Factor, did not the least suspect that it could be any other than a Portuguese ship.

The Comptoir had been surprised not getting any news directly from the ship, and had sent the Factor to learn the reasons of this silence. Lancaster understood he could not expect some better explanations from a person so interested in deceiving him. But while treating him quite fair, he told him that if he not wanted to be associated on the English vessel with some other persons from his nation, and in order to return to Portugal through England, he would have to accept to pay ransom with good will.

These proposition seemed fair enough to him. He only argued about his poverty, and his title as simple employee, which he had had for some months, and which did not allow him to offer more than fifty Ducats. Lancaster contented himself demanding one hundred Ducats. The Portuguese gave over his boat, of admirable beauty. The Captain did not want to encumber his vessel with it, and having no interest any longer in keeping neither the Portuguese lady, nor the old man from Sambilam [? another two passengers ?], he therefor took the opportunity of dismissing them, after giving them some presents. ***



DRIED SKULLS with COWRIES AS EYES.
ETNOGRAPHICAL MUSEUM, STOCKHOLM.
Photo: L. Vilgon Coll. 1994.

1600ca.

MALDIVE NUT,
SEYCHELLE ISLANDS.

- IN: Letters on the Nicobar Islands, Edited by The Morovian Missionaries,
64 P. London 1813.
- IN: The Quarterly Review. Editor: GIFFORD, W. April & July, 1814.
Vol. XI. Tom. II. P. 57. London, 1814.

This little Book is all about the Nicobar Islands, and the Morovian Missionaries work at this islands. In the beginning of the Book they refer to various attempts by man to go to different islands, to achieve happiness, gold, eternal life a.s.o.

The Maldive Sultans made expeditions to an island by them called "Pollovoys" where the Devil in person ruled. This island is one of the Seychelle Islands, the "Praslin", where the Maldive Sultan knew that the "Maldive Dubble Coconut" grew and he made already in the 15th / 16th century regulary expeditions there to collect them. To protect his monopoly of the earnings from this extremely valuable Dubble Cocoanut, the Sultan cleverly declared that the Seychelle island were the home of the Devil. [See: L. Vilgon, M.D.H. Vol. I. P. 89. Pyrard 1605.]

[ENGLISH]

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[TEXT]

Long since the days of Jason and the golden fleece, wilder expeditions have been undertaken. Juan Ponce de Leon, the discoverer of Florida, sent a ship in search of the island of Bimini, where the Spanish conquerors as well as the Indians firmly believed there was a fountain which possessed the virtue of Medea's kettle, and restored to youth whoever bathed in it. The Indians of Cuba made a voyage to Florida, in quest of a river of the same marvellous quality.

But the most remarkable of all voyages of discovery was that which the Kings of the Maldives repeatedly undertook to a certain island called "Pollovoys", for the purpose of attempting its conquest from no less a personage than the Devil, not metaphorically, by a spiritual warfare like that of the missionaries. They believed that the Devil was in actual possession of the island, and they sent an expedition of conjurors to propose terms to him, and negociate for a cession on his part.



FIG-TREA, c.a. 1000 Years Old.
NILANDU, NILANDU NORTH,
Photo: L. Vilgon, Coll. 1992.

1600ca.

MALDIVE NUT.
ADEN.

IN: Journal of the Ceylon Branch of the Royal Asiatic Society 1919,
Vol. XXVII, Extra Number, Colombo 1919, N.E. Male 1986,
"MALDIVIAN LINGUISTIC STUDIES" By: Professor WILHELM GEIGER,
Original: German, München, English transl: J. C. WILLIS,
Appendix "C". By: H. C. P. BELL, P.156.

This is a "STANZA" meaning a poetic vers. The text is originally written on palm-leaves, and this short inscription is written in "Dives Akuru" letters. This writing is from left to right, and was used in the Maldives from the 13th to the 17th Century. It resembles the present Ceylonese script.

"TAVAAKARI" is the Maldive name for the "Maldive Double-Coco-Nut". The text is from a favourite old Maldivian poem "DIOGE RAIVARU" or Folksong, most likely from the end of the 16th or beginning of the 17th Century.
[DIVEHI]

STANZA.

Divehi text:

"TAVAAKARI ERUVI NAO BAILATE BIHETI NAAFU RARA DIOGE ADANAAFU."

English translation:

*With sea-coconuts loaded
the vessel was taken out,
when going aground,
into deep water
To sail, O! Dioge, to Aden.*

This short sentence, "Stanza", gives at least the following information:

- 1). Maldive shipping with merchandises from Maldives to Aden,
See: M.D.H. Vol.2, P.17. Maldive trade with Yemen, DIMANSHQI 1320.
- 2). Maldive-cocoa-nuts, "Tavaakaæi" were exported from the Maldives,
See: M.D.H. Vol.1, P.89. Expeditions to Praslin, PYRARD 1605.
- 3). A Ship was loaded with the nuts, which means many nuts,
See: M.D.H. Vol.1, P.7. Coconut export, MASUDI 916.
- 4). The Maldive nuts were to be traded in Aden,
See: M.D.H. Vol.4, P.3. Maldive ship Adan, W, ADAM 1316. ***



GIANT FIG TREE, ca. 1000 YEARS,
WILINGILI, MALE ATOLL,
Photo: L. Vilgon Coll. 1988.

1601. DIEGO ADUARTE.

IN: Breve et Verdique Relation des Evénements du Cambodge par Gabriello Quiroga da San Antonio, Del'Ordre de Saint Dominique, Folio No. 76, r & v, Spanish Manuscript. Translation and Notation in French by: CABATON, ANTOINE, P.205-206. Ernest Leroux Publ. Paris 1914.

This episod is interesting in one particular aspect. A Spanish ship is sinking and the Captain, the Pilot, the Padre, all the Passagers and most of the Crew are stranded with the ship in some Maldive Island in the year 1601. They were probably brought to Male, as all shipping out from the Maldive Islands in those days, had to sail from "The King's Island". After some time in Male, most of the crew were shipped back to Cochin in India. Later the Padre and all the sailors who had stayed back, and the ship's wealth and all their personal belongings were brought to Goa in India. Why did Sultan Ibrahim III, not keep the ship-wrecked passengers and mariners captured as prisoners, as he did with Francois Pyrard in 1602, and why did he let go of all their valuable belongings in contrast to the confiscation of the cargo of Pyrard's ship "CORBIN" in 1602.? [SPANISH]

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The Padre frère DIEGO ADUARTE stayed in Malacca where he cared for the "tired" and waited with the afflicted and decent people from China the whole year 1600 while the land-roads to India were closed. All the time he considered it necessary, to navigate to Goa, where he intended to make his report about the present state in Malacca and try to return with some others to Spain. The ship which they finally embarqued was in a bad condition and it encountered a very violent and bad storm.

They had to call for a harbour of distress in the Maldive Islands. Their ship was wrecked, in the months of March and April 1601. The Captain, the Pilot, all Passengers, and a number of the Mariners left the ship and were saved. They [Some of them] returned to Cochin from the Maldives in one "Chantonnes" [Small sailing-boat], two "Balones" [Simple rowing boat], and smalle "Barques" [Sailing boat]. All their property they considered as totally lost.

But Padre frère Diego Aduarte did not want to leave the ship and the common mariners who had to stay back in their Maldive dwellings. In the end his strengths and encouragement, led to all their safe return to Cochin. Padre frère Diego Aduarte arranged by himself that all the richness that was carried on board the ship and all the property of the ships people, was brought by him to Goa, where he than stayed the whole year 1602. ***

1606. DOMBURGH, MARTEN VAN.

IN; Manuscript in; Algemeen Rijksarchief. Nummer Toegang; 1,04.02.
Naam archiefblok; V, D, C. Inventaris-nummer; 11067, 30 P.
's-Gravenhage, Holland, 1604-13.

In the year 1606, 18th of Feb., the Verenigde Oostindische Compagnie ship "ZEELANDIA" from Holland, was at one of the Maldive Islands, undoubtedly the capital town Male. There the sailor Marten van Domburgh left his ship, intentionally or by accident. In a sickly state he stayed in Male for eleven months, and then, about December 1606, he was able to sail to Ceylon in a "Gondola", ie. a Sailing boat.

This is one letter about the six years, he struggled to get from the Maldives and back to Holland. The whole report includes 30 pages, some written by different hands in Dutch and Portuguese.

Note that this happened in the same time when the "CORBIN" stranded with FRANCOIS PYRARD de LAVAL on board, and that he was taken prisoner and kept so for five years, from 1602 till 1607, by the Sultan IBRAHIM III. Pyrard could only leave Male by the help from the Malabar pirates, while DOMBURGH was free to go leave the Maldives, in the end of 1606. What was the reason for the different treatment.? [OLD DUTCH]

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To The Honourable Court of Directors.

Gentlemen, with all fitting respects, this letter is meant to give your Excellencies, information about the great miseries and distress, in which I am suffering in the weakening state of dying of hunger and thirst, and completely naked to the body.

My misery started the 2nd of April 1612, coming from Pernambuco in Brazil, since that day under the command of the Conselho van India d'Elmina da sua Magestade. It all started on the 18th of February 1606 in the night when I left the ship ("ZEELANDIA") of your company. That was in the Islands of the Maldives. There I had to stay for eleven months time, living under the order of the Moors (Maldive muslims), and during that time I got a very bad sickness. Then the mighty God made it possible for me to escape from Male, on board a Gondola and in the intention to go to a place on Ceylon mainland called Caelt (Galle) by the Gulf of Ceylon.

But with the winds against us, we were forced to take harbour in Carrenpatam (Kalpitiya), a place nine miles in the north of the Island



MOON-STONE IN FRONT of MOSQUE.
OLD MOSQUE in the ar, old WIHARE.
Photo: L. V. in, Coll. 1992.

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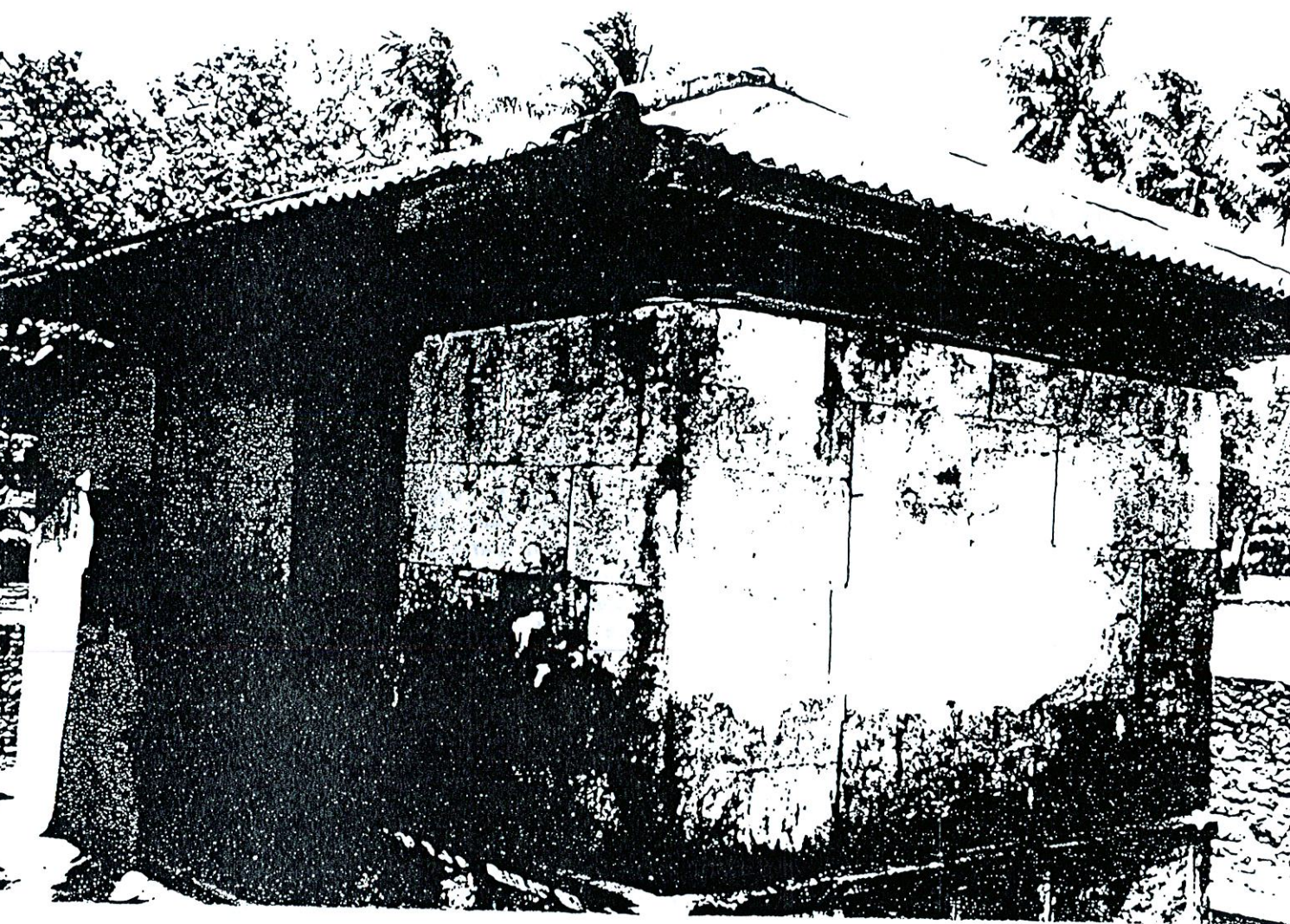
Comoren (The Puttalam peninsular) in the Kingdom of Tribancourt, The King then was at war against the Portuguese, From this place I two times tried to go over land to Masilipatam (Puttalam), Finally after doing this, I was very sick and shabby to my body so I asked for a doctor, I had also some poisoning from the time when I was in the Maldiva Islands, They had there treated me with magic spells and some herbs they called "Dentora".

After this the King made peace with the Portuguese, and I was sold as a slave to a Jesuit priest who brought me in a sickly state to Colombo, and finally I was shipped to Goa in Indien where I arrived the 18th of January 1607, Some days later we received a message about a naval battle (between the Dutch and Portuguese) at the Straits of Malacca, This ended with the Portuguese defeat for Viceroy Martin Affonso de Costo, The distress in India was very great,

Some of the highest persons in Malacca were hanged, The sufferings were enormous and many of the Portuguese soldiers who were taken prisoners, were sold as slaves to the Moors, Earlier the Portuguese were officially the best soldiers in the world, and Portugal had been the most powerful land in the world, Now the Portuguese did not want to hear about Holland and the people of Holland, The Portuguese in India wanted to exchange me for the imprisoned Portuguese, so I was shipped down to Cochin, in the intention to transport me to Malacca and there negociate about the exchange of me for other prisoners,

But then they realised that the Dutch victorious generals already had, with Allmighty God's mercy, released the Portuguese prisoners, and I had then to remain in Cochin, and was not to be shipped over to Malacca, Thanks to the medicines I received in Cochin I recovered from my sickness, By some letters (during four years), to and from the king of Holland and the Portuguese Viceroy in Goa, concerning my liberation, I finally was released the 13th of Februari 1611, after four years of inprisonment in India, The Viceroy Rui Laurenso da Tavera gave orders to the Captain of the garison in Cochin to send me with one of the two ships, just about to leave for Portugal, They left already the 14th of February 1611, and came to Angola the 22nd June 1611,

In Angola Dumburgh travelled over land through Comquesta, Mastangano, Mutsimba, Cambamba, Rio Quansa, and to Luanda, He came on bord an other ship, which went over to Pernambuco in Brasil and from there he finally came to Lisboa in Portugal the 12th of April 1612, In Lisboa he was inprisoned under very bad conditions and from the prison he is writing this letter to the Authorieties in Holland the 26th of April 1612,



OLD MOSQUE, POLISHED CORAL STONES,
MAALHOS ISLAND, MALHOSMADULU ATOLL.
Photo: L. Vilgon Coll, 1984.

1631. ALMEIDA, JORGE DE.

IN: Conde de Linhares. Manuscripts in Biblioteca Nacional, Fundo Geralis.
No. 939,ff.1a,3a,4a,5a. 1631. Lisbon. [PORTUGUESE]

IN: The Portuguese in Ceylon, 1617-1638. By: CHANDRA, RICHARD de SILVA.
P.126-127, Colombo 1972. [ENGLISH]

A Portuguese ship-wrecked crew of 28 sailors and their captain came ashore on some Maldive Island. They were presumably brought to Male, as all shipping out from the Maldive Islands had to sail from "The King's Island". After about a month's stay in the Maldives, they were on their way back to Cochin in India.

The Sultan Ibrahim III Kalafanu, did not keep them captured as "Wreck-prisoners", even though the Portuguese in 1625 had attacked Male with an Armada of 15 ships in order to capture the Maldive Islands.

Compare the fate of Francois Pyrard in 1602. [PORTUGUESE]

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To the post as Captain-General of Ceylon, the Viceroy, Conde de Linhares chose Dom Jorge de Almeida who, though in his late fifties, was willing enough to accept a post which was by no means sought for in Goa.

With great difficulty he collected 169 men including 80 Portuguese and set out [from Goa] on 29 February 1631 [1631 was not a leap-year, so the 29th of Feb. must be wrong,] in the same Achinese galley [A seagoing ship from Achin, Java, propelled by oars,] that Antonio de Souza Coutinho had brought to Colombo from Malacca in 1630.

The galley though large and well armed had been somewhat worn out by long service and war and the Viceroy, foreseeing the dangers of a shipwreck, asked the captain of another ship (which was) taking provisions to Ceylon to sail within sight of the galley.

As it turned out, however, the two vessels were separated in a storm and the galley was lost with all on board, save Dom Jorge de Almeida himself and twenty eight others who managed to get into the ship's boat and reached the Maldives. After remaining in the islands for about a month de Almeida and his companions made their way to Cochin but soon after, there, de Almeida fell sick and took several months to recover.

It was not until 17 October 1631 that Don Jorge de Almeida was able to recruit new troops, collect provisions and begin his second attempt to reach Ceylon.



BUDDHA FACE from the MALDIVES,
CORAL-STONE in COLOMBO MUSEUM,
Bell Collection from 1922.
Photo: L. Vilgon Coll. 1984.

1700. WINTREGERST, MARTIN.

IN: Reisebeschreibungen von Deutschen Beamten und Kriegsleuten im Dienst der Niederländischen West- und Ost-Indischen Kompagnien 1602-1797, Edit: L'HONORÉ NABER, S. P. Band No.13, Haag 1932. Der Schwabe MARTIN WINTERGERST von Memmingen, Reise auf dem Mittelländischen Meere, der Nordsee, nach Ceylon und nach Java, 1688-1710. P.25-26.
(First published by JOHAN WILHELM MÜLLER, Wittib 1712.)

The title of the Book gives a good description of the German sailor or "The Wandering Schwabe" Martin Wintergerst, who in the year 1688 joined the Vereingd Nederlands Compagnie, and with the Dutch sailship "ZEELANDIA" in 1699 went to East-Indies. Going from "Cap de Bonne Esperance" in South Africa to "Pont de Galle" in Ceylon, he uumakes this notations about what he experienced in the Maldive Islands in January 1700. The Maldive Islands seems to have been a landmark for the Ocean navigation in that time. [GERMAN]

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At last we were at sea again sailing for East-India, but we were heading for Ceylon and not going direct to Batavia [Jakarta]. When we could see the sun again after the bad weather, we realised that we were already two degrees north of the Equator, and we continued to sail (to the East), so we could see the Maldive Islands and by them find out the right way to Ceylon.

When we had reached the Maldive Islands, we met a Moorish ship [Probably a Maldive ship], which had loaded a full load of Seashells on the Maldives. The Cowries shells "Cypraea Moneta" which the whole world uses as adornments and money. She was bound for the Bengal with the Cowries, where they will receive money as payment for them. 80 of these Shells are equal to 6 Pfennig in our money.

These Shells are the best cargo to be found on the Maldive Islands. In other respects the Moors on the islands live in just poverty, and are forced to feed themselves with Coaoa-nuts and Dried fish. They had hoped that, when they came under the Dutch dominion, it could have been the end of their years of sufferings. That was the reason why they had given up their land to the Dutch.

After we had left the poor Moor Islands, we sailed away to come to Ceylon as quick as possible, and arrived there in the end of January in the year 1700. ***



CORAL STONE with INCRPTIONS.
MAKUNUDHOD, MALE ATOLL.
Photo; L. Vilgon Coll, 1985.

1728. KEULEN, JOANNES VAN.

IN: Joannes van Keulen. Boech Zee-kaart, Verk-ooper en Grand-boogh maker aande Oost Zyde van de Nieuweburg in de Gekroonde Lootsman, The Maldive Islands text: P.16-17, Maps: "Maldivische Eylanden" and "Ari Atoll", First Ed, Amsterdam 1728, Repeted Editions.

Joannes van Keulen gives an informative description of the collected knowledge that existed in the end of the 1600 and beginning of 1700 among the Dutch seafaring people. Most of the Ships Journals are from the Dutch East India Company, some are French, but there is no English Journal. The given navigational information, is today not of much interest, but the Journals are still to be studied in Holland, and much more "new" Maldive information can be found. [DUTCH]

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The Maldive Islands.

They are situated between Latitude North 9° and South 3°, and stretches in a diraction from "North to West" till "South to East", they are separated from the Laccadives, nevertheless, they are in connection with them. There is between these archipelaegoes an unsafe sand-bank, over which it is possible to sail. To this bank ships are able to escape. These banks are marked in the seacharts, but not all of them.

The grand channel between the Laccadive islands and Maldive islands is called the "Mamale-Channel". This is a well known name for the water between Latitude 10° and 9° North. All our ships use this when transiting from Europe or Africa to Ceylon, Coromandel and Bengal. They are forced to pass here during the East-monsoon, when they come from the mentioned coasts and are going to Mocha. Here there is nothing to encounter, and in North 9 1/2 ° there is no land to be found.

The next passage is situated at the island "MALIKE" [Minicoy] or "SUNDEL", between 8° and 7° North, after a number of observations, which we consider as accurate. The island's name is Malike or Sundel, is the most southernly at this passage, and the most northernly island of all the Maldive islands.

About the passage we have a Journal from the French Captain HOSSAYE, The 1th July 1685, about 5 O'clock in the morning, we saw the northern-



THODDOO-DAGOBA, With L. Vilgon,
NORTH of ARI ATOLL,
Photo: L. Vilgon Coll, 1992.

most islands in the Maldives in S.W. to W, about 3 miles distant. The biggest island was about 1 1/2 mile long, and in difference to them very long, and is visible at a distance of 4 miles. The northernmost point is in 7° 15' North Latitude. At 8 O'clock we were about 1 1/2 mile distant from that island, but did not find any bottom with 120 fathoms line. At 10 O'clock we sailed along the island and discovered seven new long islands close to the first. Around these islands, and South of them, we saw violent and very dangerous breakers in the sea.

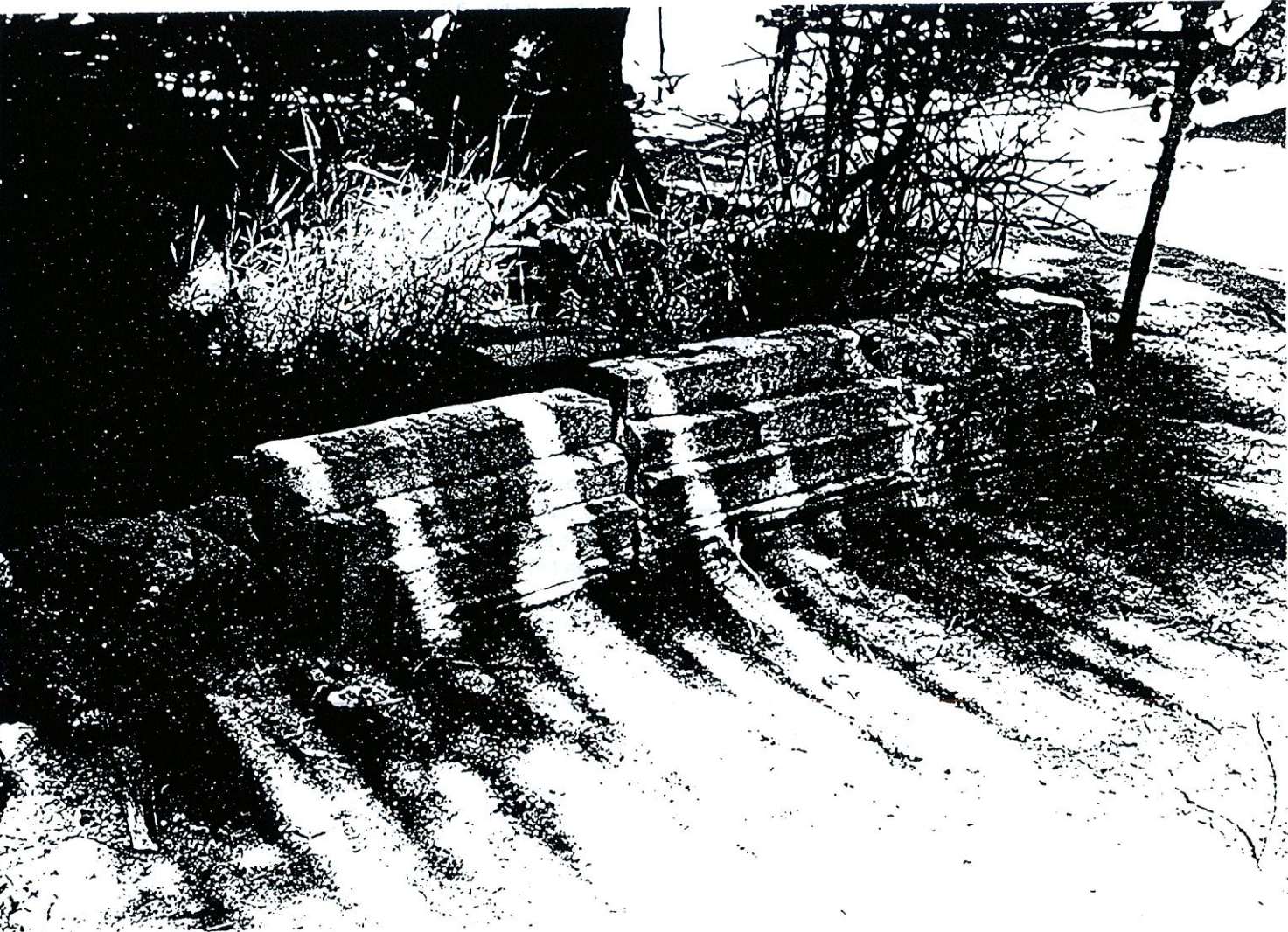
About the island "Sundel" there is the following description. The night between the 29 and 30 July, at fourth glass [2 A.M.] at the dogs watch, the island "Sundel" appeared in Latitude 8° 20' North and Longitude 95° 55' from Teneriff. The island was at 1 1/2 miles distance, luckily for the ship "GLENAN" from Bretagne. From the beam of the ship they saw violent breakers, and the roaring from the swells was clearly heard. They steared out to sea, even if the lead did not reach any bottom with 90 fathoms of line.

The centre of the island was in "South to East", and we turned to "South to West", and we steared close along the land. In the approaching daylight we were able to see the island clearly. It was longish, and we sailed along its Western side in calm water. Attention and good watch-keeping is here essential. The island is on the Eastern side, and is about three Dutch miles long. The Northern part of the island is all surrounded by heavy breakers, but most to the North-East, where the island reaches out in a peninsular. It is possible to discover this island at a distance of 3 to 4 miles, and it is very dangerous.

I must point out that the passage at 8° North is not the same as the passage at 9° 30' North. This information have been collected during different voyages. Between N. 7° 55' and 7° 20' it is free to pass through the islands. Nevertheless, I have found the 9° 30' North channel much better because it is safer.

After this French observation, here comes the story of a Dutch sea-captain's experience. The ship "KNAPPENHOF" from Batavia was at the Malabar-coast, the 12th January 1746. With a "West to North" course. They observed four islands, very low and covered with bushes. This were seen between "S.W. to W." and "South to East" at a distance of 4 to 5 miles and inhabited at the time. The Latitude was 7° 5' North and the bearing was 2° North-West. They steared from here "North to East" and in the morning following day at 6 A.M. they found a long island in bearing "North to East", and 3 1/2 mile distant.

Close to the West of it was an other small island, and still an other island to the "W.N.W.". They decided that the the first island is Malike



POLISHED TEMPLE FUNDAMENT STONES,
Reused Stones, MAKUNUDHOO,
Photo: L. Vilgon, Coll. 1985.

and the later is the island Sundel. They observed many small "Portuguese" [Small boats] at the first, and found the Eastern-most in "East to North" at four miles distance. At the Latitude $8^{\circ} 8'$ North the first island was not to be seen, and the island Sundel was just visible.

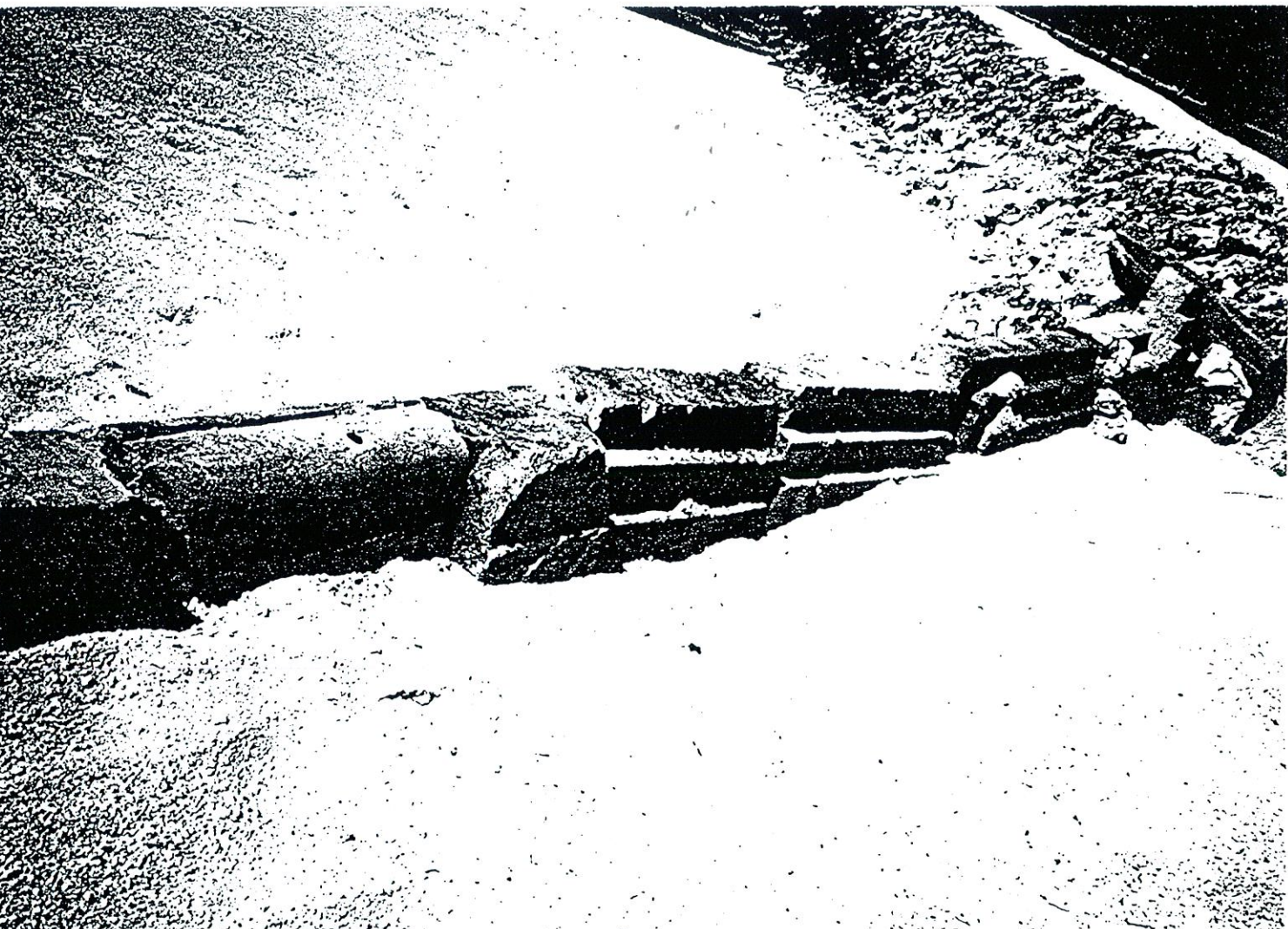
When the Captain of the ship "PURMER" in the year 1682 was sailing outside the Malabar-coast, they sighted the island Malik [Minitoy] in bearing E-N-E, at a distance of .4 to 5 miles. It appeared as two islands, of which the smaller was situated to the South-West, close to the bigger island. I was convinced that it was the island Malik which we saw.

It was located about 54 miles East of the Malabar-coast, and the Captain of the ship confirms that Malik is located in Latitude $8^{\circ} 30'$ North, and further to the South is the island Sundel in Latitude $8^{\circ} 10'$ North at a distance of 20 miles. Observations from the ship "KAPPENHOF" has made notices about Malik, and that it is inhabited, as described by "PURMER". There are doubts as if the two islands are one and the same, [Indeed]

There are other observations from a Dutch ship "PAEREL" about the island Sundel, observed at a distance of 2 miles, and observed in Latitude $7^{\circ} 57'$. The ship was sailing to the East. From here they continued to South and the following day they observed the Latitude to be N. $7^{\circ} 55'$. The different Latitudes in the Ships Journals points out that between 7° and 8° North Latitude is a good passage described by the French Captains.

The third passage is to be found, according to the Dutch ship "BLOOS". It starts on the East side of the Maldives, where the Maldivian currents and N.E.-wind prevail, and points to this passage. In between the islands there is good anchor bottom to be found at Latitude North $6^{\circ} 15'$. Inside the islands steer 52 miles to the south to Latitude 3° North, and then steer "South-East to East" to Latitude 2° North, all the time inside the islands, which are small, about 1 or 1 1/2 mile in diameter. Here the South-West wind appears, and sailing to Latitude N. $1^{\circ} 15'$, where it is free to sail direct to the Island Ceylon, and that is how to pass through the third passage.

The fourth passage is described by the ship "AARDENBURG" in the year 1676 on voyage from Cape of Hoop and destined to Ceylon. The 6th of May the ship came in Latitude North $0^{\circ} 41'$ to the Maldivian West-coast, and was caught by a strong current, and they had to keep along with it and sail thru the new channel across the Maldivian islands in Latitude 2° North. The channel goes in the direction North-East and South-West. It is 9 to 10 miles long and 5 miles broad and without all banks and shoals. All islands there are with trees, and there are no problems. Those who go through here have nothing to fear, just sail along.



STONE-FUNDAMENT from OLD MOSQUE/VIHARE,
Re-used polished Coral-stones,
MAKUNUDHOO, MALE ATOLL,
Photo: L. Vilgon Coll. 1985.

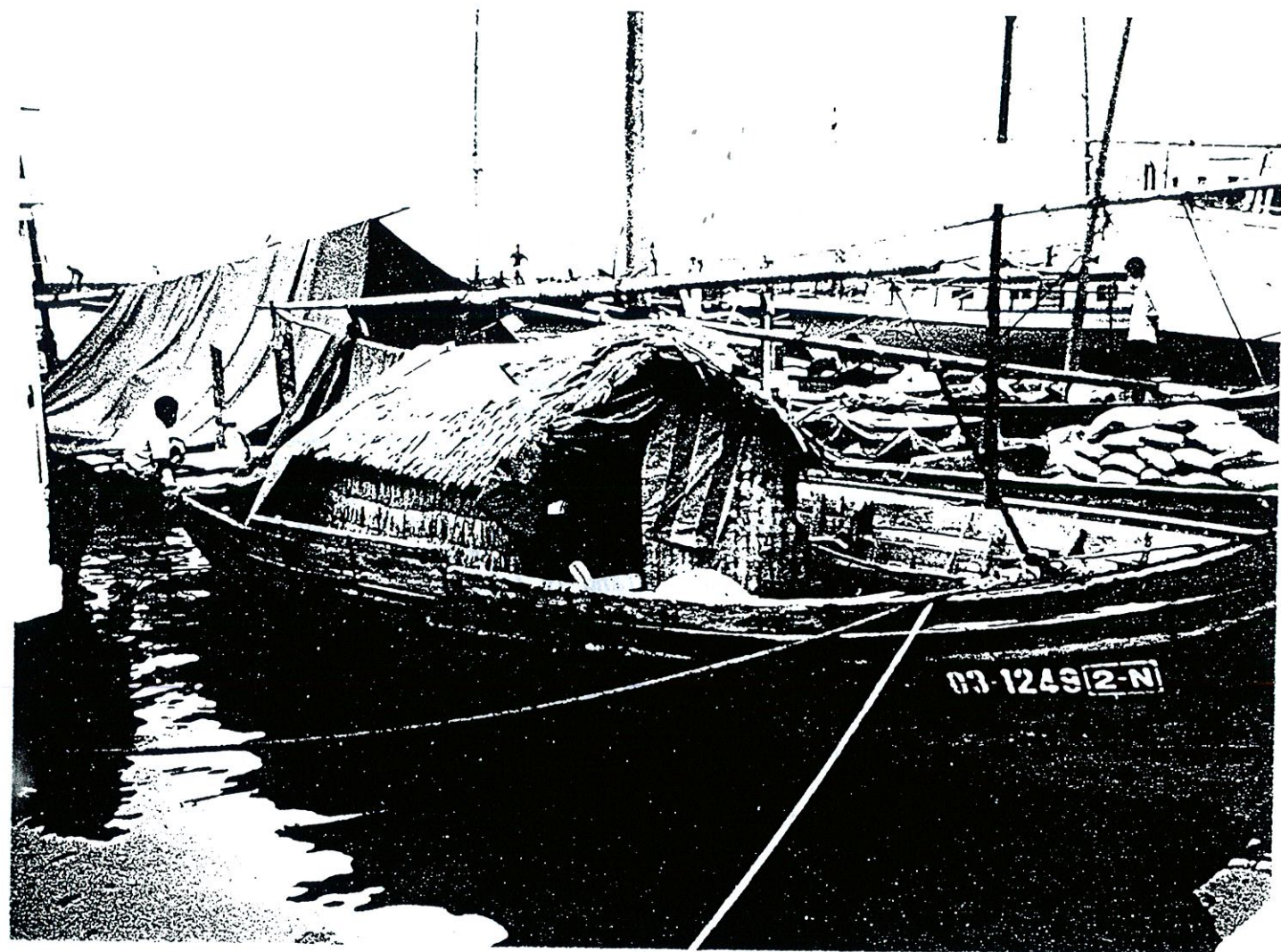
This are the passages known to us, however, they are not the only ones, and there are other channels to be used if necessary. We will now mention and describe some of the islands about which we have received information. The islands are inhabited Maldivian ones and are documented in the sea-charts.

The island CUBELE, about which there is little noticed from the officers on the Dutch East India Companies ship "ELIZABETH" in the year 1728, [The Book is also printed in 1728.] She came from Batavia and was going to Ceylon. The 28 Sept. around 10 A.M. they saw the island in bearing "South West to West" and at a distance of 7 to 8 miles. At noon they passed the inhabited island in Latitude North 9° 19'. They sailed 84 miles to the "East half North" to the Mallabar coast, not knowing the name of the island.

The island P. de BANHOS at the North West part of the Southern Maldives between Latitude 5° 50' and 6° 29' North. The island was sighted by the ship "KRONENBURGH" the 22 of May 1676, going from Cape of Good Hope and destined to Ceylon. Its position was 6° 23' North Latitud, and the ship went on the Eastern side of the Maldives. The island is surrounded on all sides by sandbanks, having a direction from N.N.E. to S.S.W. and its extention is about 10 or 11 miles. Some houses were seen in one of the islands creeks or bays, so the island is inhabited.

*The following day the inhabited island, which is the middle one on the Western side of the Maldives, was observed in Latitud North 6° 9' and facing East. It is possible to see over the whole location, where the tree islands are situated, and to see the ocean on the other side. The broadness of these islands can be about 1 to 1 1/2 mile. The ship successfully passed these obstacles and continued to Ceylon. ****

[KEULEN relates in his book about two other Captains whos "Ships Journals" are describing the "Maldive Islands", but these Islands are in fact the "Nicobar Islands". L.Vilgon.] ***



BOAT for MY TRANSPORT,
Photo: L. Vilgon, Coll. 1995.

1780.

ELMORE, H. M.

IN: The British Mariner's Directory and Guide to the Trade and Navigation of the Indian and China Seas, By Commander H. M. ELMORE, Honourable East India Company, London 1802, Maldives in P.322-323.

H. M. Elmore's well informed book is an interesting work showing all the different trade connections the English Honourable East India Company had in the Far East from 1760 to 1800. In this book he is just giving commercial intelligence and he has almost no sailing instructions. This makes it a good supplement to Alexander Dalrymple's books. This short description from about the 1780;s of the Maldive shipping to the Bengal Bay gives some new and accurate figures, as well as the cause of the decline of the English presence in the Maldive trade. [ENGLISH]

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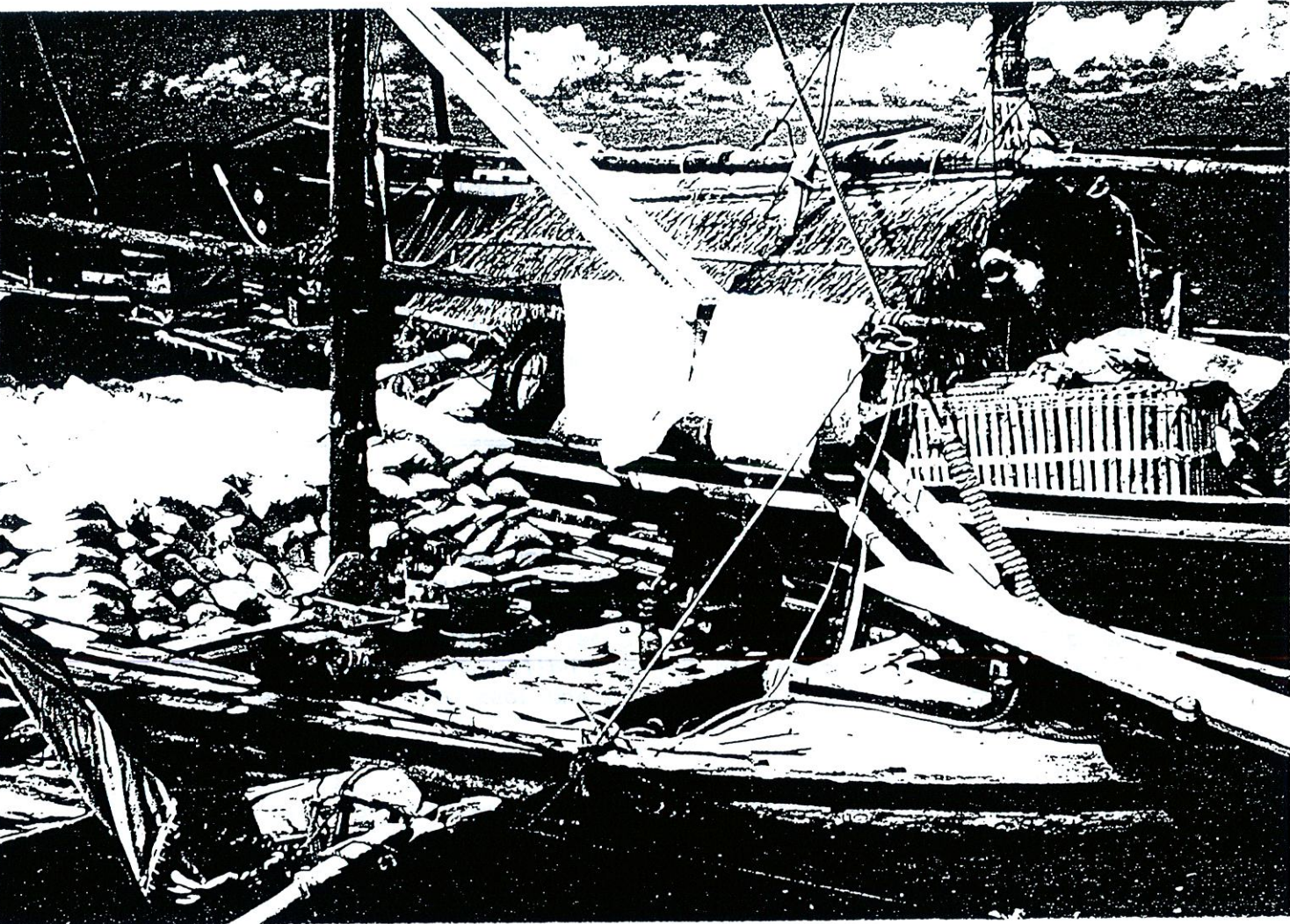
The Maldives.

Some years back one or two [English] ships used to go, to the Maldive Islands to load cowries, a shell which passes current in Bengal as the smallest specie of Money, but, from the delay they used to meet with, the difficulty of getting full cargoes, and the unhealthiness of the climate, added, I suppose, to making indifferent returns, the profits not being equal to the risk of health and loss of time, there has been no ship there for some time.

The trade of these islands is now principally carried on by the Maldivans in their own boats, which are very awkward, being something in the form of a Portuguese bean-cod, but not so well calculated to endure bad weather, and constructed of the trunks of the cocoa-nut trees, which are cut down between Balasore [Baleshwar, Bay of Bengal], at the west entrance of the Hoogly, or Bengal river, and their own islands, where they do not diminish the number of that valuable tree.

The Maldive boats arrive at Balasore in fleets of twenty or thirty, or upwards, in the months of June or July, when the South-West monsoon is steady in the Bay of Bengal, loaded with coir, cocoa-nut oil, together with all the other produce of the cocoa-nut tree, cowries, salt-fish of different qualities, turtle-shell, &c. &c., and return about the middle of December loaded with rice, sugar, hardware, broad cloth, cutlery, silk stuffs, coarse cottons, tobacco, &c. &c.

*They appear to be a quite inoffensive people, they process the Mahomedan faith, but are not very rigid. Their complexions are a yellow copper colour, and are in general about the middle stature, They dress after the manner of the Mahomedans, or Moors, of India. ****



MY TRANSPORT to KAASHIDHOO,
Photo: L. Vilgon. Coll. 1984.

1783. H.M.S. CATO RECORD 6,7,8

- IN: MARSHALL, H. J. I, Commander, Report the 10 Sept, 1909 at Male, to the Governor H.E. McCallum of Ceylon, IN: C. H. P. BELL, Maldive Islands, No.321, Colombo 1910, ["CATO" No.6,]
- IN: PRISTON, W. R. Lieutenant, Report 23 Sept 1909 at Androth Island, to the Commander-in-Chief of the East Indies, IN: C. H. P. BELL, Maldive Islands, No.321, Colombo 1910, ["CATO" No.6,]
- IN: VILGON, LARS, Information about excavations made in the years 1974-76 at the graveyard on Funado Island, Male, ["CATO" No.7,]
- IN: FRY, HOWARD T, Doctor, Early British interest in the Chagoes Archipelago and the Maldive Islands, IN: The Mariner's Mirror, Vol.53, P.343-344, London 1967, ["CATO" No.8,]

The H.M.S. "CATO" was an English 50 canon ship going from England to India with Vice-Admiral Sir HYDE PARKER onboard. She was ship-wrecked at the Maldives in 1783, and the whole crew was murdered. See: L. VILGON, M.D.H. "CATO" in Vol.3, No.1,2,3,4, 1993, and in Vol.6, 1996, No.5, [ENGLISH]

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H.M.S. "CATO". No. 6.

Captain Marshall was 1909 commander of H.M.S. "PROSERPINE" an English Light Cruiser of 2,200 ton D.W, built 1896 and detached to the Indian Navy, Report from a visit to Male for collectng informations about the revolution attempts in 1909, [See: L. VILGON, M.D.H. Vol.2,P.167-187,]

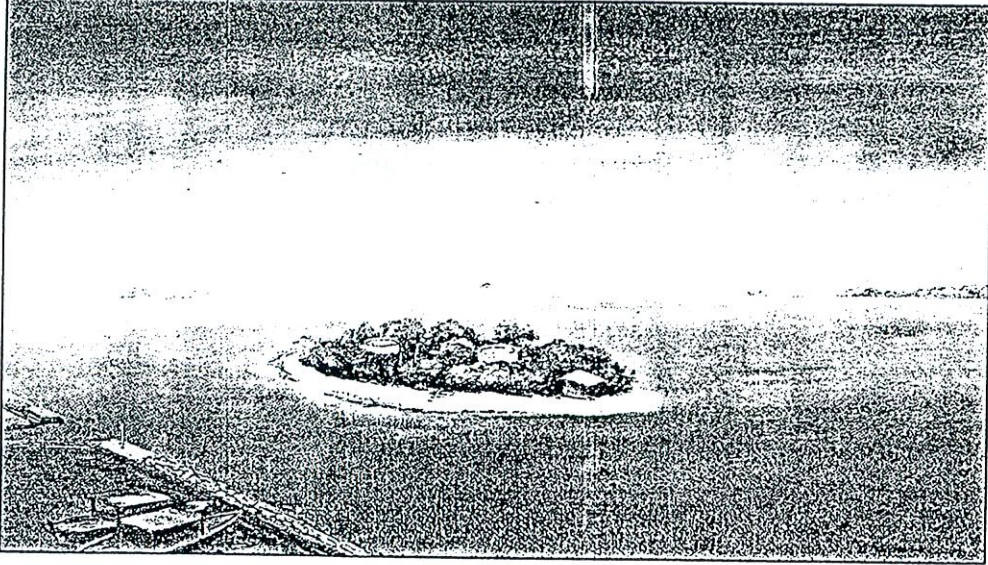
Commander H. J. T. MARSHALL, Report with General Remarks,

1) *Several differences were noticed between the descriptions on the chart sketches, and descriptions in previous reports and the islands and marks as actually seen. These matters are dealt with in the Navigator's report,*

.....

14) *[The 9 Sept 1909] A party of men under a first class Petty Officer was allowed to go away in boats for a picnic and while bathing, just as the men were being called out of the water, Private Victor Luckham, R.M.L.I., who had been swimming about without difficulty in a strip of water between the reef and the beach, was suddenly overcome in some unexplained manner, and sank before the nearest man, about six yards from him, could get to his assistance. He did not rise again alive.*

15) *The sad news was reported to the ship at once by a signalman with the party, and was brought to me where I was watching the cricket match by the side of the Prime Minister, within half an hour of the accident.*



ISLAND FUNADHOO and MALE-JETTY,
200 met, North-East of Male,
Former graveyard for strangers,
nowadays Male petrol-storage.

The Prime Minister at once ordered boats and expert divers to the scene, and they arrived there, the island Hulule, about 2 miles distant, at the same time as myself and the doctor. The body was not recovered until 1 1/2 hour after the accident, and although every effort was made by Staff Surgeon Starr to restore animation, it was unfortunately in vain.

16) It was not until this moment, when I inquired of the Treasurer, Abdulla Didi Effendi who with most of the Ministry was present on the beach, that I heard of the existence of a Christian burial ground on Funidoo island, where several officers and men have been buried in past times, one of the earliest being Captain Overend of H.M.S. "DORIS" who was buried there in 1797, here I sought and at once obtained permission from the Sultan to bury Private Luckham.

17) I would mention that every assistance was at once given to the party by the headman of the village and the villagers of the island to recover the body before the arrival of the Ministers and myself, and that the Prime Minister sent a party of men at dawn on Friday morning to Funadoo island to cut the undergrowth, clear the path to the burial ground and dig the grave.

18) Private Luckham was buried with full military honours on Friday at 8 A.M. [10 Dec.]. In the absence of a priest the service was conducted by myself, mourning flags were hoisted at all the mosques on shore.

19) A temporary wooden cross has been put up and two stones have been put on order with the natives, who will replace it when they are ready. Stones to the memory of Captain Overland and other officers were made in the island and bear English inscriptions. No inhabitants are permitted to approach the place, except when sent by the Sultan for the annual inspection and repair.

Signed H. J. T. MARSHALL Commander, ***

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Lieutenant PRISTON, Navigation officer on the H.M.S. "PROSERPINE" at the same visit informed about the small islands round Male. The island FUNIDOO ca. 300 metres North of Male, where all deceased persons of other religion than the Muslim faith were buried i.e. Christians. Note that Priston writes "There were numerous graves on each side of the path". The Sultan had made the Funadoo into a restricted area.

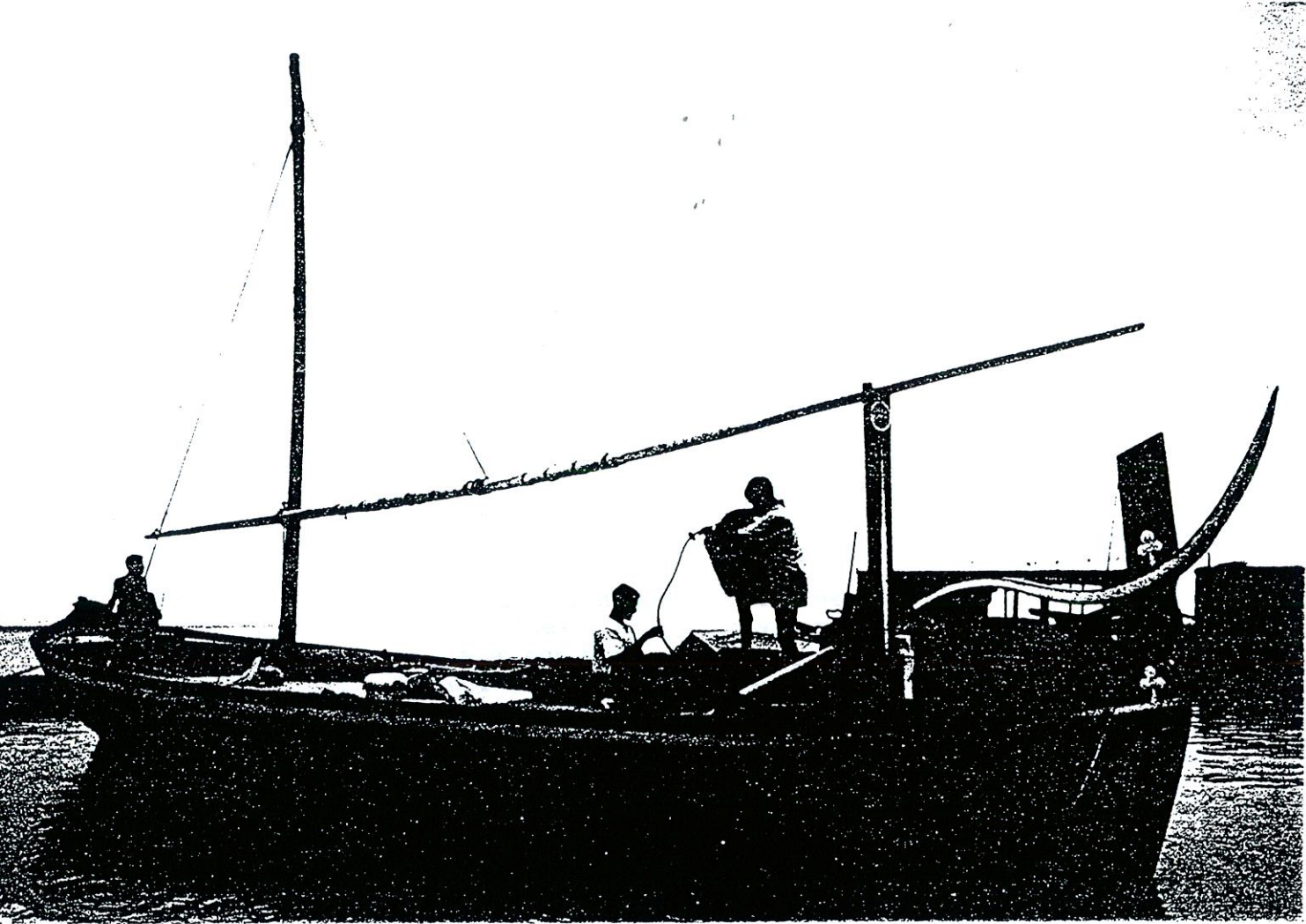
Lieutenant W. R. PRISTON. Report with Hydrographic Notes.

Sir, In accordance with your orders, I have the honour to submit the following notes on the Maldive Islands.

.....

10) Funidoo island is a well-wooded islet about 200 yards by 150 North and South. The undergrowth seems well kept down, and a large well-kept path bisects the island from north to south.

11) On the south end of the island, at the end of the path, just before coming out on the beach, was the grave of Captain Overend, H.M.S. "DORIS", March 16, 1797. There also is the grave of Private Lucham,



TRANSPORT to ARI-ATOLL.
Freight boat between Nilandhoo and Ari.
Photo: L. Vilgon Coll, 1992.

R.M.L.I. There were numerous graves on each side of the path on the south side. These all had native inscriptions, though by the size of the head and foot stones and their distance apart, several might be the graves of Europeans, the rest being small and closer together, like the stones in the cemeteries in Male island.

12) The trees are apparently kept trimmed, and I believe the Sultan sends a party of his men to clear up the island once every year, no one being allowed there at any other time, though some rabbits have been put down to breed.

13) The island has several varieties of large flowering trees and palms. The native head stones, some of which were very old, were found among the trees, which had displaced some of the graves.

14) The landing place is on the north side with Dunidoo [Dunidhu] island N, 12° W, and these angles on trees on Aramh [Aarah] island 30° 50', and - trees on Vehamafuri [Vehamanafushi] island 30° 50' - Hulule island. [Doubtful information, L.Vilgon.]

15) The position of graves is with the landing F. S. [? Flag-Staff ?] on Male island, South 58° East., and the conspicuous tree on East side of Male, South 5° East.

Signed W. R. PRISTON, Lieutenant Navigator, ***

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H. M. S. "CATO" No. 7.

This information are collected by Lars Vilgon by own observations and inquiries from different persons with local knowledge from the time around 1975. Many muslim grave-yards in Male-town have been excavated since about 1975, in the want of building ground. Professor Carswell's research visit to Male 1974 gives solidity to the truths of the information.

Information to Lars Vilgon and reflections about the H.M.S. "CATO".

In the year 1974 there was a great expansion of activities in the Maldives, the tourism had just started up, the Maldive merchant marine was increasing, and electricity was being introduced. All this made that there was a great demand for fuel-oil in Male, and they did not want to store the oil on the Male island. One Australian contractor suggested that they should make the nearby uninhabited island Funado, just 300 m, North of Male harbour, into a fueling storage, filled with oil and gasoline tanks. The island was then a restricted area, and among other things it was used as a cementry for non muslim corpses, and the number of graves were great.

At the same time the Maldive president Ibrahim Nasir called for professor Carswell of Chicago's Oriental Institute, to give instructions about what to do with all the graveyards in Male town. Carswell made test excavations in the cementries and suggested that they should be dug up and replace them with houses for the fast growing population. So was



TRANSPORT to NILANDHOO,
Freight boat between Male and Nilandhoo,
Photo: L. Vilgon Coll, 1992.

done and at the same time they opened up all the graves on Funado Island, put all the skeletons, "hundreds of dead", on barges and dumped them all into the sea. This happened in the years 1975 and 1976.

I believe that the important proof of the 300 to 500 molested corpses of the crew from H.M.S. "CATO" from 1783, at the same time disappeared into the waters outside Male. Nevertheless, I believe that other proofs like ribbons, buttons and medals, are still to be found in the homes in Male, and why not even small weapons and other equipments like uniform jackets even in the Historic Museum at Male. ***

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H.M.S. "CATO" No. 8

Doctor Howard T. Frey published in 1967 an article about the British surveys of the Chagos Islands from 1780 to 1837, and in it he mentions the supposed loss of H.M.S. "CATO" in 1783 at the Maldivé Islands. He writes in 1967: "but there was, as yet, no firm news".

Doctor H.T. FREY about contemporary wrecks around the Maldivé Islands.

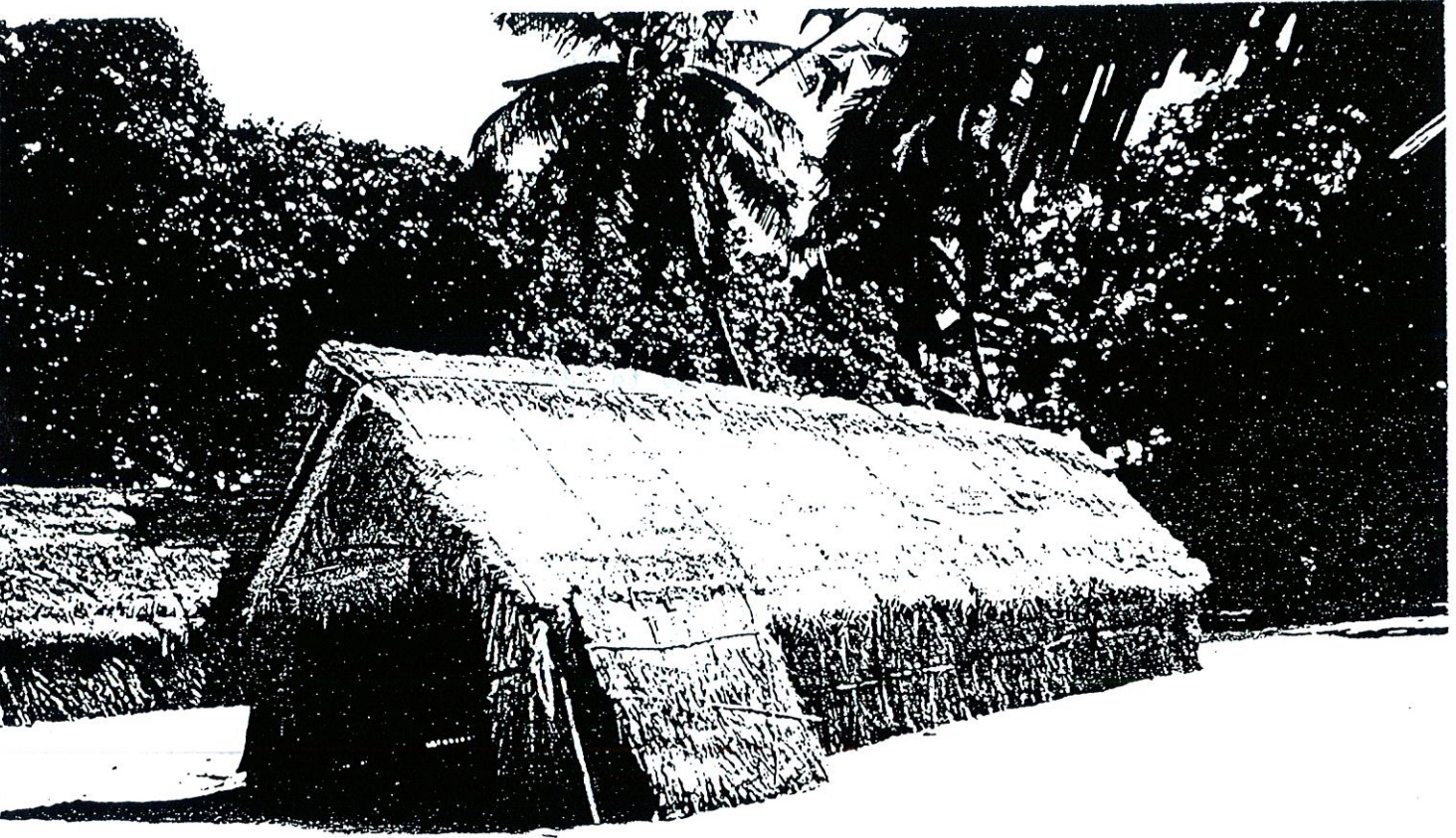
Some three years earlier [i.e. 1783], another notable wreck had occurred further north, when H.M.S. "CATO" had been lost with all hands on the Maldivé Islands. She was a new ship of 50 guns, and on board was Vice-Admiral, HYDE PARKER on his way out to take up new appointment as commander-in-chief of the East Indies station. Reports of this disaster had been filtering back, but there was, as yet [Does FREY mean 1967.?], no firm news. However, a wrecked vessel had been found near King's Island, and in a dispatch dated 13 July 1786 the Court of Directors ordered the authorities at Bombay to send a vessel to inspect this wreck.

It may well be supposed that the news of this unhappy affair particularly affected the hydrographer of the East India Company, Alexander Dalrymple, for he and Sir Hyde Parker had been close friends for some twenty years. But if it may have given added urgency to his work, it did not initiate his interest in the hydrographical problems in the area. That may be said to have originated at least as early as 1772, when the then chairman of the East India Company had asked for his views about the best way of surveying the seas between the Maldivés and Madagaskar.

Note on Page 344. Bombay Dispatches, VIII, P.461-462.

Many years later, Bombay received a report from Captain A. J. DICKSON of the "FANCY", Country Ship, giving gruesome accounts of the reported massacre of the ship's company, who had been saved from the wreck only to meet their deaths, it was stated, by being tied together, two by two, and cast into a hole which was then filled up by the natives with stone and earth. This was stated to have been in retaliation for the rape of a "Moor girl".

Marine Miscellaneous, Vol.325, Dated 1 July 1805.



BOAT-SHELTER of PALM-LEAVES,
KELAI ISLAND, THILANDHUMATHI ATOLL,
Photo; L. Vilgon Coll, 1991.

1798. FRENCH SHIPWRECK.

I have here gathered all the different information about the French or rather Indian ship-wreck at the Kodey island, Suadiva Atoll, in the Maldives just around 1798, The ship's French Captain was a Pirate, and his "Wife" was a native of Mauritius. She was probably the former Indian captain's wife, who the French captain had taken over as his Mistress. The Sultan demanded her for his harem and there she was raised to be the Sultans' Queen. The information about the ships cargo of gold and how it was used and what is left of it today. And the fate of the French sailor who stayed in the Maldives and his surviving family. [LARS VILGON]

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PART 1.

IN: The Journal of the Royal Geographical Society of London, Vol.2,
Article VI, P.81-92, [Maldive Islands] "On the same Subject,"
By: Captain WILLIAM FITZ-WILLIAM OWEN, London 1832, [ENGLISH]

P.81.

[About the Maldive Islands,] I venture to add some remarks... our information concerning which still dates from the early voyagers, and has remained nearly stationary for the last three hundred years.

*My attention was first particularly drawn to them in 1806, when I commanded the "SEAFLOWER" brig of war on the East India station, by the wreck of a French vessel on them, the captain of which was obliged to redeem his wife's chastity to the Sultan, one of whose priviledges is the property of all ship-wrecked mariners. I was then at the Seychelles, bound to Madras, and conceiving it a shame that this group should continue an absolute scarecrow to the navigators of the 19th century, when it had been familiarly visited by those of the 16th and 17th, I immediately resolved to seek a passage through them to the eastward, in order to examine it southern extremity in passing. ****

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PART 2.

IN: Journal of Doctor John Casper Leyden's Travels on the Minicoy Brig "LOUISA VALLI" from Madras to Seringapatam [in Malabar] 1804-1805, P.72, British Museum, Manuscript Library, Ref. Add. 26.562, London, Informations given on board the ship by its Captain, [ENGLISH]

On board the "LOUISA VALLI"

*... I was informed that the Queen of Male (in the beginning of 1800), or chief of the Raya's women was lately a female of the Isle of France [Mauritius], accidentally wrecked on these islands. ... ****



MINARETS in MALE TOWN,
The Old and the New,
Photo: L. Vilgon Coll. 1992.

PART 3.

IN: "Cursory Remarks upon the Maldiva Islands. By Mr. BOYSE, Purser of the ship "BENARES" 1835-1836. Manuscript; Maldive Islands, Honourable East India Company's Archives, Bombay, [ENGLISH]

MALE or KING'S ISLAND.

Upon a subsequent visit to Male in March 1836, .. I was fortunate to see the method employed in heaving the ships up on the land, which is done always on their return, ... the whole of the available men, Viziers not exempted, on "Male", are obliged, to assist in heaving them up. ... HAMED KUDA, the Sultan's Eunuch frequently working at the bars. It generally occupies three days, to get a vessel up, ... the vessel being rated at 150 to 200 tons.

[Note: An Eunuch in Male is a castrated Negro slave, who is not a Muslim believer, but a "Kaffir", employed as guardian of the Sultan's harem and watching over the order of the women in it. L. Vilgon.]

SUADIVA ATOLL.

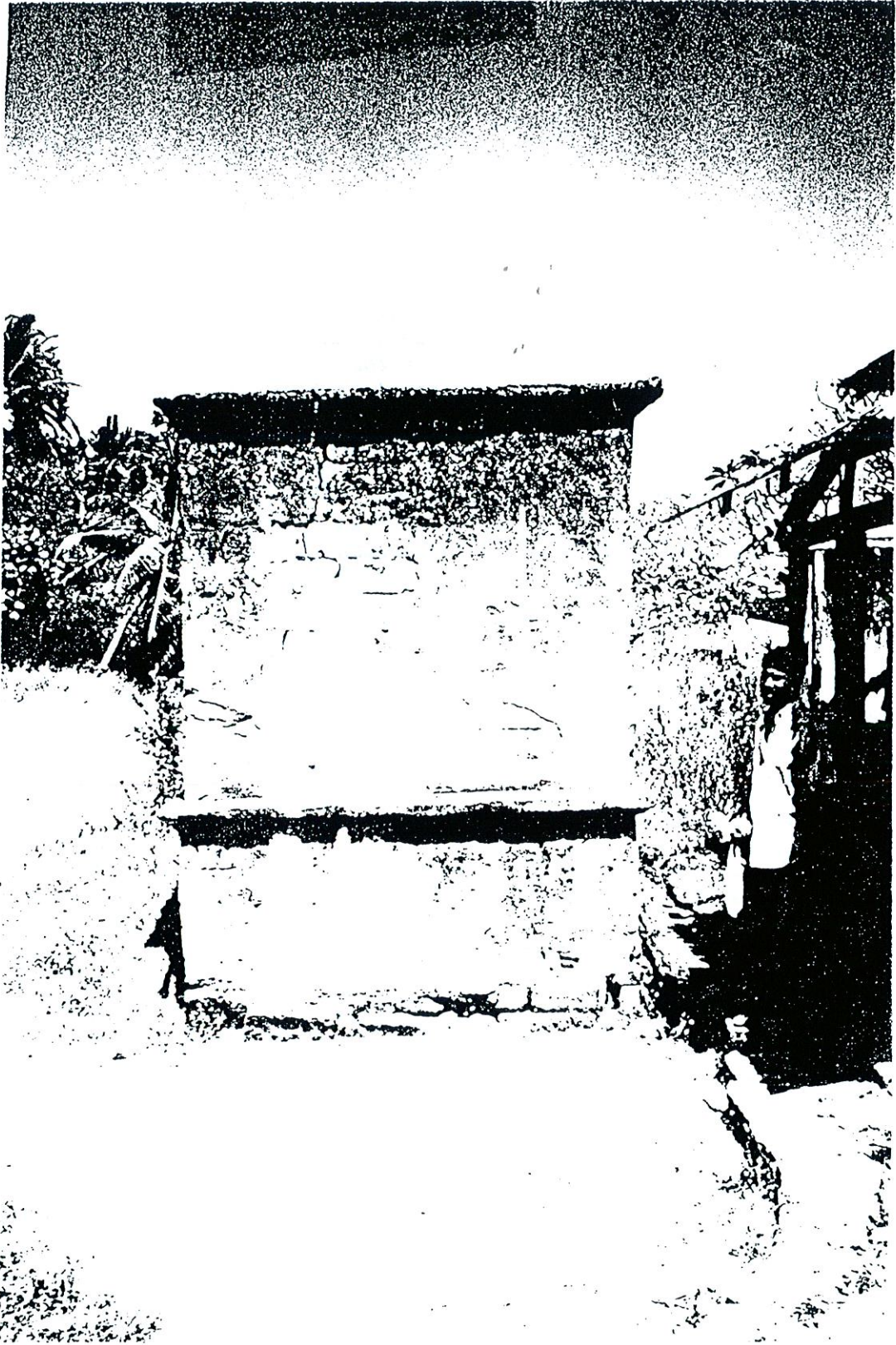
On the 28th October [1836] we anchored [the surveying ship BENARES] in company with the "ROYAL TIGER", and the two small tenders [MALDIVA and KARDIVA], they having arrived a few days before us at Mahporee Island. [Maamendhoo, Suadiva Atoll]

THE FRENCHMAN ON COONDAY ISLAND. [KODEY]

Having heard that the family of a Frenchman, who had been wrecked some years since, was residing on the Island of Coonday in this [Suvadiva] Atoll. A great deal of interest was exhibited, however nothing extraordinary transpired. The natives, in different parts of the Island, had all conceived in stating, that this Frenchman had belonged to a Surat ship, which had been totally wrecked on the barrier reef of "Coonday", that he had turned Musselman, and had died, having a family, but as regarded dates, they disagree very materially, not having visited "Coonday", the following particulars must be considered as mere gleamings from those who are more fortunate.

Upon landing at Coonday inquiries were made respecting the family of the Frenchman, when it was stated, he had been dead several years, but had left a daughter, who was married to one of the principal, or rather most respectable men of the Islands. This man, as seen, as a wish was expressed of seeing his wife, sent for her, the poor woman having some misgivings, as to the reasons for which the Surgeon wished to see her, got into a terrible fright, and her husband was obliged eventually to carry her along on his back, but finding on coming near, that the Surgeon was not such ferocious looking creature, as imagined them.

Her fears soon subsided, and stated that her father had left no papers whatsoever, that being his future, he had supported himself and his



MINARET AT THE OLD MOSQUE,
BAARAH, THILANDHUMATHI ATOLL.
Photo: L. Vilgon Coll. 1991.

family by labouring as carpenter. A small box was produced, which was said to have been made by him, and bore testimony to him having been a good workman, that he had always appeared very melancholy and died very poor. The woman herself bore evident marks of European decent, which was also apparent in her son who accompanied her. She appeared to be about 35 years old, and had been evidently good looking on her youth. She was affected with Elephant-leg in her left extremity. Her son who appeared about 6 years old, was also deformed with that dreadful disease. Nothing more that could throw light upon the history of the unfortunate Frenchman was elucidated. We left this Atoll on the 5th December 1836.

PART 4.

IN: Memoirs of the Maldives. Written by CHRISTOPER, WILLMOTT in 1837.
 Manuscript: Maldive Islands, Honourable East India Company's
 Archives. Bombay. (and in) [ENGLISH]

IN: Transactions of the Bombay Geographical Society, Vol.I, P.54-86.
 Bombay 1836-38. Reprinted at Bombay 1844. (Slightly different)

P.65.

What first led us to doubt the truth of the statement, was a conversation we had, in private with a native of Chittagong [Presumably a merchant seacaptain,], who had been thirty-five years in exile in the Saudiva Atoll, whether he had been banished for having purchased stolen goods. On the accession of the present Sultan, he, with many others, was released from the operation of his sentence, and permitted to return. When the above mentioned wreck occurred, he was at Male, a resident trader, and some of the particulars relating to it he had from the native portion of the crew.

The vessel, he stated, was a merchantman of large size from Surat [300 km North of Bombay,], bound to Mauritius, having on board specie, and all the plunder obtained by the Frenchmen on board, during a privateering cruize. When she was wrecked, the French officers and men were most of them, in a sickly state. During their stay at Male, they were occupied in getting the dollars from the vessel's hold, into which it appears the rock had worked, and when they had got out all they could, they were provided with a passage to the Continent [India].

One of them, however, remained behind from choice. He turned Muselman, married on the island, and died in 1831, leaving an only daughter who is now married. Many dollars, it appears, were found after the departure of the French, who gave up the search owing chiefly to the difficulty of getting at them, and the sickness amongst their party. As our informant, who stood a close cross-examination, was consistent in his account, and had apparently no motive for deceiving us, or concealing the truth, his statement appears entitled to credit.



CORAL-STONE WITH CARVING-INSCRIPTIONS,
BAARAH, THILANDHUMATHI ATOLL,
Photo: L. Vilgon Coll. 1991.

P.73.

The Prince, in whose person the restoration took place, was named HUSSAIN NOOR AD DEEN (1779-1799). He reigned until his death, when he was succeeded by his son HUSSAIN AEZADEED [Must be MAHOMED MIN-A-DEEN], [HUSSAIN NOOR AS DEEN] proceeded to Mecca, and there died.

This is the Sultan who is stated to have made the pilgrimage with the dollars obtained from the plunder of a wrecked vessel, but the truth of their reports which we heard on this subject is, as before remarked, very questionable. His son, named MAHOMED MIN-A-DEEN (1799-1835), succeeded him, and after a reign of 35 years, and died in Jan, 1835.

PART 5.

IN: The Maldive Islands, Monograph on the History, Archaeology,
and Epigraphy. By: H.C.P. BELL. Colombo 1940. [ENGLISH]

P.42.

Sultan HASSAN NUR UD DIN, Sultan A.D. 1779-1799.

About the same time [1797] a vessel of India, captured by the French, was wrecked on an Island of Huvadhu Atol. It contained much treasure in gold, coin and jewellery. The Maldivians forcibly approached the vessel as "A gift of God." Some of this treasure was shipped in the Sultan's Vessel bound for Mekka.

P.42. Footnote.

When the crew had got all the dollars they could from the vessel's hold, into which the rock had worked, they were provided with a passage to the Continent. One man remained, however, from choice, turned Muselman, married at Male, and died in 1830 or 1831, leaving an only daughter who was married in 1835. Descendents were said to be alive at Male in 1922.

Comments about the Sultan who started his "Hajj" Pilgrimage on the 17th Sha'ban, A.H. 1213. (A.D. 1799) in a large ship built at Male, accompanied by another Vessel. They reached Hudaida (Yemen) on 15th Ramazan (1799) Disregarding advise not to risk the seizure of so much treasure by Sherif GHALIB of MEKKA, the Sultan landed at Jeddah, and entered Mekka 5th Zul Qadir. He visited the "Q'aba" on the 8th night, but after his return from the essential visit to Arafat (Pilgrimage at Mekka) was prevented by the Sherif from leaving for Jeddah.

The "Tarikh" gives details of the grievous trouble that occurred at Mekka, between a tricked and enraged Sultan and a truculent grasping Sherif, and its disastrous finale. The ultimate seizure and plundering of the treasure, guns, &c., from the Sultan's Vessels. Sultan HASSAN NUR UD DIN reached Jeddah at last, only to die there of smallpox on Sunday, 27th Zul Hijja, (1799). 230 persons of the group died and only 70 survived and returned to Male 15th Rajab, A.H.1214. (A.D. 1799.)



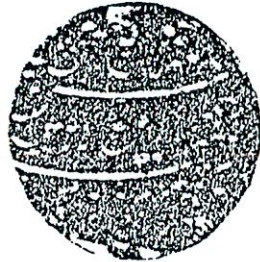
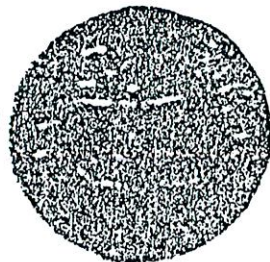
MOHUR / MOHOIR.

Photo in
Numismatic Cronicle and
Jour. Roy. Numismatical Soc.
Allan, J. P.333, London 1912.
From
FITZWILLIAM MUSEUM, Cambridge.



MOHUR / MOHOIR.

Photo in
Personal Letter
From
FITZWILLIAM MUSEUM, Cambridge.



MOHUR / MOHOIR.

Photo in
The Maldive Islands,
Bell, H.C.P. Colombo 1940.
From
Colombo Museum, Ceylon.



Half-MOHUR / BAI-MOHOIR.

Photo in
The Maldive Islands,
Bell, H.C.P. Colombo 1940.
From
Colombo Museum, Ceylon.

HASAN NUR AL-DIN. 1778-1798 A.D.

من قام شاه
حسن
نور الدين
اسكندر
ابن المرحوم

شاه غازي
حسن
۱۲۰۷
عز الدين سنه
ضرب
هجري نبوي

AJ. 1-2. Wt. 192-3 (ringed).

P.78.

Gold Coins.

The Half-Mohur (Mal; Bai-Mohori) [1202 A.H. 1787-8 A.D. 83,5 Grains],
and Mohur (Mal; Mohori) [1207 A.H. 1792-3 A.D. 123,25 Grains],

"The finest product of the Maldive Mint", were struck by HASAN NUR UD
DIN from a large windfall in gold with other treasure, recovered from a
rich Indian vessel which had been wrecked on the Maldives after its
capture by the French in 1798. These beautiful gold coins; "which will
bear comparison with the best products of the Mughal die-engravers",
have never been in circulation, but utilized solely for necklaces and
other ornaments worn by Royal and Noble Maldivian ladies.

[The French Shipwreck occurred around 1798, plus / minus one year.
Evidently many years after the Maldive Gold-coins were struck. L.Vilgon]
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PART 6.

IN: Numismatic Chronicle and Journal of the Royal Numismatic Society.
Edit: Grueber, Herbert. 4th Series. Vol.XII. London 1912.
Article XIV. The Coinage of the Maldive Islands with some Notes
on the Cowrie and Larin. By: ALLAN, JOHN. P. 313-333. Ill.

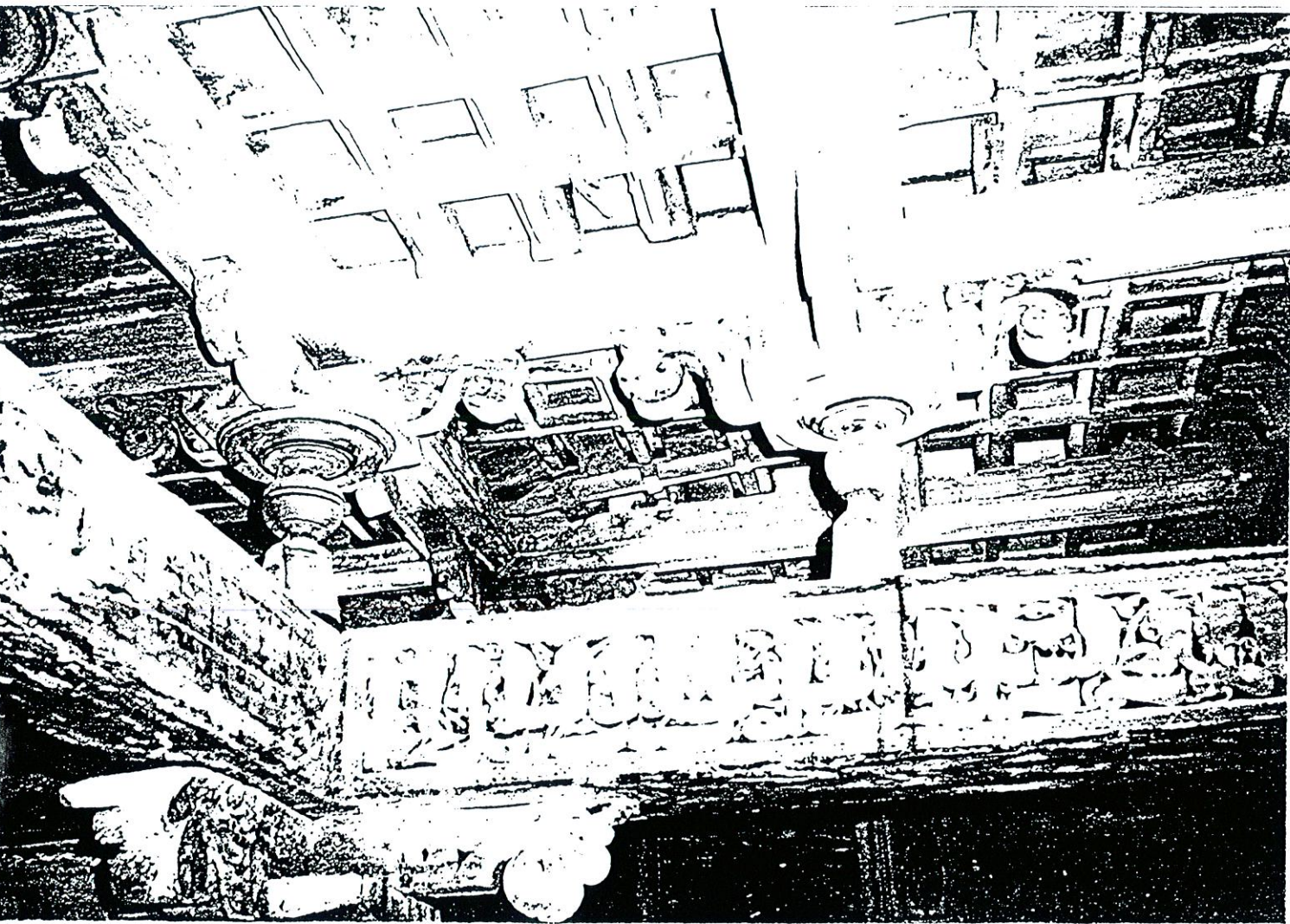
P.326-327.

The finest product of the Maldive mint, however, is the gold "Muhur" of
Sultan HASSAN NUR AL DIN, which will bear comparison with the best
products of the Mughal die-engravers. I owe my knowledge of this piece
to Dr. Cotdington, who kindly gave me a description of it from a rubbing
in his possession from a specimen in Ceylon. Since then Mr. H. Chapman
has sent me a cast of a specimen in the Fitzwilliam Museum, so that I am
able to illustrate it. Among the remarkable features of the legends of
these coins are the phrase هجرى نبوى , which has not before been
noted on a coin, though usual in manuscripts, and the final words of the
legend من قام شاه which, as Professor E. von Zambaur has suggested
to me, is probably a pious exclamation, meaning, "who shall rise from
the dead". ***

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Sultan HASSAN NUR UD DIN. Gold Coins. [Two different kind of coins]
"Mohori" A.H. 1207. (A.D. 1792-3.) Weight Grains 192,3.
"Bai-Mohori" A.H. 1202. (A.D. 1787-8) ---"--- 83,5.
[These are the correct years of engraving of the two Gold-coins,]

Obviously there were in 1912 two pieces of this "Mohori" gold-coin,
1.) One in: The Colombo Museum, Colombo, Sri Lanka.
2.) One in: The Fitzwilliam Museum, Cambridge, England.
and one piece of the "Bai Mohori" gold-coin in:
The Colombo Museum, Sri Lanka. [Lars Vilgon] ***



CEILING in MOSQUE, BAARAH.
Photo: L. Vilgon, Coll. 1991.

1806.

OWEN, W. F. W.

IN: The Journal of the Royal Geographical Society of London,
 "On the same Subject." By: Captain WILLIAM FITZ-WILLIAM OWEN,
 Vol.2, Part VI, P.81-92, Read April 9, 1832, London 1832.

Captain HORSBURG and Captain OWEN appeared in "The Geographical Society in London", April 9th 1832, and informed the auditory about the almost unknown Maldive Islands. Horsburg wanted to survey the Islands, and Owen wanted to forward what he had read in Joao de Barro's book "Asia" from around 1520, and Francois Pyrard's book from the beginning of 1600. Here I just give Owen's attempts in 1806 to find the Equatorial channel passage through the Maldives. All the other information Owen gives, he had copied from the books by Barros and Pyrard. [ENGLISH]

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 P.81-82.

Captain Horsburg's object in the preceeding papers appears to be to invite attention to the very remarkable fact, that the Maldiva Islands, one of the earliest discoveries of the Portuguese in the eastern seas, which spread out for about five hundred miles along the western face of India and Ceylon, and which thus lie in the direct route of all ships bound thither, should yet be still comparatively unknown to us.

And as he has mentioned my humble services in attempting to remove this reproach, I venture to add some remarks to his, illustrative rather of our own ignorance than of these islands, our information concerning which still dates from the early voyagers, and has remained nearly stationary for the last three hundred years.

My attention was first particularly drawn to them in 1806, when I commanded the "SEAFLOWER" brig of war on the East India station, by the wreck of a French vessel on them, the captain of wick was obliged to redeem his wife's chastity to the Sultan, one of whose priviledges is the property of all shipwrecked mariners. I was then at the Seychelles, bound to Madras, and conceiving it a shame that this group should continue an absolute scarecrow to the navigators of the 19th century, when it had been familiarly visited by those of the 16th and 17th.

I immediately resolved to seek a passage through them to the eastward, in order to examine it southern extremity in passing. Accordingly the land was made, as expected, in about 0° 10' North latitude [The Equator Channel], and a strong current being found to set directly to the



ORNAMENTS of WOOD on DOORS,
MAALHOS ISLAND, MAALHOSMADULU ATOLL,
Photo: L. Vilgon Coll, 1984.

eastward, it was clear there was a passage at this place. However, as it was just sunset, and the charts placed islands in an unbroken continuity across the very track, it was not thought expedient to run through in the night, blowing as it was a gale wind, with rain, dead on the islands so laid down in the charts.

I consequently hauled up, determining to beat windward through the night under close-reefed top sails, but waking about 4 A.M., and hearing the sails flap, learning also that the wind had suddenly died away, and recollecting that this phenomenon frequently occurred near coral banks, I immediately wore round, and stood in the opposite direction till daylight, when we discovered the reefs within three miles of us astern, so near had we been carried to them. I now examined the equinoctial channel, and ascertained the limits of it, but thick weather prevented my making any critical observations at this time.

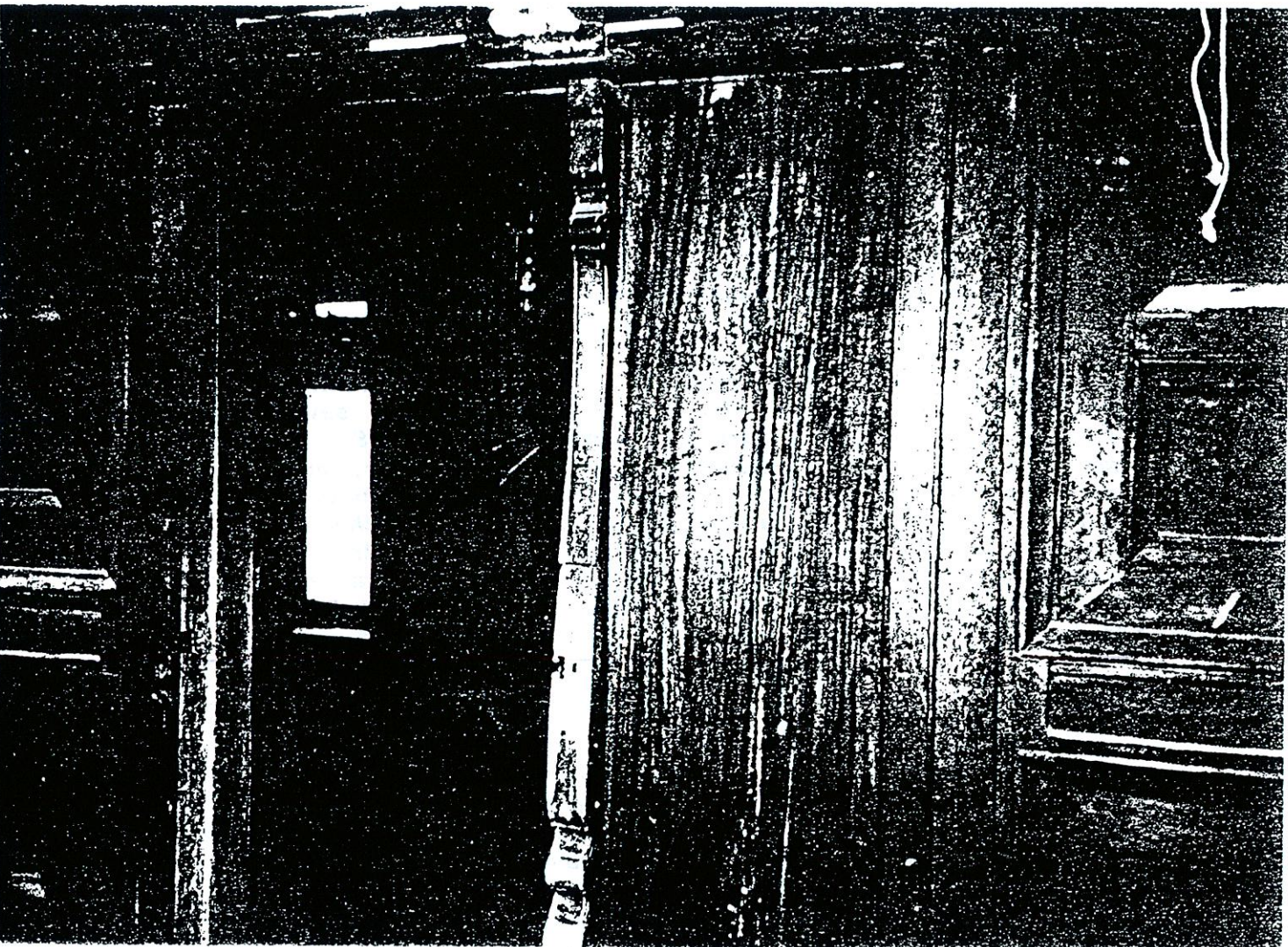
Thenceforward, however, I omitted an opportunity which offered of prosecuting my inquiries, and, with the assistance of several brother officers, particularly Lieutenant Henderson of H.M.S. "SIR FRANCIS DRAKE", who had become interested in the same object, and who, with myself, visited different points in succession, as opportunity offered, combined with inquiries among native pilots and other who had at different times approached the group, I at length succeeded in collecting the materials of which Captain Horsburgh availed himself in constructing his first seachart, and to which nothing has been since added,

P.90.

Among the Maldivas, all accounts agree, that rapid currents are very common from the eastward at certain seasons of the year, and still stronger from the westward at other seasons. In September, 1806, or towards the close of the south-east monsoon, little current comparatively was found through the Maldivas.

In December, 1810, with the north-west monsoon, a current exceeding four sea miles an hour, set the "BARRACOUTA" through the equinoctial channel, and its influence was felt sensibly, but with less force, more than half way across the Bay of Bengal, it is also known to extend from the Seychelles, four hundred leagues (ca. 2,000 km.) to the westward of the Maldivas, as proved by the drifting of the "Coco-de-mer".

["Maldiva Double Cocoa-Nuts" drifting from the Seychelles to the Maldiva Islands. L.Vilgon] ***



OLDEST WODDEN-HOUSE of INDIAN MAHOGANY,
KELAI ISLAND, THILANDHUMATHI ATOLL,
Photo: L. Vilgon Coll, 1991.

1824.

HEBER, REGINALD.

IN: Narrative of a Journey through the Upper Provinces of India,
By: Bishop Reginald Heber, Vol. I, P. 3-4 & 19-20, London 1829.

Observations made by REGINALD HEBER in October 1824, at the Island Saugor by the mouth of the river Ganges, on board a "Boliah", a large / long roving boat with sails, used on the Bengal rivers, for passenger- transports. He gives new information and a good description of numerous big Maldive ships which the author encountered on Ganges, when his boat was going up to Calcutta. Obviously the Maldive ships were going from Calcutta back to the Maldive Islands in October. Observe that the English during this time considered the Minicoy Island, with its great shipping and trading all over the Indian Ocean, as being a Maldive Island. [ENGLISH]

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(Page 3 & 4.)

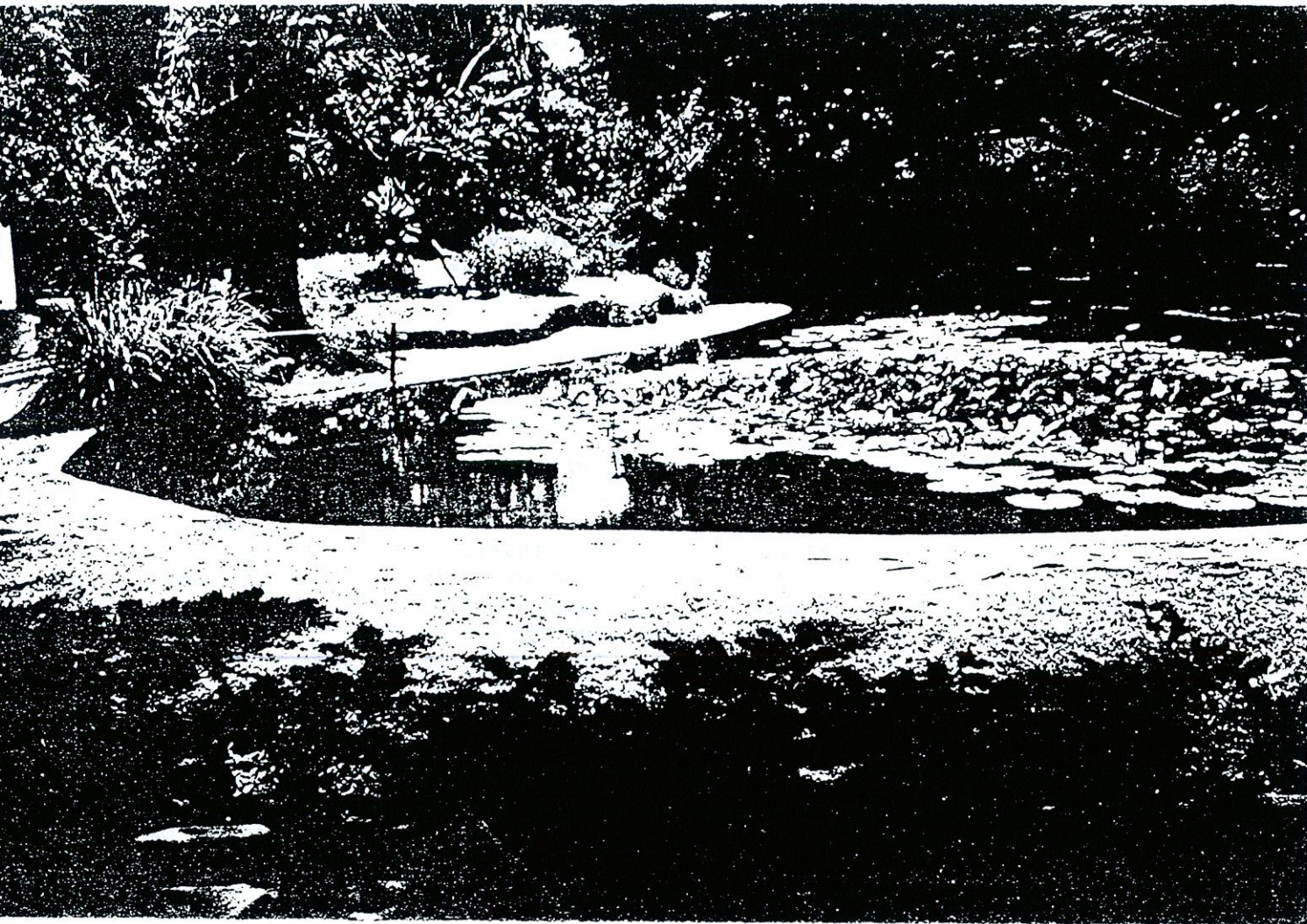
October 4. *While we were marketing with these poor people, several large boats from the Maldive Islands passed, which were pointed out to me by the pilot as objects of curiosity, not often coming to Calcutta. They have one mast, a very large square mainsail, and one top-sail, and are built, the more solid parts of cocoa-wood, the lighter of bamboo, and sail very fast and near the wind. Each carries from 30 to 50 men, who are all sharers in the vessel and her cargo, which consists of cowries, dried fish, coco-nut oil, and the coir or twine made from the fibres of the same useful tree, and each has a small cabin to himself.*

Several boats of a larger dimension soon after came alongside, one was decked, with two masts, a bowsprit, and rigged like a schooner without top-sails. The master and crew of this last were taller and finer men than those whom we had seen before, the former had a white turban wreathed round a red cap, a white short shirt without sleeves, and a silver armet a little above the elbow, the crew were chiefly naked, except a cloth round the loins, the color of all was the darkest shade of antique bronze, and together with the elegant forms and well-turned limbs of many among them, gave the spectator a perfect impression of Grecian statues of that metal, in stature and apparent strength they were certainly much inferior to the generality of our ship's company.

(Page 19 & 20.)

October 10. At 2 o'clock this afternoon, we set out for Calcutta in the "Bholiahs", and had a very delightful and interesting passage up the river, partly with sails and partly with oars. The country, as we drew nearer the capital, advanced in population, and the river was filled with vessels of every description.

Among these, I was again greatly struck by the Maldivian vessels, close to some of which our boat passed. Their size appeared to me from 150 to near 200 tons, raised to an immense height above the water by the upper works of split bamboo, with very lofty heads and sterns, immense sails, and crowded with a wild and energetic looking race of mariners, who Captain Manning told me were really bold and expert fellows, and the vessels better sea-boats than their clumsy forms would lead one to anticipate. ***



POND in MALE PARK.
LOTUS-FLOWERS. 1988.
Photo: L. Vilgen, Coll.

1835.

POWELL, FREDRICK T.

IN: Journal of the Asiatic Society of Bengal, Vol.4, P.310-322, Map, Calcutta 1835. By: Lieutenant FREDRICK THOMAS POWELL, Indian Navy, Description of Heavandoo Pholo, Northern Atoll of the Maldive Isles.

Lieutenant FREDRICK THOMAS POWELL from the Indian Navy, was Captain ROBERT MORESBY's second officer, assistant surveyor, on board the survey ship "BENARES" during the Maldive survey 1834-1837, POWELL gave the following report about the proposed coal-depôt in the Maldives on Ihavahandhoo Island, in the Northern-most Ihavahandhoo Atoll. [ENGLISH]

HEAVANDOO PHOLO ATOLL.

GEOGRAPHICAL SITE.

The Atoll Heavandoo Pholo [Havandhoo], or head of the Maldives, situated upon the meridian of Bombay, and between the parallels of 7° 7' and 6° 55', north latitude, consists of twenty islands, two islets and two sand-banks, besides several small shoals and two large barrier reefs. The later form the boundary of the Atoll to the S.W., W., and N.W., and along the outer edge dry at low-water spring-tides. Outside they are steep, having 50 and 60 fathoms close to them, and no ground at 150 fathoms, at the distance of 300 yards.

The northern or principal barrier has 10 islands, and two small islets on it. One of the later, on its southern extremity, being close to Heavandoo. These are all situated on the inner side of the reef, having three or four, and in some places six fathoms water between them and its outer edge, with small channels for boats between each, formed by the natives having cleared away the coral rocks.

Nearly in the centre of the Atoll there are three small islands. The eastern side is clear of shoals, with the exception of two small patches between Gullandoo [Gallandhoo] and Mooradoo [Mulhadhoo]. But on the western, there are several nearly dry, and some sunken patches, having from 3 to 10 fathoms on them. The soundings vary from 20 to 34 fathoms, the latter being the greatest depths of water obtained.

POPULATION.

Of the twenty-two islands composing this Atoll, there are only seven inhabited, viz Heavandoo, Hoorafuoree, Hatefuoree, Turracoon, Colligaum, Beeramerdoo, and Mooradoo. In the margin I have noted the number of inhabitants and boats upon each, by which it will be seen, that the population, including men, women, and children, does not exceed 760 individuals. The boats are all employed in fishing. The trade between this Atoll and Tilla Dow Madow [Thilandhumathi], whence they are supplied with such articles as they require, being carried on in those of the latter.



NURIWARI ISLAND, 1991.
THIADUMMATI ATOLL,
Photo: L. Vilgon, Coll.

ISLAND.	Actual spelling	Population	No of Boats
HEAVANDOO	Ihavandhoo	150,	6
HOORAFDOREE	Huvarafushi	160	5
HATEFOOREE	Hatifushi	70	3
TURRACODN	Thuraakunu	50	2
COLLIGAUM	Uligamu	150	4
BEERAMERDOO	Berimmadhoo	30	2
MOORADDO	Mulhadhoo	150	5

ISLAND DESCRIPTION.

The Islands are so similar in form and natural productions, that it would be a waste of time to describe them separately. I shall therefore give a sketch of Hevandoo, the island of greatest importance in this group, not so much on account of its size, as from its being the residence of the Sultan's Vizier when he visits the Atoll. It is of a triangular form, about one mile in length, and is composed of coral, elevated about 12 feet above the level of the sea. The western side is thickly covered with cocoanut and bread-fruit trees, and the northern side and eastern, with thick brush wood. The interior, which is 3 or 4 feet lower than the sides, has been cleared by the inhabitants for the purpose of cultivating a small grain called Bimbi.

The supply, however, which with the exception of a few sweet potatoes, pumpions [Pumpkin], and limes, forming the only vegetable production of the island, is not sufficient for their support. The village, consisting of about 50 huts and 150 inhabitants, stands on the S.W. side. The huts, surrounded by spacious inclosures, are in general constructed of a frame-work of the wood of the cocoa-nut tree, the interstices filled up with leaves stitched together, and the roof neatly thatched with the same material. In the vicinity there are good paths intersecting the island in different directions, which, being kept remarkably clean by the women, form pleasant walks, shaded from the sun by the thick foliage of the cocoa-nut and other trees.

Like the natives of the other Atolls they gain their livelihood by fishing. Cocoa-nuts, and the fish called by them "Goom-lemus", Boneta, which are caught in great quantities, form their principal food. Rice, being imported, is very scarce, and only procurable by the better class of inhabitants. Fresh water is plentiful, wells having been dug in almost every quarter of the island. But the best is procured from those situated in the burying ground. Fowls are abundant on all the islands, but not easily procured, being remarkably wild and difficult to catch, and the natives too indolent to take the trouble necessary to secure them. Money, for which they have little use, will not fetch its full value. Rice, tobacco, and betel-nuts being the best medium of barter.

WEATHER.

October. The winds moderate and variable from W.S.W. to N. with cool, pleasant weather, and occasional hard squalls, accompanied by heavy showers of rain.

November. Light breezes from N.N.E. to N.W., and occasional squalls from the eastward, until the 22nd, when dark, cloudy tempestuous weather



THE COMMON BEACH REST-HOUSE,
THODDOD, NORTH of ARI ATOLL.
Photo; L. Vilgon Coll, 1992.



BEACH-HOUSE on TODDU ISLAND,
MEN RESTING in MIDDAY TIME,
Photo: L. Vilgon, Coll. 1997.

1858. THOMAS, EDWARD G.

IN: The Madras Journal of Literature and Science, Edited by:
 Madras Literary Society and Auxiliary Royal Asiatic Society,
 Report from the Collecting Officer EDWARD G. THOMAS,
 Vol.6, NS, No.10, Oct,1859 - Mar,1860, P,248-264, Madras 1860.

The Indian Government has communicated the following "Report" from an Inspection Voyage in the end of 1858 to the Laccadive Islands, made by the Collecting Officer EDWARD G. THOMAS. The close connection between the Maldives and Minikoy are here clearly pronounced. Here is only the Minicoy part, spelled Menakoy, Fusli 1268 is an Indian Year = 1858 A.D.
 [ENGLISH]

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REPORT ON THE MANAGEMENT DURING FUSLI 1268 OF THE FIVE LACCADIVE ISLANDS

1. The following are the few circumstances concerning the former state of the Island and people of Menakoy which I could learn from the Islanders, much more might probably be learnt from the Beebee of Cannanore or the Sultan of the Maldives, if either of them chosen to be communicative. A written history of considerable antiquity was accidentally destroyed in the Island some years ago by fire.
2. The Islanders are Musselmen of the "Suny" or "Safy" sect, [Sunni]
3. Their language is that of the Maldive Islanders, and is found in no other country though there is a great resemblance between it and the Cingalese, in religion and all domestic customs also they say there is no difference whatever between them and the Maldive people.
4. In the Maldives there are many songs commemorating the struggle that took place there when Mahomedanism first entered as elsewhere by the sword, and it has now been the exclusive religion there for about 500 years.
5. There are no recollections of such a religious struggle in Menakoy, and the Islanders therefore, believing that they undoubtedly first came from the Maldives, the nearest land, date the occurrence somewhere under [less than] 500 years ago.
6. There are some small subterranean passages in one corner of the Island, of the history of which the present inhabitants are quite ignorant, and which probably served as places of refuge to a former race who lived here at an earlier period.
7. I could obtain no account of the way in which, or the date when, the Beebee of Cannanore got possession of the Island. She is said to have assumed the position of proprietor as well as sovereign of the Island on the occasion of the murder of one of her agents, and she now owns by far the greater part.



GRAVE-STONES with GOLD-PLATES,
MALE MAIN GRAVE-YARD,
Photo: L. Vilgon Coll. 1978.

8. It is said that her sway over the Islanders was more powerful and oppressive before than since she was conquered by the English, from that time the people have assumed to themselves more independence.

9. A considerable change was wrought in the relative position of the Beebee, and the people on the occasion of a quarrel 30 years ago [1825] between one of the Beebb's Captains and his crew, the latter mutinied and the matter having been referred to the Beebee's agent on the Island, the people clubbed together and refused to tolerate his influence. From that time Beebee's power here has been more of influence than of despotic authority, this however, from a discreet use of the power of obliging or disobliging them given her by her landed possessions there, and by the number of appointments which she held out for sailors, pilots and captains in her various vessels, has always been very considerable.

10. About the year 1850 the crews of some of the Islanders' vessels, on the return voyage from Bengal, mutinied at Galle and refusing to touch as desired by the owners at the Maldives, sailed straight back to Menakoy. The merchants represented to the Beebee that if their trade was liable to be thus interfered with by sudden freaks of the populace, their profits would be small, and they would be wholly unable to comply with the Beebee's occasional calls for loans, and the Beebee therefore ordered the sailors to appear before her at Cannanore. The order was disregarded, and an agent, Soopy Kooty, being sent to the Island had many of the people flogged with a "cat-o'-nine-tails" and many fined. The Beebee at the same time levied a loan of Rupees 200 each from several of the merchants.

11. Menakoy is a coral Island with the usual characteristic of such places, a mass of coral about 5 1/2 miles in diameter, 5 from east to west and from north to south, has risen from the depths of the unfathomable ocean apparently almost in a columnar form, and appearing above the water in an oblong shape, forms an Island on the east side with a large lagoon encircled by a reef to the west of it.

12. The Island at the broadest part is less than a mile in width, the lagoon is about four miles broad and five long.

13. The reef for about 1/2 of its length is visible at low water, over the northern 1/2 of the reef there is never less than 2 or 3 feet of water. Near the south end of the reef is an Islet, there are about 50 cocoa-nut trees on it, has been formed on it about 100 yards square, at the middle of the reef there is a small barren Islet 20 yards square, near the north end another small barren Islet 10 yards square was thrown up in 2 fathom water by the storm of 1847.

14. The reef consists of flat rocks, 20 yards in width with stones, large and small, loose and connected, sometimes covering, and sometimes sparingly scattered over it. The water very gradually deepens on the outer side for about 100 yards where the coral formation ends with a precipice [steep]. On one side of a boat may be seen the clear white bottom with rocks and fish, on the other deep blue sea, within 100 yards of this it is said that frequently there is no bottom to be found. This appears to be still more the case on the east side of the Island.



GRAVE-STONE with COPPERPLATE,
GULHI, MALE SOUTH ATOLL, 1984.
Photo; L. Vilgon, Coll. 1988.

[Note on P.253. The storm which devastated the Laccadives in 1847 burst through the north strip of this island at a spot 100 yards from the end, where it is 31 yards wide, and 3 yards high. In a year or two the sea ceased to flow through and it has since thrown up a bank of stones. The same storm formed a small islet near the entrance to the lagoon.]

15. There are three entrances to the lagoon only one of which, that at the west, is adapted for large vessels, over this latter there is at low water 2 fathoms and in ordinary high tides 3 fathoms of water.

16. The depth of water within the lagoon is very various, about 1/4 of the lagoon is less than 6 feet deep and much of this only 3 or 4, there are large portions with 6 and 7 fathoms of water. A white coral sand covers most of the bottom of the lagoon, small rocks however abound in parts, and here and there rise precipitously to near the surface, they are composed of living coral of numerous shapes and colours, and often spring from the bottom of sudden hollows of 7 fathoms water where the neighbourhood is only 1 or 2, and in these cases the angle at which the sand stands is astonishing, the sand sides of these pits being frequently hardly out of the perpendicular for 20 or 30 feet. The water is so clear that every movement of fishes, turtles, &c., even the eyes of large fish may be seen without difficulty in 7 fathom water.

17. The lagoon abounds with turtle, large skate, called "Terendy" on the coast [Ray-fish], and many fishes fit for food.

18. In 2 hauls of a large dragnet 14,000 [!] yards long 53 turtles and many fish were taken.

19. The usual anchoring ground is outside the west entrance where there is a bottom of flat rocks and sand for a distance of about 200 yards very gradually deepening.

20. It is the opinion of the inhabitants that no changes whatever take place in the depth of the various parts of the lagoon and that no new rocks are formed, I found the coral insects however alive and at work within the lagoon.

21. The Island of Menakoy is about 5 miles long, and in the broadest part 3/4 mile wide, the north 1/2 of the island is a very narrow strip very gradually widening from 20 yards to the width which it assumes within 1 1/2 miles of the south end.

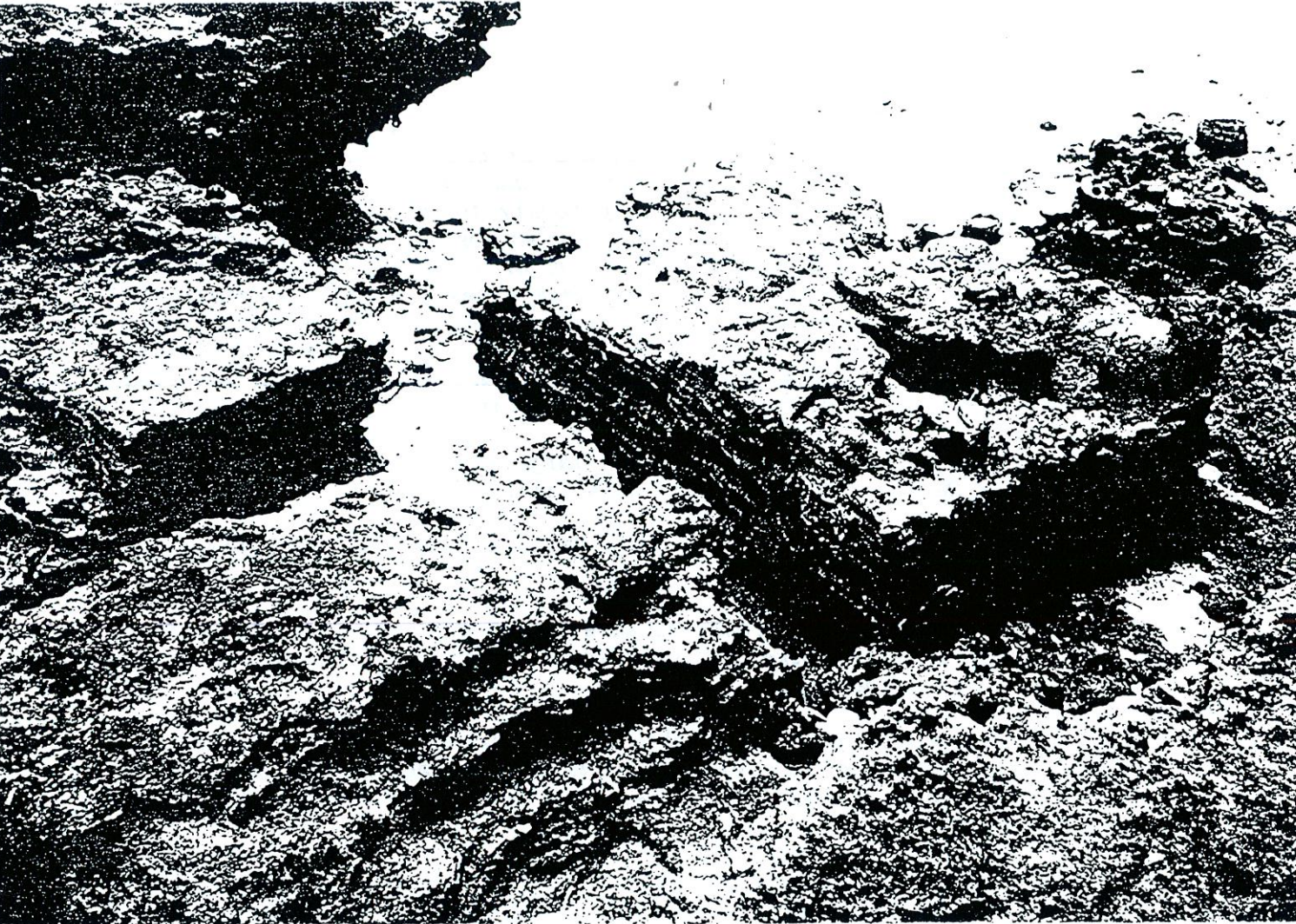
22. The north end extends in a point considerably beyond the reef out into the sea and is therefore considerably exposed.

23. No changes in it have been noted by the people.

24. The accompanying sketch may give some idea of the shape of the island and lagoon, &c. [No sketch attached to the book, L.Vilgon.]

25. The soil of the island consists of coarse powdered coral with a slight admixture of vegetable matter.

26. The greater part of Menakoy is quite flat and so near the level of the sea that [Drinking-] water may usually be found at depths varying



CORAL-STONES, CUT OUT IN THE WATER,
NEVER LIFTED, MAKUNUDHOG, MALE ATOLL,
Photo: L. Vilgon Coll, 1985.

from 1 foot to 6 foot. The water though a little brackish does not seem to be unwholesome, as the people are generally healthy and seem to have an ordinary average of old people among them.

27. The overlying flat rock commonly found in the Laccadives has been removed at an unknown period from large portions of the island, and heaped up into a long ridge 25 feet high, and 1/2 a mile long parallel with and close to the east side of the island, the material thus removed has also formed numerous other mounds of which one, about 35 feet high, is the highest point on the island. Towards the south end of the island as well as the north, I am inclined to think this overlying rock never existed, for there are no mounds whatever, yet water is within a foot of the top. There is no rock to be found on digging and in one part 200 or 300 yards square of land is so damp and marshy with a pool in the middle of it that it is with difficulty traversable.

28. The cocoanut trees in this part are weak and not very productive.

29. The overlying rock where found is usually only about 6 inches thick and is a kind of concrete composed of sand with bits of coral and shell.

30. I sunk a pit in a part of the island of more recent formation and found loose sand for 10 feet, then a stratum of rather coarser sand and under this at about 12 feet from the surface a layer of detached bits of flat sandstone apparently in course of formation into a flat sandstone rock. There was moisture here and water 2 feet below, [14 feet deep.]

31. There is no part of the island destitute of trees, in the south portion it is thickly covered with jungle and cocoanut trees, in the north more sparingly.

32. There are no dogs on the island, rats abound to the destruction of cocoa-nut plantations, also cats, 3 or 4 cows and as many goats, no snakes or scorpions, curlew, sand snipers of various kinds, a large grey crane and water hen stay there, and golden plovers and teal sometimes come there in flocks.

33. Mosquitos abound to such an extent as to make sleep quite impossible to either Europeans or Natives except under curtains or in a thorough draft, and even then so unusually poisonous and pertinacious are they, that nothing but the greatest care can procure one any peace. The moment the sun is down they are out in such numbers that no sedentary occupation can be pursued unless every limb is covered with 2 or 3 folds of cloth or muslin, thick trowsers and socks are no defence. They are bred in the pits in which the husk of the cocoanut soaks for 6 months preparatory to being made into coir.

34. Though no changes have been noticed in the depth of the lagoon very considerable ones have taken place and are still doing so on the west shore of the island.

35. Annually a portion of the shore near the north end and within the lagoon is washed away and deposited on the shore near the south end, also within the lagoon 10 or 12 feet of ground in width and about 200 yards in length, with the cocoanut trees growing on it, thus annually removed from the narrowest parts of the island, and, if this continues



TARA-DANCE with DRUM-STICKS,
KAASHIDHO, MALE NORTH ATOLL.
Photo: L. Vilgon Coll. 1984.

at the same rate for 10 years more, this part will probably have been wholly washed away and the island will be of a far more round shape than at present.

36. At the same east corner of the island among heaps of coral stones, which appear to have been little broken up or disturbed since placed there by the sea centuries ago, and in the jungle where there are few cocoanut trees, there are some small chambers which have been constructed under ground at an unknown period, most of them are about 4 feet high, 3 feet wide and 10 or 12 long, many are smaller. They are little removed from the surface. The wall, like most others on the island, are built of loose flatstones laid one upon another and at the top of the passage they are made to approach each other and form a kind of arch, over which are laid large flat stones and over this 3 inches of loose stones.

No bone or other trace of man has been found in them except a folded up sack which crumbled when touched, I could learn no particulars of the nature of the sack, and the shells of a kind of fish which has been eaten from time immemorial by the people of the island. There are about 50 of these, and it may be surmised [assumed] that they were used as temporary places of concealment during incursions of pirates, &c. Time has not in any way cemented together the stones above and around these passages or holes,

37. WINDS. In July/Karkadajin, August/Singam, September/Kannee, the wind is from the west, rather squally, with showers. In October/Tholam and November/Vrishigom, it blows from all quarters. In December/Thanoo and January/Majarom from east and north-east with showers in some years. In February/Kumbah, March/Menom and April/Meddom from north and north-east. In May/Edavom, June/Methoonom, and July/Karkadagom monsoon and storms from west and north-west, water spouts frequently in May/Edavom and June/Methoonom.

38. CURRENT. In Edavom, Methoonom and Karkadagom goes south-east passing south of Ceylon and going to Pulo Penang [George Town, Malaya] and beyond Kannee, Tholam and Vrishigom current is less violent, and direction uncertain. Close to shore changes will be rapid several within the day, but not so rapid at sea.

39. In coming from Maldives to Menakoy in Kannee steer four points west of Menakoy to hit it.

40. POPULATION. The inhabitants of Menakoy, about 2,500 in number, bear the different class appellations of Malikans, Malummy Yaekura, Kalo, Maylacherry, no great distinctions however attached to all these names.

41. The real divisions (of the four casts) are Malikans, (and) Malummies, (versus) Klasies, (and) Maylacherries. [() are my. L.V.]

42. The MALIKANS, about 116 in number, form the aristocracy of the island. Three of them have considerable land property there, and own all the trading vessels which go to Bengal, &c.

43. Though now consisting of several families they are all connected, being sprung from Kambakoth Kombaramy who lived 200 years ago.



TARA-DANCE with TAMBURINS,
KAASHIDHOO, MALE NORTH ATOLL.
Photo. L. Vilgon Coll. 1984.

44. They have by no means the overweening influence exercised over their countrymen as by the aristocracy of the Laccadive Islands, this is consequent on the different relative position of the parties.
45. The Beebee of Cannanore has endeavoured more or less to identify their interests with her own by supporting their wishes occasionally with reference to the conduct of their sailors, and by using employing one of them as her agent or Konnakar on the Island.
46. This Konnakar collects all the revenues of the Beebee, levies fines for trespass, keeps down in a measure theft, &c, and superintends the Beebee's traffic, i.e. on the arrival of her vessel from Cannanore he gives orders necessary for their careful preservation and arranges for the embarking of the cargo, crews, &c, for the voyage to Bengal at the commencement of the season.
47. Formerly they had the exclusive privilege of wearing good cloths, caps and shoes and using umbrellas, but every one now wears what cap and cloth he likes and Malummies use the umbrellas also, the shoes is the only remaining exclusive privilege of the Malikans.
48. They live with their families in large low rambling houses within court yards and possess English Quadrants and Compasses, Charts and Telescopes.
49. The MALUMMIES are the pilots and mates of the vessels, this is no hereditary title but is conferred by their neighbours for ability. Any man in Menakoy may obtain this rank and is not then excluded from the society of the Malikans who will even intermarry with them, they number about 180.
50. The KLASIES, 1,107 in number, form the bulk of the population, and though in general poor are exceedingly independant of the other classes. They possess no sea-going boats or vessels of their own, nothing fit to use far outside the lagoon. But they work the larger vessels and the Mass-boats [Mass=Fish] of the Malikans, as it is impossible for the merchants without their aid to carry on their trade and as the Klasies are not landed tenants at will as in the Laccadives but with very few exceptions, small land proprietors themselves and only going to sea for regular wages given for work done at the time, they enjoy a very comfortable independant position and both on land and at sea yield by no means implicit obedience to either Beebee or Malikans.
51. Besides those who are employed in the Beebee's and Malikans vessels many of them take service in English ships and are absent for many years together. During this period they get high wages but usually spend it all before they return to Menakoy. They were formerly more wealthy being generally able to lay out a little capital in trade on their own account every voyage, but taking to imitate their superiors, and living and dressing beyond their means, they have of late years become thriftless and poor.
52. Through these sailors, not a little, information has found its way into Menakoy regarding Arabia, Africa, Bengal, Malacca, &c. #



BETEL-NUT HARVESTING from BAMBU-LADDER,
DHARABOODHOO, NILANDHOO NORTH ATOLL,
Photo; L. Vilgon Coll. 1992.

53. Those who follow the occupation of MAYLACHERRIES or tree climbers are about 583 in number, they climb the trees of the ryots [Peasant] and the Beebee for hire and extract the juice from which sugar is made.

54. The whole population of the Island is congregated in one spot and live chiefly in detached enclosures forming long sheets of cocoanut leaf hedges, and leaf thatched houses. The arrangement is to enable the Beebee to guard the better against trespassing on her cocoanut plantations.

55. In the north and south portions of this village there are headmen who have been elected by the people and another over these two is elected by themselves and approved by the Beebee of Cannanore.

56. Whenever proclamations have to be made known to all the people, or they have to be assembled for any work, these "MOPPANS", head men, are always the persons through whom they are communicated with and as might be expected have considerable influence with them.

57. Occasionally there have been outburst in which the usual tyranny of a mob is shown. Those who do not answer to the peculiar call which is used for assembling them are punished sometimes by having their court-yards filled and houses heaped up with wild pineapple brought and flung there by all their neighbours, and it is a labour of many days to them to rid themselves of the nuisance, on more serious occasions of public displeasure, the house is looted and pulled down.

58. The people of Menakoy while at home are as a rule very idle. Active sailors and traders they come home to take their ease, and leaving the women to soak the coir and pick up cococnuts, cowries, &c. The only consider to bestir themselves when there is a change of catching mass-fish [Tuna-]. Their physiognomy is not all that of the Malabar Moplals or that of the [other] Laccadive Islanders. There appears to me something African in some of them, having never seen Maldive people I cannot say whether they resemble them.

59. It is worthy of note how large a number of the people the Beebee keeps in some measure dependent on her.

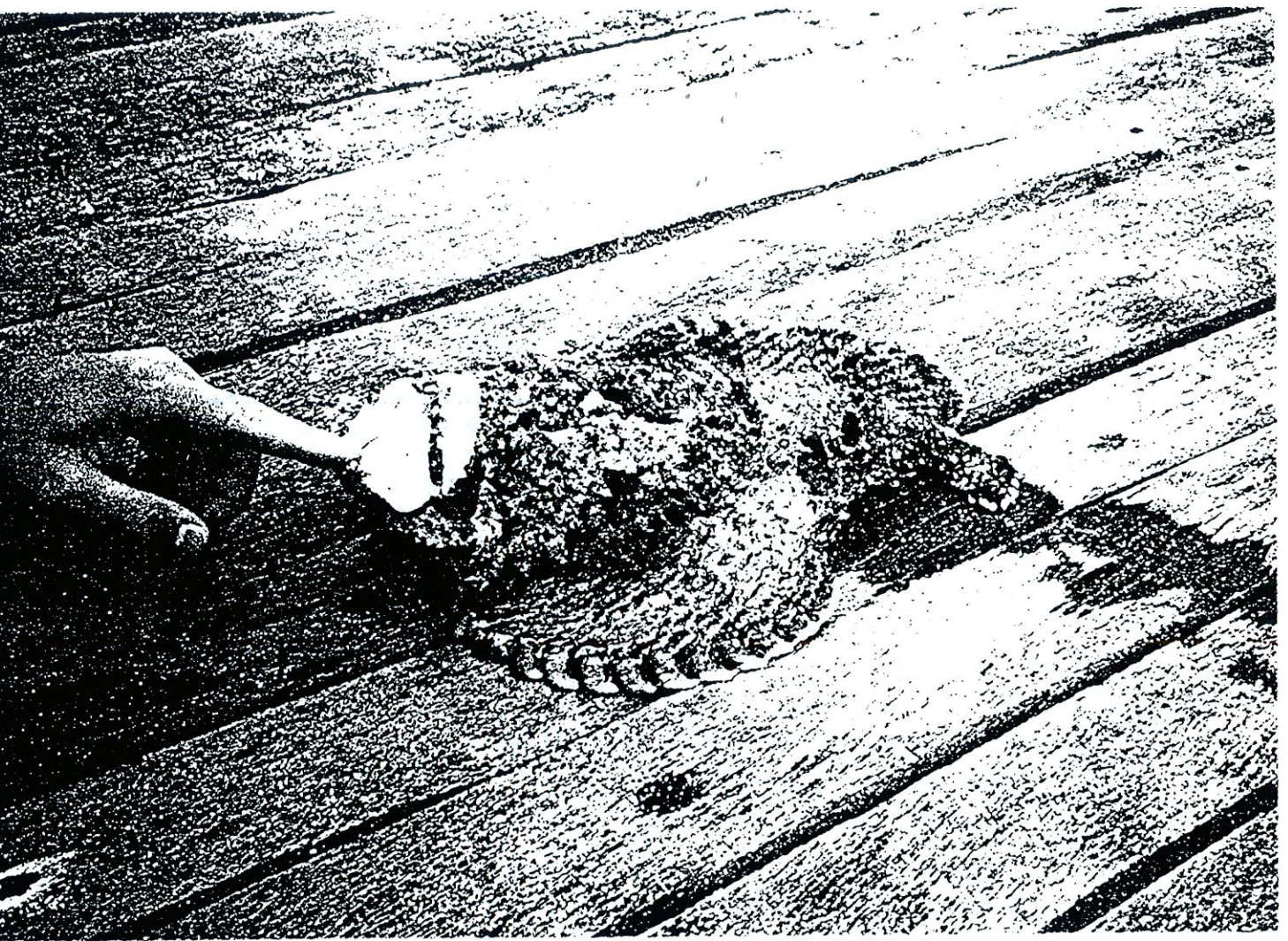
60. In her 3 "Odies" and 1 Barque she employs probably about 100 men monthly. She pays, for collecting the fallen cocoa-nuts, about 400 women and for various odd work 50 youths, thus about a quarter of the population receive more or less from her.

[Notes, on P.257. 1). A Barque of about 400 tons and "Odies" under 200 tons, the smaller vessels "Bandodies" are of about 70, tons burden.

2). Islanders' property: Barque..1, Odies..7, Bandodies..2, Mass boats..8, Boats..31.

3). Beebee's property: Barque..none, Odies..3, Bandodies..3, Mass boats..3, Boats..none.]

61. The following are the chief products: Cocoanuts, Sugar, Coir, Cowries, Mass fish, Shark Kotah, Terendy (large Skates=Rays), Turtle, Mean Shakrai [? Shark-ray ?], Areca nuts, Betel vine, Shalam Maze, Warrago, Sugar-cane, Plantains, Edible root called "Hithala Kilang".



STONE-FISH, Very Poisonous.
EYDHAFUSHI ISLAND, MAALHOSMADULU ATOLL.
Photo: L. Vilgon Coll. 1984.

62. TRADE.

The people of Menakoy are great traders. At the time I visited the Island all their vessels but two were absent, and it was not very readily that they informed me how many they had. I believe, however, I shall not be far wrong in saying they have 6 or 7 vessels fit for the Bengal trade, and 3 or 4 which go to the Coast and the Maldives.

63. The usual course of trade is as follows:

64. They go with money and sometimes, but rarely, with mass fish and sugar to Goa for salt, and to Mangalqre for rice, returning with these to Menakoy, they usually transfer the goods to a larger vessel and start laden with cocoanut, coir, sugar, mass, &c. for Bengal. They usually touch at the Maldives and Galle on their way. To the Maldives they take Goa salt, Menakoy sugar and, if any remain from last year, Bengal rice and Coringa [India] cloths. Here [in Male] they take in mass for the Galle and Calicut markets, cocoanuts, cowries and coir for Bengal, at Galle they take in more cocoanuts and sail for Calcutta.

65. On the returning voyage they bring from Calcutta, for sale in the Maldives, cloths, silks, &c. and sugar from Balasore, and Domrah [Bengal], &c. for sale at Galle and in the Maldives, rice from Coringa, for home consumption and the Maldives, white cloths, &c.

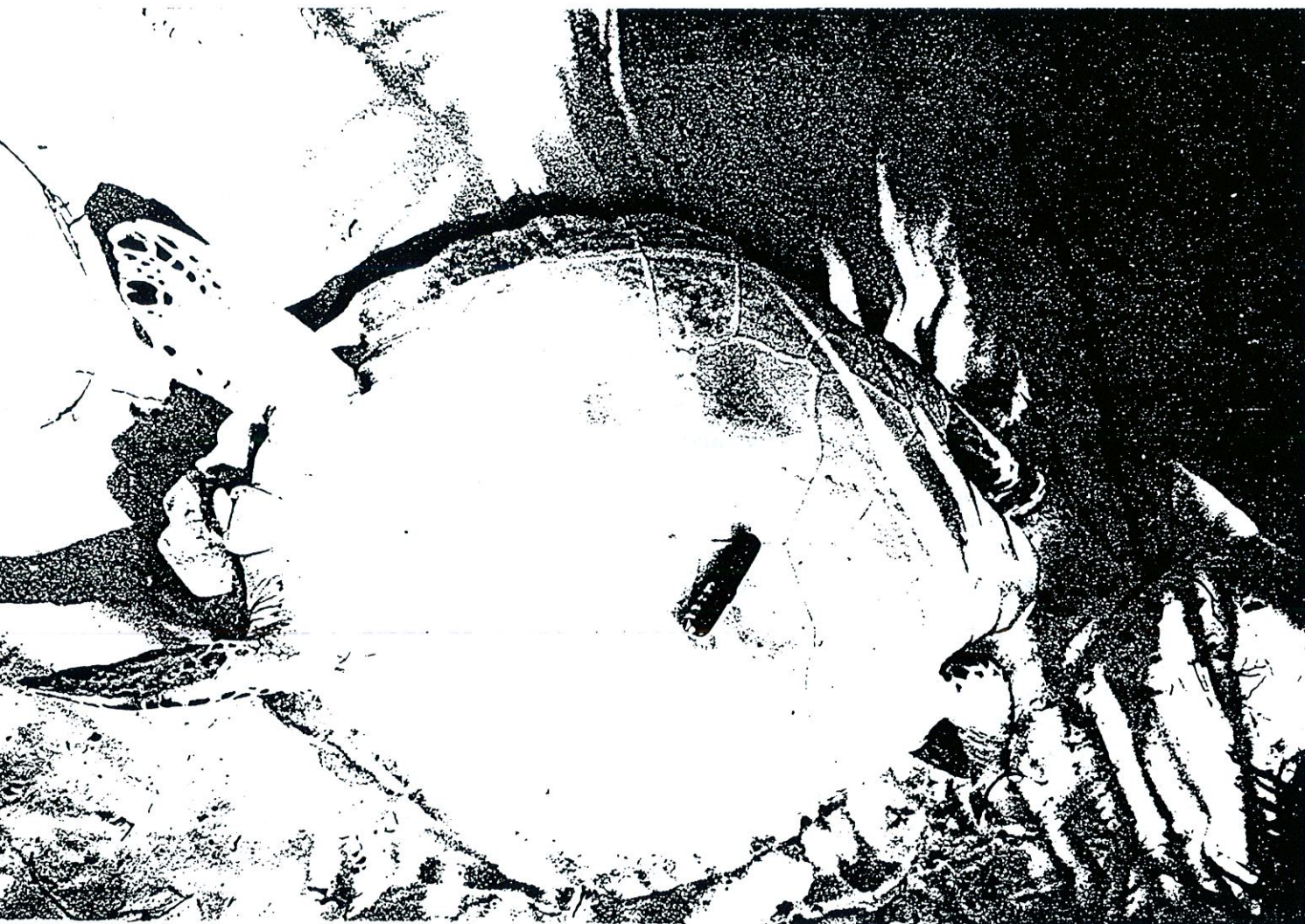
66. The Menakoy trade and its profits are both said to have greatly diminished of late years. Formerly they had 10 "Odies" and a ship burnt. Now they have 7 "Odies" and a smaller barque. They once traded to Mauritius, Arabia, the Persian Gulf, Maulmain [Burma], and Singapore. They now seldom go anywhere but to the Western-Coast [of India], Maldives, Galle, ports on the Eastern-Coast [of India] and Calcutta. The profit of trade they say has fallen, 400 of the Chittagong traders now themselves bring rice to the Maldives and some Parsees [Not Parsees but Bohrahs in Male] having during the last few years set up a shop in those Islands. The Menakoy people no longer have the almost monopoly which they once enjoyed. Menakoy coir also by no means maintains its character in the market, it has fallen from Rs.16 per maund to Rs.3, but is now at Rs.5 again, and the chief cause the merchants say is that the women make it more carelessly than formerly. Old husks are mixed with young and they are not thoroughly cleaned. They mean now to attempt a revolution in this.

67. COWRIES, the Beebee's monopoly, continually rise in price, and sugar maintains its ground. Menakoy cocoanuts are known and sought after at Calcutta, Maldiva and Galle once being immediately detected and refused if an attempt has been made to mix and pass them all off as Menakoy, they are sent for inland to Burdwan [In Bengall] and elsewhere.

68. Vessels should leave Menakoy in July/Karkadom, visit Maldives, Galle, Bengal, Eastern Coast and return via Galle or Maldives to Menakoy in April/Medom.

69. The season opens earlier at Menakoy than on the Coast, and one vessel can not make the trip to Goa, &c. and Bengal the same year.

70. The smaller vessels generally do the Coast [Malabar] trip while the larger ones to Bengal, &c.



BIG TURTLE, BAARAH, 1991.
Photo: L. Vilgon, Coll.

71. The Menakoy merchants are thoroughly alive to the great loss incurred by them consequent on a rig which prevents their employing less than 17 men in their smallest vessels and 32 in the largest island "Odies".

72. All the "Odies", "Bandodies", "Massboats" and smaller ones are built in Menakoy, the smaller pegged and the first nailed, partly of cocoanut and partly of wood brought from the main land.

[Note on P.249. Nearly all the small and some of the larger vessels in the Island are built from remarkably hard, strong old cocoanut trees found on the Beebee's property and on no other parts of the Island. The boats are chiefly pegged and the wood for these pegs, for the knees, &c. and the rollers on which they are launched and drawn up again are taken for the most part from the Beebee's land with her permission, as also are firewood and much fibre for ropes from a jungle tree. The monthly payment of cocoanuts to those who collect her nuts for her is a great source of support to them.]

73. Their Mass-boats sail excellently both before and against the wind, but for the larger vessels they complain that they have no good model, and I know nothing that would tend more to the prosperity of this community of sailors and traders, who already use English instruments, charts and nautical tables than by opening to them a way of doing better built, better rigged vessels. They find it hard work in their tubs of vessels with large crews to hold their own in a trade where they now find many competitors, and are most anxious to avail themselves of any means of placing themselves more on a par with others. Whether this would best be done by giving them working models, or by presenting Hussan Malikan [See Par.99] with a small properly built vessel, cutter or schooner, as a lasting and useful memorial of the sense entertained by Government of his loyalty, or in what other way it is unnecessary for me to suggest.

MISCELLANEOUS NOTES ON MENAKOY.

Prices on the Island and elsewhere.

74. Sugar, 7 adubas.....Rs. 1.

" = 3/4 its bulk in Bengal rice.

" = 1/2 at the Maldives.

1 pot of it superior = 12 Mass fish. In Maldives.

1 pot of it inferior = 8 Mass fish. "

A good market always to be found, also at Galle and in Malabar, but the latter too small.

75. Coir, 4 polies = 1 Mayna of rice. In Menakoy.

" = about 1 Anna. "

1 maund = Rs. 3. "

1 maund = Rs. 5. In Bengal.

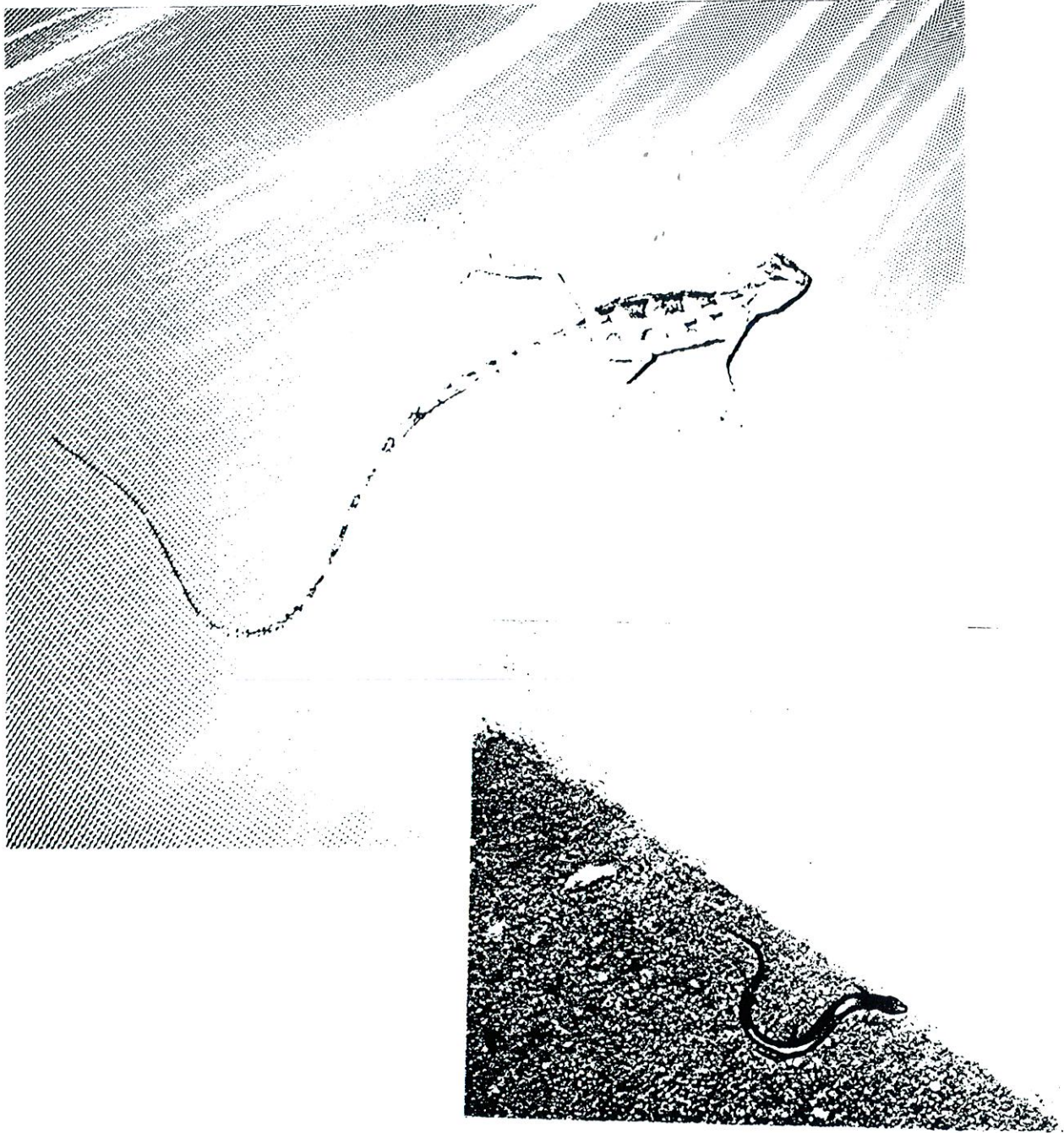
They formerly got Rs.16 per maund, the price sunk to Rs.3 per maund and is now rising again.

76. Cowries, = its bulk in rice.

" = 2 times its bulk in salt.

" = 1 maund = Rs.22 last year at Bengal.

[One Bengal Maund equals ca. 40 kg]



HOUSE GECKO LIZARD, 1988, and
RAPID SKINK LIZARD, 1992.
Photo: L. Vilgon, Coll.

77. Mass, 400 pieces, (from 100 fish) = Rs. 8 or 10 at Galle.
 Meenahakrai = its bulk in Menakoy sugar. / Sold at this rate
 " = 2 times its bulk in Bengal rice./ by Maldive men,
 6 Chippies, slop basins, of Meenshakrai = Rs.2 1/2 at Pulo Penang.
78. Cocoa-nuts, Purchased by the merchands at the rate of 1 Rs. for 80,
 " " " Mayna of rice = 5 cocoanuts,
 " " " 1 Anna, In Menakoy,
 Sold by the merchants to the people at the rate of 50 = 1 Rs.
79. Rice, 1 Candy = 7 Rs, at Balasore, with the husk,
 1 Modah, (1/12 og 1 Candy) = 2 Rs, on the Coast, unhusked,
 1 Mayna = 5 cocoanuts = 1 Anna,
 " = 1 Mayna of Cowries,
 " = 4 Polies of Coir.
80. An ordinary boat 20 ft, by 4 may be built of cocoanut wood in a
 fortnight for Rs. 50, A mass boat in 4 months for Rs. 200.
81. 1 "Polly" of coir = 20 Rs, weight 12 mayna = 1 Kotta,
 60 Pollies " = 1 Tholam = 28 Ratels,
 3 Tholmas = 1 Maund = 1 Bengal sher,
 7 1/2 Maunds = 1 Candy = 2 Ratels,
 38 -- = 1 Magalore modah, 80 -- = 1 Shak,
 3 3/4 = 1 Candy, 300 mayna = 13 1/2 or 14 shak = 1 Ton.

82. WAGES. SAILORS. Wages when serving the Beebee, daily rations of
 1/2 mayna rice, 2 cocoanuts, &c, a present of 7 adubas of sugar, 50
 cocoanuts, 11 maynas of rice are allotted space for such merchandize as
 he likes to take each way. He and his wife are exempted from poll tax,
 if, when in the Beebee's service, they are detained by stress of weather
 at Cannanore, then they get Rs.2 a month extra.

WAGES, SAILORS when in Ally Malikan's Barque. [See: Section.99]
 When serving private parties each sailor has Rs.4 1/2 monthly, rations 3
 shak of space.

83. STEERSMAN. Rupees 6 1/2, half the space in the vessel
 appropriated for the use of the crew. From 24 to 32 men from a crew.
 Each sailor has rations, and 1 share, with in practice usually amounts
 to 1,500 cocoanuts, malmy [pilot] , or master 2, Tandayl or Captain 1,
 and 1 candy of rice on return, Malmy 1 shak for taking vessel in and out
 of lagoon. If the sailor has no capital to trade with, then the owner
 lodes his share of the space for him, and on reaching Menakoy, retaining
 15 maynas per 1 Rs. of whatever sum it may have cost, hands over to him
 the remainder which is usually about 2/3. If thrifty, the sailor can
 easily bring home rice for the year and some Rupees besides.

84. The duties of the crew are to sail the vessel, and on their return
 to haulit it up, dammer it, twist ropes from materials supplied by the
 owner and launch it again at the season.

85. CARPENTERS. A superior workman gets daily a meal, 3 cocoanuts, 2
 maynas, 1 1/4 aduba sugar. An inferior do, 2 cocoanuts, 1 mayna, 1/8
 aduba sugar. An assistant who bores the holes required in boat building
 gets 2/3 of the above. The meal consists of 1/4 mayna rice, 1 cocoanut,
 1/8 aduba sugar.



CEILING in MOSQUE, BAARAH,
Photo: L. VILGON, Coll. 1991.

86. BLACKSMITHS. Are paid at the same rate.

87. The way in which the produce of nuts of the Beebee's plantation is collected is as follows.

88. Once a month the Beebee's employees inform the women of the Island before hand of the day which has been appointed for the picking up of the nuts, and on the day a woman or more from every house except those of the Malikans goes at sunrise to a part of the Beebee's plantation.

89. The people are not admitted into these at any other times, but for these occasions they are divided off into portions by the paths which intersect them, in each of these divisions is a rude storehouse.

90. The women usually return every month to hunt for nuts in the same division, and thus at dawn each goes straight to her usual division, collects what nuts she can find at the foot of the trees, and taking them to the storehouse of that division. Receives 8 cocoanuts for her day's work and a percentage of 4 nuts for every 100 she collected.

The nuts are counted at the storehouse by the Beebee's employees with temporary assistance from among the Islanders, who also are paid for their services in nuts, and the woman is then allowed to return homewards with as large a bundle of firewood as she likes to collect and carry, and a basket with her cocoanuts in it and a "chit of leaf" saying how many she had collected.

Near the place where all the houses are, the Beebee's chief agent sits and examines each of the baskets and chits as they pass to prevent robbery.

91. The 8 nuts given to the women as cooly, 3 have the shells broken to prevent their coming into market in competition with the Beebee's nuts.

MASS-FISHING.

92. The profits of Mass-fishing are very uncertain, as they depend entirely on the numbers in which the fish themselves arrive in the neighbourhood, and this is very variable. The 14 per-cent of the daily catch which goes to the owner of the boats does not pay them if the numbers caught are small, but it does very handsomely if they are large.

93. There are in Menakoy 10 Mass-boats, they fish continuously for only 6 months in the year, the other months being too stormy, and about 50,000 fish is the average number taken, 100,000 could only be taken in a very fine season, about 25,000 are used in the Island and the remainder are cut up, dried or made into "Meenshakrai" (Rihakuru), and exported.

The fishes are each cut into 4 pieces, and the bones and any scraps are boiled into a rich soup with more solid balls of the same substance in it, the dried fish is sold in the Maldives, Galle, and Malabar Coast at the rate of from 8 Rs. to 10 Rs. for 400 pieces of 100 fishes. The soup called strangely "Meenshakrai", fish sugar, is much used in Menakoy and is also sold at Pulo Penang.



GRAVE in a BEACH-HOUSE,
BAARAH, THILANDHUMATHI ATOLL,
Photo; L. Vilgon, Coll. 1991.

DISEASES.

94. The most common disease on the Islands is what they call "Vatham". Gout or rheumatism. [MALARIA] as many as 100 have died of this in one year. Those attacked by it usually die within a month of the time of the symptoms becoming observable.

95. CHOLERA was not known here, as in Malabar, more than 30 years ago. There were severe attacks of it 10 years ago, and 5 years ago on which last occasion 370 died of it at a rate of 10 or 15 a day.

96. SMALL-POX has never been very virulent on the Island. The crews were attacked one year in Bengal and 100 men carried off. The Islanders provide themselves at their own expense with vaccinators from the main land.

97. When Small-pox appears those attacked by it are sent for 40 days to a small islet at the south end of the lagoon, which is thus used as a quarantine station. [WILINGILI or SMALL POX ISLAND]

98. LEPROSY is always in the Islands, and those afflicted by it are restricted to a part of the north portion of the Island where they form a small community of their own. They have a small boat and a few cocconut trees, and their relatives place food daily or weekly within their reach till they die.

99. Hussan Malikan and Ally Malikan, the two chief merchants of Menakoy, usually export 40,000 cocoa-nuts each annually.

100. Ally Malikan's usual export of coir is above 500 tholmas annually. [Tholma = ca. 3 Pounds or 1,4 kg.]

101. The usual annual export by the whole of the Islanders, 1,500 tholmas of coir.

102. This has been pretty steady average for 30 years. Last year 2,000 Tholmas were exported, because the previous year having been thrown away in rebelling against Government, and the Bengal trade for that season lost. The people were in great distress for food, and the merchants only providing them with rice in exchange for coir, they had to make more of it than usual.

103. Export of cocoanuts has decreased, because 20 years ago proper attention was not paid to planting, and also theft has not been rigorously checked.

104. There is no such thing in Menakoy as entailed, or "Turwad" property. [Inherited taxfree property. L.V.]

105. The Islanders state the freight of one candy [Candy = ca. 500 lbs or 225 kg.] of rice from Balasore to Menakoy to be about Rs.7, and that of one maund [One Bengal Maund = ca. 85 lbs. or 40 kg.] of cowries from Menakoy to Bengal to be about Rs.5. ***



ARRIVAL of the FREIGHT-BOAT,
BAARAH, THILANDHUMATHI ATOLL.
Photo: L. Vilgon Coll, 1991.

1882. YULE, HENRY.

IN: Encyclopaedia Britannica, Ninth Edition, Maldives Islands,
Vol. XVII, P. 327-332, London 1882. By: Colonel HENRY YULE.

Colonel Henry Yule who worked in India and England, was a good and well known researcher about the history of India and China. He translated many old documents, and as a man of very wide reading he published the Book "Hobson-Jobson" in 1903. A Dictionary of words from India, Persia, Arabia, &c. with idioms which had entered the English language spoken in the Orient. Here is his extensive article about the Maldives, found only in the famous 9th Edition of Encyclopaedia Britannica from 1882. It is one of the first truthful information about the Maldives, without all the earlier gossips and fables. [ENGLISH]

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MALDIVE ISLANDS.

Maldives Islands, a remarkable Archipelago in the Indian Ocean, the northern extremity of which is 7° 7' N. Lat. to 0° 42' S., a space of 540 British miles (or about as far as from Kirkwall in Orkney to Dover), and is limited in width by Long. meridians 72° 27' E. and 73° 50'. [The solitary island Minucoy / Minakai, lying 70 miles north of the Maldives, Lat. 8° 16' 30" N., Population 3,000, pertains to these islands by the race and language of its people, but, it has long belonged to the Raja of Cannanore, it is usually classed with the Laccadives. See: Page 123.] The strange appearance which this group assumes in the old maps of the 16th and 17th centuries is entirely inaccurate in detail, but hardly so singular as the reality exhibited by modern surveys.

The archipelago is in some respects one of the most distinctly typical examples of a great aggregation of coral islands, indeed the technical name adopted by modern science for the annular coral formation which they exhibit, Atoll, has been taken from the language of these islands.

Maldives; Atolu. The word Atollon is already defined as a generic expression in Zeidler's Universal Lexicon, 1732, "A name applied to such place in the sea as exhibits a heap of little islands lying close together, and almost hanging on to, each other". For Mr Darwin's theory of such formations see: Enc. Brit. Vol. VI, P. 378, Objections to this have recently been raised by Mr John Murray, but these do not affect the description. [See: Proc. Roy. Soc. Edin., 1879-80, No. 107.]

The Maldives archipelago in plan may be compared to a chain suspended from a peg, each link of which chain is an irregularly elliptical chaplet of islets, the greater axes of these quasi-ellipses varying from about 90 miles downwards. Taking separately and one of these chaplets or Atolls, we now know it to be the nearly level summit of a submarine table-mountain, rising abruptly from the unfathomable ocean, and



CHESS-PLAYERS in MALE STREET.
Photo: L. Vilgon Coll. 1988.

approaching the surface within a distance which varies in different atolls from 20 to 45 fathoms. The quasi-elliptical margin of the atoll is fringed, and the central expanse of its area is more or less sparsely studded, "with oval basins of coral-rock just lipping the surface of the sea, and each containing a lake of clear water" (Darwin). These small oval basins, or ring-shaped reefs and islets, are in fact essentially miniatures of the atoll itself.

The general impression made by the Maldivé atoll is vividly drawn by the French adventurer Pyrard de la Val (1602-07):

"Each Atollon is detached, and contains within it a great multitude of small islands. It is a marvel to see one of these Atollons, compassed all round by a great bank of stone, insomuch that no art of man could so well enclose with walls an equal space of ground,.. Looking from the middle of an atollon you see all round you that great bank of stone encircling the isles and defending them against the violence of the sea. And it is a fearful thing even for the boldest to draw near this bank and see the waves come on and break furiously all round,.. so that you see all round you as it were a whitened wall."

Though the barrier reef, or "Banc de Pierre", of which Pyrard speaks, exists in most of the atolls, there is none in the most northerly of the great atolls (Tiladummati and Milladummadu, two divisions of one atoll). In this there are broad and safe navigable channels, from 1 to 2 miles wide, between all the islands forming the chaplet. A vessel can enter the atoll by any one of these channels, and steer within it in any direction, anchoring anywhere in a sandy bottom in 20 to 25 fathoms.

In the more southernly atolls entrance channels are only found at occasional intervals, though in all they are pretty numerous. Thus in Suadiva, the most southernly of the large atolls (50 miles from north to south, 36 miles from east to west), which has a barrier reef on great part of its contour, there are forty-two channels by which a ship can enter the lagoon.

It is observed that in the double part of the chain of atolls the openings are most numerous on those sides which are in juxtaposition. Thus on the three atolls of Ari and North and South Nilandu there are on the inner or eastern side seventy-three deep-water channels through the barrier, on the outer or western side only twenty-five, whilst on the atolls of South Male, Felidu, and Mulaku, which lie facing the three former, there are on the inner or western side fifty-six deep-water openings, and on the outer or eastern side only thirty-seven. These differences are doubtless due to differences in the action of the sea caused by the juxtaposition of the two rows of atolls, and analogous facts are observed elsewhere in atolls exposed to trade-winds.

Immediately outside of the great chaplets or atolls the figures of the soundings rise suddenly. Thus at Ihavandiffulu (Heavandoo), the most northerly atoll, close to the margin of the reef the line gave 50 and 60 fathoms, and at 300 yards distance there was no bottom with a 300-fathom line. And this sudden increase of depth applies to the deep channels between the atolls as much as to the ocean east and west of them.



BODO BERU, KAASHIDHOO ISLAND,
MALE NORTH ATOLL, 1984.
Photo: L. Vilgon, Coll.

We have spoken of the small reefs, which fringe the atolls and do their area, as also ring-shaped. This is the type, but it is not universal. The charts show that where the channels or breaches through the marginal reef of the atoll are few or narrow there are no minor annular reefs (e.g. in Suadiva), where the channels are somewhat broader, the intercepted portions of reef are annular, but not the reef in the central area, where the channels are broadest, almost every reef throughout the atoll is more or less perfectly annular.

The depth of the lagoon within these rings is generally 5 to 7 fathoms, but sometimes, as in Ari atoll, it reaches 12 fathoms. The outer margin of the rings is bordered with living coral, within which is a flat surface of coral-rock. On this flat, sand partially indurated, and fragments of coral, &c, have accumulated, and been converted into islets clothed with vegetation.

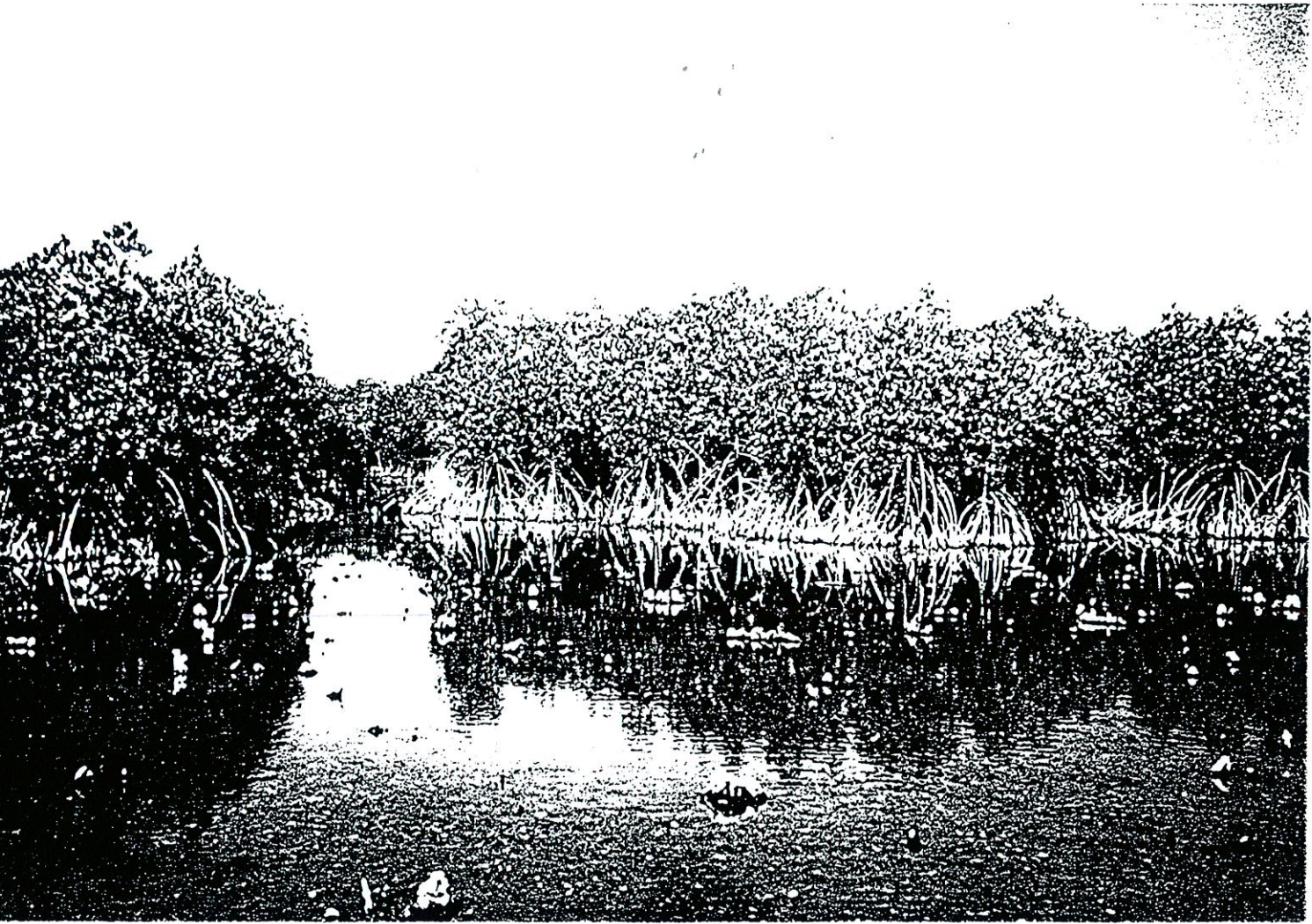
Such islets sometimes fill the whole ring of reef, and sometimes are mere strips occupying segment of it. Obviously the whole aggregate of actual dry land in such an archipelago is infinitesimal compared with the area of the atolls. The highest part of the islands is generally about 6 feet above water. Moresby found the surface-sand usually about 3 feet thick, the upper part partially mixed with vegetable matter so as to form a light soil, below this a white compact sand, and then a soft sandstone 2 feet thick, below which it softened to sand again, and fresh-water appeared.

All the islands of any extent are well clothed with wood, including many fine large trees and the ordinary shrubs of the Ceylon coast-jungle, where the jungle has been cleared, grass grows luxuriantly. But the cocoa-palm is the characteristic tree, and, low as the islands are, being covered with these, they can be seen from a masthead at 15 miles. The appearance they present is that of a tuft or line of trees rising out of the water.

A good deal of vicissitude seems to go on in the formation of new islets and decay of old ones, of which our survey-officers met with various instances.

All the inhabited islands, and some besides, afford fresh water. But the quality of varies, and it is not uncommon to see two wells within a few feet of each other, one brackish and the other excellent. None of the wells are more than 6 feet deep.

The whole archipelago has from the earliest reports of it formed a little kingdom. Physically the number of atolls may be reconed as nineteen, besides some solitary islands, but administratively these are grouped into thirteen, and the term atoll has been transferred to this division. We give in the following table the list of these political atolls, in a second column the spelling of the marine charts, and in a third the list of atolls as given by Pyrard de la Val, in the beginning of the 17th century.



FRESH-WATER LAKE on BAARAH,
MANGROVE-TREAS, 1991,
Photo; L. Vilgon Coll.

<u>Name of Atolls.</u>	<u>Moresby's chart 1837.</u>	<u>Pyrard de la Val 1611.</u>
1). Tilladummati	Tilla Dou Matte	Tilla Dou Matis
2). Miladummadulu	Milla Dou Madou	Milla Doue Madoue
3). Fadiffolu	Paddipholo	Padypolo
4). Malosmadulu	Mahlos Mahdou	Malos Madou
5). Malé	Malé	Malé Atollon
6). Ari	Ari	Aria Atollon
7). Felidu	Phah Lee Doo	Pouisdous
8). Mulaku	Moloque	Molucque
9). Nilandu	Nilandoo	Nillandous
10). Kolumadulu	Collomandoo	Collomadous
11). Haddummati	Adou Matte	Adou Matis
12). Suvadiva	Suadiva	Souadou
13). Addu	Addoo	Addou
14). Fua Mulaku	Moloku	Poua Mollucque

The list from Pyrard shows that the division in the beginning of the 17th century was identical with what it now is. But we may gather that it is substantially of much greater antiquity, from the statement of Ibn Batuta (ca. 1343), who says the islands were divided into Akim, each under a governor. He mentions eleven of these; Balibur, Kannalus, Mahal, Tiladib, Karaidu, Tim, Tiladummati, Hiladummati, Baridu, Kandakal, Muluk, of which indeed the names of only seven, viz., 1) Tiladummati, 2) Heladummati, 3) Balibur, 5) Mahal, 7) Baridu, 8) Muluk, 12) Suweid, can be identified with those of the existing divisions.

But another, Karaidu, no doubt represents Kardiva, a well known solitary island north of Male atoll, Kandakal is an island of the Miladummadu atoll, called in the chart Condaicoll, Tim appears near the north of Tilladummati as Dteim, and the three - Kannalus, Kandakal, and Tim - are presented prominently as the islands Camdalus, Camdicall, and Otimo in the "Mappe-Monde" made for Henry II, of France (ca. 1555) Possibly therefore, the Moorish traveller had substituted true names of islands which he remembered for the names of atolls which he had forgotten.

The Maldives are inhabited by a people of old civilization, professing Islam, and ruled by a Sultan of ancient lineage. What the number of islands may be we cannot say. They are popularly estimated at 12,000, as appears by the ancient style of the sultan as "King of 12,000 islands and 13 atolls". Those marked with names in the British survey amount to 602, and the inhabited islands to 178. The men are of a darkish copper colour, short stature, 5 feet 2 inches, and poor physique, but oval contour of face, pleasing expression, and large bright eyes, suggesting resemblance to both the Singhalese and Malabar people. The women are fairer than the men, with regular features and clean healthy aspect. A few of them bear signs of African mixture, easily accounted for, and probably the blood of the small communities has been tinged by the occasional settlements of other foreigners.

The people are decidedly unwar-like, and there is hardly any crime of violence among them. They are said to be lax in morals and conversation, but otherwise their character and disposition have favourably impressed visitors. Though suspicious of strangers, they are hospitable, and among themselves they are kindly, and affectionate to their kindred and in attendance of the sick. They are very cleanly in person and domestic



SCHOOLGIRLS in MAGUDU,
The New School, 1992.
Photo: L. Vilgon. Coll.

habits. The population has been guessed in some books at 200,000, almost certainly one-tenth of that number would be an ample estimate [20,000]. Moresby states the population of 98 islands, and the aggregate is 11,310. In the same proportion 178 islands would give 20,543, but the aggregate quoted includes the King's Island, which is much above the average in population.

The language is undoubtedly a dialect of Singhalese approaching the old Elu, but indicating a separation of ancient date, and it is more less Mohammedanized. Nothing at present can be said of grammar. But Mr Albert Gray has drawn out in parallel columns the Maldivian words given by Pyard with the modern Singhalese equivalents. A cursory analysis of list, which contains 275 words, gives the following result:

1), Words evidently be explained by Singhalese .	58,0 %
2), -- less evidently - " - - " -	2,2 %
3), Persian and Arabic	10,6 %
4), Malay	1,9 %
5), Tamil	1,1 %
6), Portuguese	1,1 %
7), Sanskrit or Phali, (not Singhalese) . . .	0,8 %
8), Undetermined	24,3 %

Combining 1, 2, and 7, we have 61 per cent of words of Singhalese or Sanskrit origin. And an analysis by Mr Bell of one of the sultan's letters to the Ceylon Government gives 65 per cent of such words.

The origin of the name "Mal-dîva" or "Mâldîva" is obscure. Diva is a familiar word in the Indian Prakrits (Sansk., Dvîpa; Pali, Dîpo) for an island. By a form of this word the people formerly designated themselves and their country, and this survives in letters of last century from the sultan to the Ceylon Government, in which he designates his kingdom as "Divehi Râjje", and his subjects as "Divehi mihun", "Island People". There is a very old example of this in Ammianus Marcellinus, who, in reference to the alleged excitement in the East at the accession of [Emperor] Julian, says that missions were prepared "ab usque Divis et Serendivis", from the people of the Divas and of Serendiva or Ceylon. And this is the name "Diîva" or "Dîba-jât" (Pers. Plural from,) by which these islands are described by the early Arabian geographers.

The first literary use of the whole name is Ibn Batuta's "Dhîbat-al-Mahal", 14th century, an Arabized form, sometimes used "Mahaldîb" by the people now, though the proper form seems to be "Malé". "Malé-diva" may possibly, as bishop Caldwell and others have suggested, have meant the "Islands of Malé" or Malabar. On the other hand Mâlâ (Sanskrit), "a chaplet" or "row", is not an impossible etymology considering how naturally the word "chaplet" occurs in the endeavour to describe an atoll. But these are conjectures.

Under the Sultan, who styles himself on coinage "Lord of Land and Sea", there used to be six recognized viziers or councillors, but this system is now obsolete, besides a chief of law and religion called "fanrdiari".



Flate 9.
 Southeast Pass leading into North Male Atoll, seen from
 south. Photo: William Mc M. Woodworth. = W.

Island in the southeast pass of North Male Atoll. W.

Over each of the thirteen atolls is a king's agent, called "atolu-veri", who collects the revenue. This official is often one of the royal family, or a vizier's son, and often resides at Málé, employing a deputy. On each island is a headman called "Rarhu-veri". There is also on each island containing forty inhabitants a "Kâtibu" (Arabic: kâtib, "Scribe"), who acts as judge and minister, celebrating marriages, &c. Pyard calls him the "curé".

Some of the oldest accounts of these islands represent them as always governed by a woman, - a notation which probably arose among the Mohammedan visitors from finding that female heirs were not precluded from succession. Just the same notion was held about Achin in the 17th century, because there chanced to reign there several female sovereigns in succession. We do find females nominally reigning on the Maldives on two of the rare occasions when we have glimpses of their state, viz., in the time of Ibn Batuta, and again in the last century.

Islam is universally professed by the people, nor is there tradition of any other religion, though there are a variety of Pagan superstitions and some doubtful traces of Buddhism. Thus the Bo-tree, or pippal, so sacred among the Buddhists of Ceylon, is still cherished near mosques. Pyard de la Val was informed that the conversion to Islam took place two centuries at most before his time, i.e. about 1400. But, unless there was a decay and revival, we know this to be wrong, as the islanders were Mohammedan in the time of Ibn Batuta, 1343.

This traveller tells that the father of one of his wives in the islands had for his grandfather, though the word used may mean "ancestor" only, the Sultan Dâûd, who was grandson of Ahmed Shanû-râza, the first king who adopted Islam. Accepting the meaning of "grandfather", this would carry the convention back to about 1200, a probable epoch, for about that time there was a considerable outburst of missionary zeal in Islam, which led to the conversion of the coast stated of Sumatra, &c. Ibn Batuta records an inscription on the Jami Mosque of the King's Island which ran: "Sultan Ahmed Shanû-râzah embraced Islam at the hands of Abu'l Barakât the Berber from the West", but no date is given.

We have mentioned the occurrence of the name Divi in Ammianus. At an earlier date Ptolemy notices the numerous islands lying in front of Taprobane, alleged to number 1378. It is possible also that the "Maniolae" of the same geographer may constitute a duplicate indication of the Maldives. For in the gossip of Palladius about India (See; C. Müller's "Pseudo-Callisthenes", P.102.) this name "Maniolae" is applied to a group of islands, 1000 in number, that lay near Taprobane, and respect in which the old fable of the magnetic rock was current, with Ptolemy also connects with the "Maniolae".

Cosmas, ca.545, shows distinct knowledge of the Maldives, without naming them, as numerous close-set small islands round Serendiba or Taprobane, in all of which were found cocoa-nuts and fresh water. Passing next to Arabian notices translated by Renaudot and Reinaud, which date from 851, and to the work of Mas'ûdi in the next century, we find tolerably correct accounts of the "Dîbas", said to be 1900 in number. Al Birûni's account, ca.1030, of the islands is marked by his usual perspicacity and accuracy. The "Dîvas" are islets which form themselves in the sea,



Plate 10.
North end of Hulue, North Male Atoll.
Photo: Maximilian Agassiz = M.A.

Lagoon of faro north of Hulule, North Male Atoll. W.

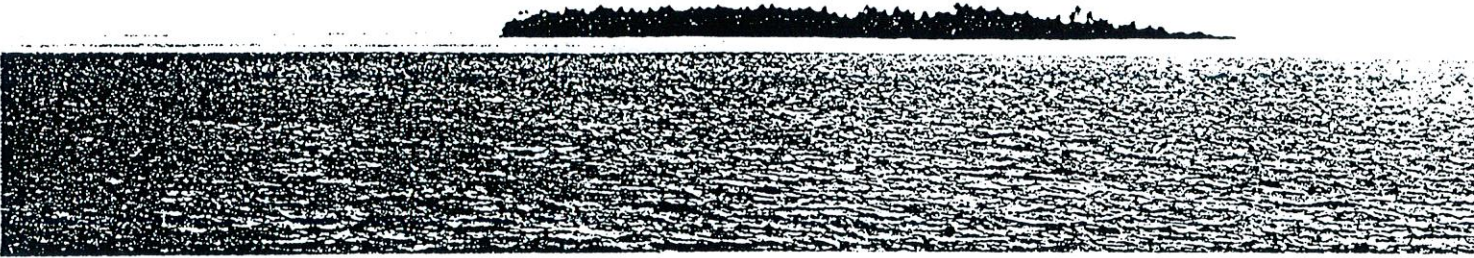
appearing like a ridge of sand, extending and uniting till they present a solid aspect. But also with time some decompose and melt away in the sea, whilst the inhabitants transfer their cocoa-trees and possessions to an island which is waxing instead of waning, - circumstances corroborated by modern observation.

All the old authors speak of coir, the fibre of the cocoa-nut husk, as one of the staple products of these islands, and the importance of this article for marine equipment led the Portuguese about 1518 to establish a factory on the Maldives. João Gomez, the head of the settlement, was at first well received, but his arrogant and violent conduct gave great offence to the Mohammedan traders from Cambay, who brought an armed flotilla against the Portuguese and put them all to death. The Portuguese several times renewed the attempt to establish themselves on the islands, and maintained a garrison for some time, but these endeavours had no permanent result.

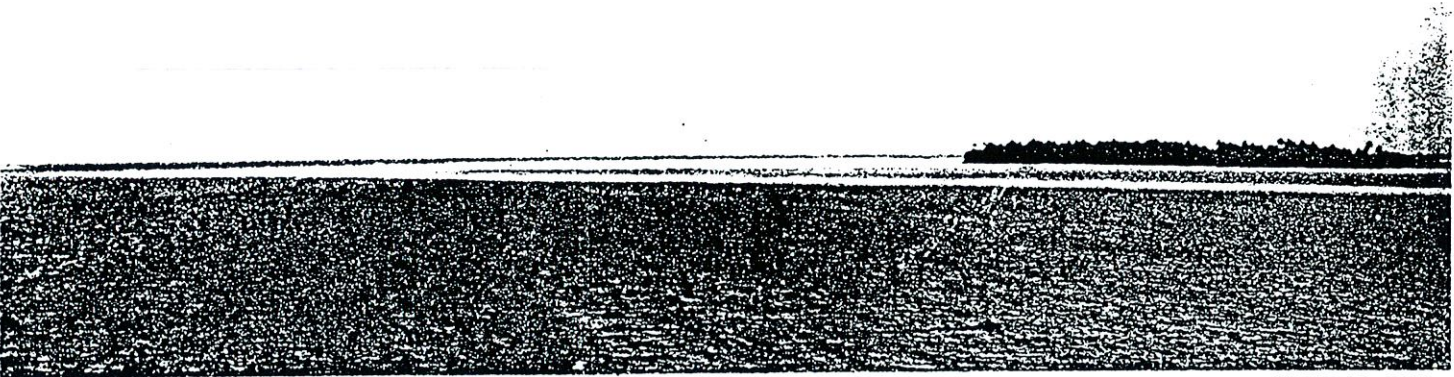
The islanders were also frequently subject to raids at the hands of the Mopla pirates of Malabar, and sometimes also, it would seem, to maltreatment from the crews of European vessels. The manuscript diary of Mr. Hedges, afterwards Sir William, who passed through the Maldives in 1685, says: "We put out a piece of a Red Ancient to appear like a Moor's Vessel, not judging it safe to be known to be English. Our Nation having lately got an ill Name by abusing the Inhabitants." Such circumstances probably led the islanders to place themselves in relation with the rules of Ceylon, and in 1645 occurs the first record of the embassy from the Sultan of the Maldives to the Dutch governor at Colombo, which has continued to the present day, under Dutch and English, to arrive annually, bringing some poor offering, as a vauge token of homage and claim protection. The last political trouble of which we have notice occurred in the middle of last century.

In 1753 the chief minister conspired to hand over the islands to the Ali Raja of Cannanore. A Mopla force occupied Mâlê, and carried off the Sultan. The traitor himself was rewarded by being thrown into the sea. The oppression of these foreigners made the islanders rise and expel them. The Sultan never returned, and a minister who had ruled on his behalf assumed the kingdom in 1760. In 1754 Dupleix occupied Mâlê with a small French detachment, which remained several years. In 1811 the Sultan wrote to the Governour-general, Lord Minto, to complain of the violent conduct of the officers of a ship under British colours which had been wrecked on the islands. Lord Minto sent back a courteous answer with presents. There have been no other events during the British rule in Ceylon, and the last Sultan, Muhammed Moidin, reigned without dispute from 1835 to 1882.

We have only three substantial accounts of the Maldives from actual residence; 1). That of the Moor Ibn Batuta, who lived upon them more than a year, 1343-44, and filed the office of "Cadi". It contains much curious detail. 2). The narrative of François Pyrard de la Val, a French adventurer on board a ship from St. Malo, which was wrecked on a reef of the Malosmadulu atoll in 1602, and who was detained five years on the islands, - a book of the greatest interest and accuracy, and by far the best account of these islands in existance. 3). A memory by two officers of the Indian navy, Lieutenant Young and Mr. Christopher, who had been employed in the survey of the islands under Captain R. Moresby in 1834-



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HELIO TYPE CO., BOSTON.

Plate 11.

North end of lagoon, north of Hulule. Farukolhu Island
on the east face, North Male Atoll. M.A.

North horn of lagoon north of Hulule.
Farukolhu Island on east face. W.

35 [1834-1837.], and who volunteered to remain behind at Málé [1835], in order to acquire a knowledge of the language, customs, &c., of the inhabitants, - a landable effort, but the result of it was mared somewhat by the illness which possessed both officers.

The Sultan's residence and the capital of the kingdom is the island Málé, which lies near the middle of the archipelago on the east side. It is about 1 mile long by 3/4 mile wide, and contains a population approaching 2,000. It has been at one time encompassed with walls and bastions, but these continue in repair only, in the north and west. On the north, too, is an old fort, apparently of Portuguese construction, with a few old guns. On the north and west sides also advantage has been taken of the encircling reef as the base of a wall which has been built up so as from the lagoon into a harbour for small craft, having a depth of 6 to 12 feet, and a width of 150 yards.

The town is laid out in long regular streets at right angles, shaded with trees, the houses are in "compounds", with high fences excluding the street, and are surrounded with fruit trees and flowers. The Sultan's palace, a large upper-roomed house, occupies with its appurtenances an area of 1/4 square mile, enclosed by a shallow ditch now choked with vegetation. The houses generally are large cottages of about 28 feet by 12, formed of substantial wooden frame, with peaked roofs thatched with cocoa-nut leaves, the walls are matted with cocoa-nut leaves, but some times planked.

There are several mosques, and at least one minaret, about 40 feet high, for the call to prayer. Stone-built houses, common in Pyard's time, are so no longer, there is now but one. There are marked distinctions of rank among the people. At least six classes are recognized, of whom the two highest form a pure aristocracy. The sixth class, called "Kallo" = black, consists of the common people generally, of whom the toddy-drawers are regarded as the lowest.

The employment of the common people are fishing, gathering cocoa-nuts and cowries, weaving, and toddy-drawing. Women beat the cocoa-nut fibre and twist it to yarn, make mats, prepare breadfruit by slicing and drying it in the sun, spin and dye cotton thread, make sweetmeats of cocoa-nut and palm-sugar. Women are not secluded or veiled as in typical Moslem countries.

Rice, the staple of food, is imported. Other chief food is fish, chiefly dried bonito, breadfruit prepared in various ways, cocoa-nut, and a few fruits and vegetables. There are a few sheep and cattle on Málé island, which are occasionally slaughtered.

From the earliest notices the production of coir, the collection of cowries, and the weaving of excellent textures on these islands have been noted. This last, and that if fine mats are the only manufactures in which skill is shown. The mats seem to be now produced only in Suadiva atoll, the cloth chiefly, but not solely, in Malosmadulu atoll.

The chief exports of the islands, besides coir and cowries, a decreasing trade, are cocoa-nuts, "Copra" ie. cocoa-nut "meat", tortoise-shell, and dried bonito fish. An enormous amount of this last was formerly carried to Ceylon and Sumatra, the latter being supplied by traders who came

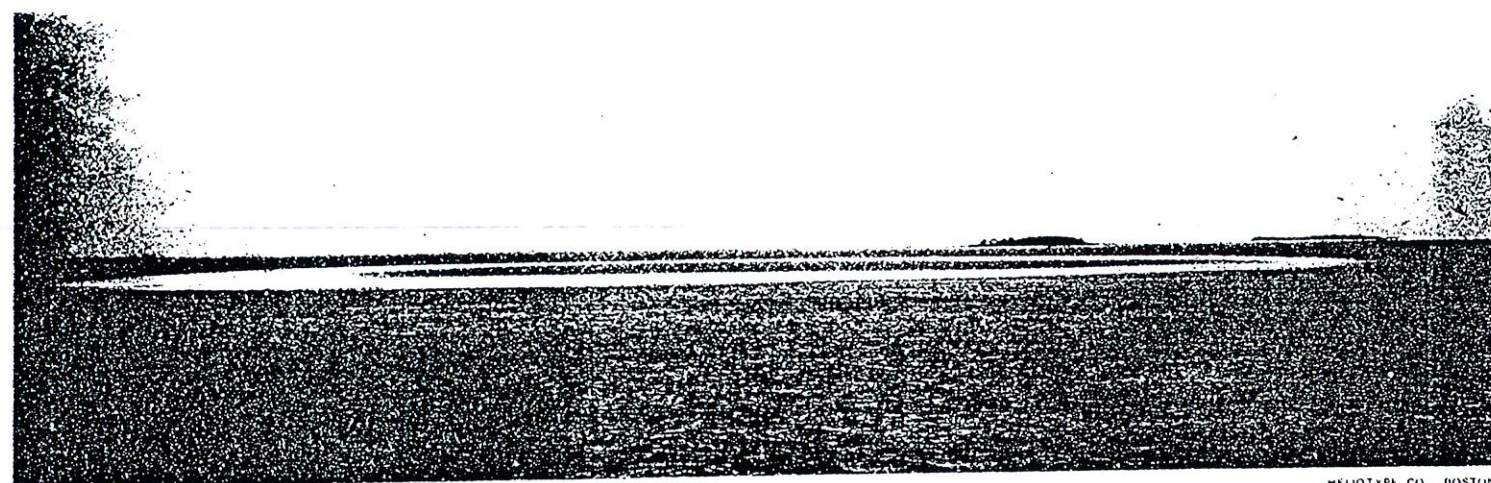


Plate 12.

Gap between the north islands if Imma flat.
North Male Atoll. M.A.

Ring, 7/8 of a mile due north of Male Island.
Vehamanfushi Island on the left. W.

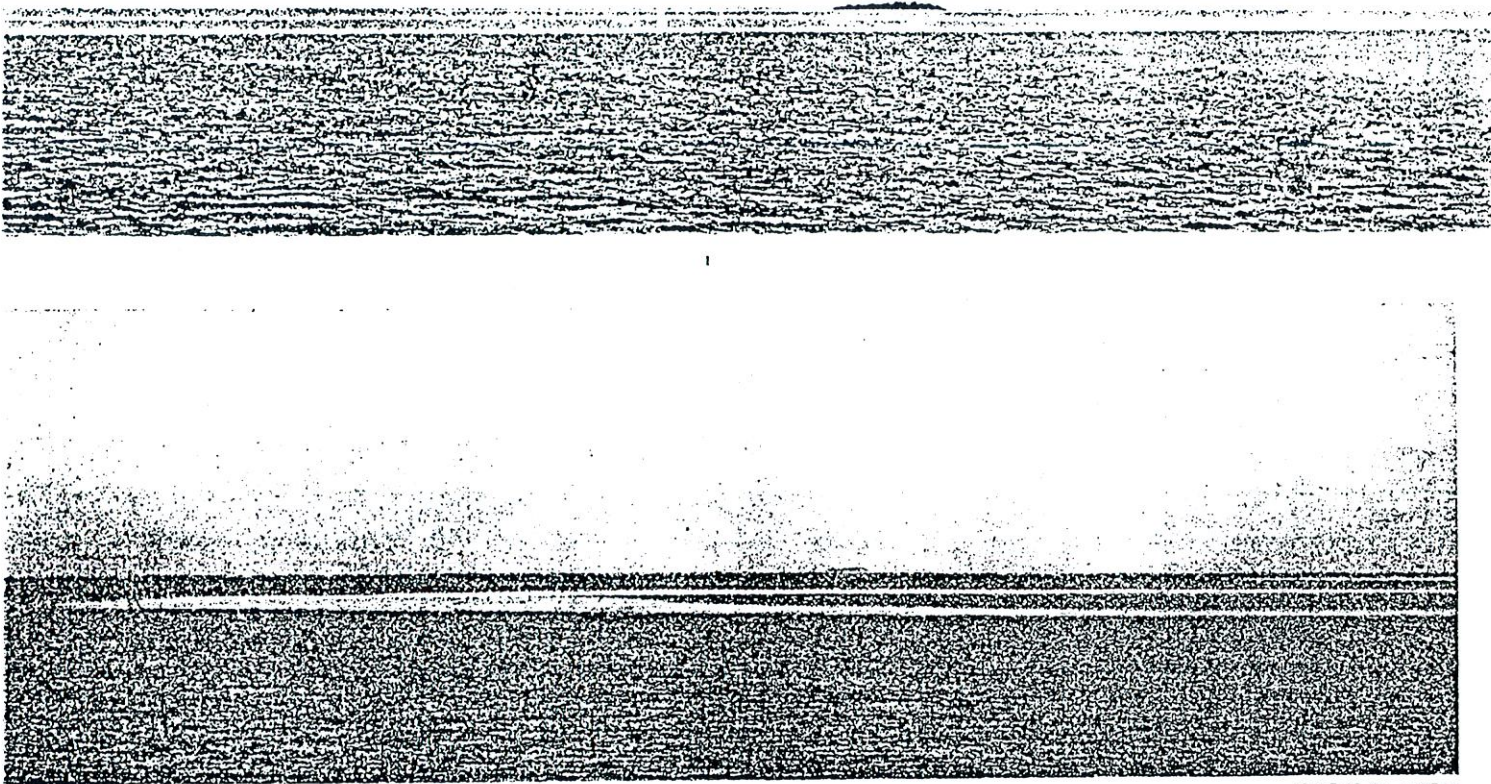
from Chittagong. It has been known over the East for time immemorial as "Koboli-mās", a corruption apparently of the Maldivian "Kalū-bili-mās", i.e. black bonito fish, sometimes further corrupted to "Gomulmutch".

Native vessels of 80 to 200 tons burden make annual trips to Calcutta towards the end of the south-west monsoon, returning with the north-east monsoon in December. After leaving the Maldives they sight no land till Jagannāth, Far East. They carry thither the articles named above, and bring back rice, cotton stuffs, and sundries. These long voyages are not confined to the crafts of the capital. Moresby, in 1834-35, found that a small island in the North Nilandu atoll sent annually to Bengal five or six boats of 80 to 100 tons each. On the same island there was a kind of navigation school, and the natives made and repaired some kind of nautical instruments.

The old cash of the Maldives was the curious "Lārin" or "Fish-hook money" made of a bent rod of silver. This has been long replaced by coins of base metal bearing the same name. The Anglo-Indian rupee is current for larger payments, and cowries are still used to some extent. Two alphabets are known on the islands, besides the Arabic, which appears on tombstones and in other inscriptions. The first is an ancient alphabet, known as "Divehi Hakura", i.e. Island letters. This in 1835 still survived in the southern atolls, and orders for these were written in it. It is written, like all the Indian alphabets, from left to right, and is evidently a form, with additional letters, of the old Tamil character, 700 to 1300 A.D., called in Malabar "Vatte luttu", or Round hand. (The resemblance to this is much closer than to the old Singhalese with which it is compared in Mr Albert Gray's valuable paper already referred to.)

The modern Maldivian writing, called "Gabali Tana", is usually written from right to left, like Arabic. ("Usually", but a Maldivian skipper who gave James Prinsep information wrote it from left to right.) It is said to have been introduced in the 16th century, and has gone through several variations. Some of the letters are modified from the Arabic character, and nine of them are the Arabic numeral digits. On the other hand numerals are represented by letters of the alphabet. The former system of reckoning was duodecimal [12 base], but this is dying out.

Nothing is accurately known of the flora of the islands, and Kew [Garden in London] possesses no illustration of it. Among larger trees are mentioned the Banyan, Pippal, Breadfruit, Tamarind, and a large tree called "Kandu", affording a very light wood used for rafts, floats, &c., also species of Pandanus. The castor-oil tree is abundant, though not used. The cocoa-nut of the islands, though of fine quality, is very small, not much larger than an orange. The tree itself furnishes the only indigenous wood used for boat building. The "Dumbari" (*Calophyllum inophyllum*) and "Kuradi" (*Pemphis acidula*) are used in minor wood-work. A tuber, grated and steeped in water to remove its acidity, is made in flour, perhaps a "Cloophyllum", which Ibn Batuta mentions, "Al-kalakās", as used to make a kind of vermicelli. They have also sweet potatoes, pineapples, pomegranates, bearing fruit throughout the year, plantains, and most of the other tropical Indian fruits, chilies, a few areca trees, &c. The "Double cocoa-nut" of the Seychelles Islands, fruit of *Lodoicea Sechellarum*, used to be cast up on the islands, and was believed to be a submarine production, - hence called the sea cocoa-nut.



HELIO TYPE CO., BOSTON.

Plate 13.

Ring, one and a quarter mile N. 20° W. of Male Island.
Vehamanfushi in the distance. M.A.

Western horn of the same Ring. W.

It was valued for imaginary qualities, and exported to India. The Portuguese long believed it to be a product of these islands, and called it the "Maldivé cocoa-nut".

Animals are few, those named are rats, numerous and destructive, which climb the cocoa-nut trees and devour the kernels. The large bat called in India "Flying fox", also said to destroy many small cocoa-nuts. Tortoises, a small snake said to be harmless, &c. Domestic animals are rare, a few goats and cattle are reared on Málé.

The climate is not oppressive or disagreeable, but is very unhealthy for strangers, whether Asiatic or European. Ibn Batuta says every visitor was attacked by violent fever. Pyrard says the same, and this was substantially the experience of the survey officers and crews in 1834-35. The native crews also suffered much from the disease called "Beriberi", which has dropsical symptoms, and is often fatal, and from violent bowel-complaints. ***

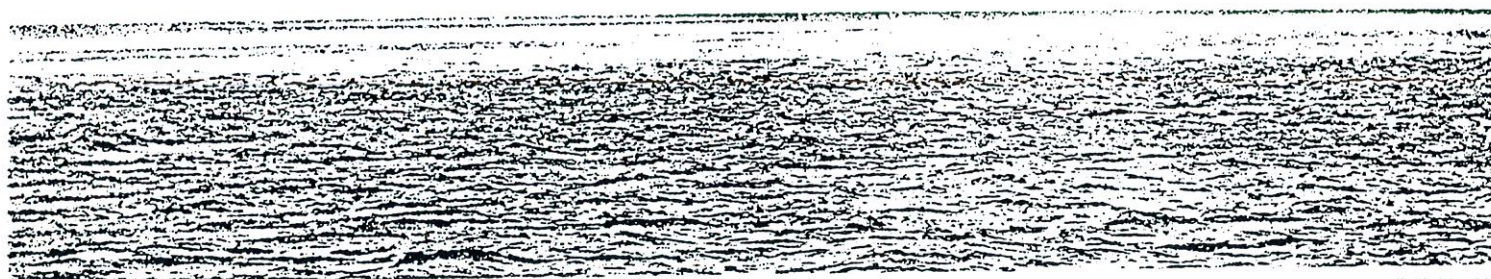
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MINICOY. Encyclop. Britan. 10th Ed. 1882. "Laccadives".

Minicoy, called Málíku by the natives, a small island 5 miles in length, 108 miles south of Kalpéni and 68 miles north of the Maldives, belongs politically to the Laccadives in so far as it forms a part of the estate of the Bibi of Cannanore. The natives are of the same race and speak the same language as the Maldivians. The population in 1881 was 3915. The people are well behaved, but of a very independent character. They are active and enterprising sailors, and lazy cultivators. They are divided into four classes, viz., "Málikans", the aristocracy, "Malumnies" the pilots and mates of vessels, "Klasies", smaller landed proprietors and sailors, and "Melacheries", toddy drawers. Minicoy anciently formed part of the Maldivé realm, but, probably in the 16th century, was given by a Maldivé Sultan to his brother. In 1607, when it was visited by Pyrard, it was governed by a lady who for greater security held it of the Raja of Cannanore. The island has never been restored to the Maldivé king.***

MINICOY. Encyclop. Britan. 11th Ed. 1911. "Laccadives".

Minicoy Atoll, with the numerous wrecks on its reefs, its lighthouse, and its position on the track of all eastward-bound vessels, and a familiar sight to seafarers in this waters. The atoll, which is pear-shaped and disposed in the direction from S.W. to N.E. is 5 miles long, with an extreme breadth of nearly 3 miles, with a large but shallow lagoon approached from the north by a passage two fathoms deep. The atoll is growing outwards on every side, and at one place rises 19 ft. above sea-level. The population, which numbers about 3,000, is sharply divided into five castes, of which the three highest are pure Maldivians, the lower two the same as in the Laccadives. All are centred in a small village opposite Mou Rambu Point on the west or lagoon side, but most of the men are generally absent, many being employed with the Lascar crew on board the large liners plying in the eastern seas. ***



HELIOTYPE CO., RO

2

Plate 14.

Western horn of ring with sand spit. W.

Eastern part of ring with sand spit, 5/8 of a mile to the N.W.
of sandbank in Eastern main ship channel of N. Male Atoll. M.A.

1885. ROSSET, CARL WILHELM.

IN: GLOBUS, Illustrierte Zeitschrift für Länder- und Völkerkunde,
Carl Wilhelm Rosset, Band 51, No.2, P.30-31, Braunschweig 1887.

This is another article based on CARL WILHELM ROSSET's experiences from the Maldives in 1885, and written in the German language. By this translation all Rosset's published documents are hereby accessible in the English language, in "Maldive Odd History", Vol.2.; Vol.3.; and Vol.7. This article is written as an interview with C. W. Rosset, where he is referred to as "Mr. Rosset". [GERMAN]

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The Maldives.

Among the unknown countries are the Coral Islands in the Indian Ocean, by us called the Maldive Islands. They have been visited by the Europeans but no one of them have been able to stay for any longer time, due to the bad climate [Malaria]. That is why our knowledge about the Islands till yet is very limited. In the year 1883 [ie, 1879] Mr H.C.P. BELL was sent out officially by the Ceylon Government to the Archipelagoe. He could not do much research because he was denied to meet the suspicious Sultan and make any arrangements.

In the last year [1885] C. W. ROSSET nevertheless, made a longer stay in Male town, and even he was hindered by the distrustful Sultan in most of his attempts. He therefor had to give up most of his plans. Rosset's communication in the "English Journal of the Royal Antropological Institute" is of great interest and justifies a closer article.

The Maldives Islands number 12,000, according to Indian information, and they are divided into 20 Atolls. The capital is Male even called the "Sultans Island", and it is 400 miles [660 km,] distant from Ceylon. In this place Rosset stayed for 40 days. He found them to be totally formed of corall, but on the beach he found some pumice stones or volcanic slagg. The natives told him that those stones had just resently appeared and are probably from the Krakatoa volcano eruption [Aug. 1883].

Male has no open freshwater supply [There is a pond in the palace park, L.V.] and is considered as a very unhealth place. The bad reputation is just during the northeast monsoon, when the water in the lagoon [ie, the freshwater ponds on the islands] under the influence of the burning sun quickly decayes and makes the stinking air unhealthy [Malaria]. When the southwest monsoon starts, the water-swells go over the coral-reefs and refreshens the water. Then the health situation changes to the better.



HELIOTYPE CO., BOS.

Plate 15.

Sand-bank, with scrub and low vegetation, on ring,
two miles N. 40° W. of Male Island. W.

Southernmost island on the east face of a small faro in
the pass north of Imma, seen from the West. M.A.

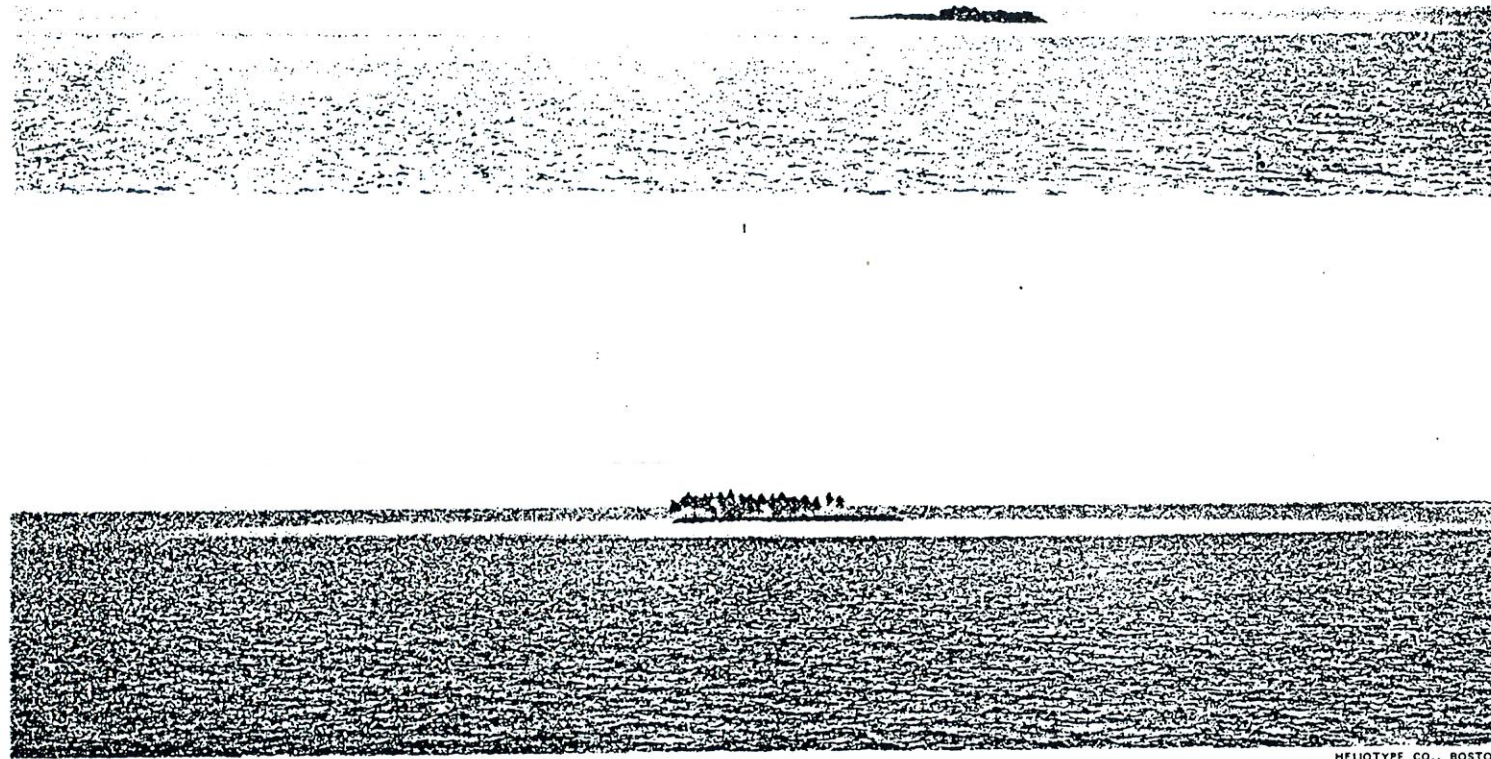
Male is the only place in the whole island group where the commerce with India is permitted. The Sultan's main revenue is from his absolute custom taxes payed for the import and export. He carefully watches that all trade is done in his residensial town. Their trade with the outer world is not to their favour, much because of that half of their food articles and provisions must be brought from India. The export trade can growe enormously if they increased their fishing and prepared the "dried fish" [smoked-dried], as there is plenty of fish in the water and there is a great demand for the dried product.

The tortoise shells and the exquisite mats, woven on the islands, can also be important export articles, if it was possible to change the Sultan's policy. Rosset was in a bad situation from the beginning and he was told that he was not permitted to leave Male town and consequently he was watched day and night, so that he not should be able to hoist the German flagg [I.E. Occupy the Maldives for Germany, 1885 the Maldives were a free and independant countyr, first 1887 they were made a British protectorate, L.V.] He thought that this was due to the events in the German East Africa [Berlin conference 1885 about Zanzibar, L.V.], but he could he have found the reason closer. [The Brithsh Government in Ceylon, See; M.O.H. Vol.5, P.61, Mom.7, L.Vilgon.]

After seven weeks stay he was permitted to travel to the different Islands or Atolls, but this was too late, as the ship intended for his return voyage to Ceylon already was due, and he was in a hurry to go back as he had promised to come to London with his Maldive collection for the "Colonial and Indian Exhibition 1886".

All the present trade in the Maldives is carried out by some Bombay merchants [Bohrahs] who bring cargoes of rice to Male, and there they sell it, or rather barter it in their own bazaars. The Sultan is granted 12 per cent import duty in kind and the rent for the bazaarshops. Besides this he also has the monopoly of all trade with dried fish from all the Atolls, which has to be delivered and sold in Male town. Under these circumstances the natives accordingly work only when they are out of all means to buy the rice they want. Then they start fishing, catch turtle, and collect cowrie shells. After this they are able to go back to the pleasant "doing nothing" as soon as possible.

At present Male has about 3,000 inhabitants, and of them at least 2/3 are employed by the Sultan and they are all maintained by him. The higher officials collect and keep the taxes from certain islands instead of payment, but just for their lifetime and not descendible. The caste division is observed rigorously. Only the Sultan is permitted to use shoes and hat, and only two of his closest relatives are allowed to employ the parasol, but only the Sultan himself may have a white one. The higher castes are remarkable light-coloured and resembles more the Arabs than the Hindus [Indians], their women look just like the Persian females. The lower ranks have mixed blood and resemble more of the Indian muslims than the Singalese.



HELIOTYPE CO., BOSTON

Plate 15.

Oval sand-bank, with scrub vegetation, one-half mile to the northwest of the northern part of Hulule, seen from the south. W.

Thulhagiri Island, in the middle of the southern part of the lagoon of North Male, seen from the south. W.

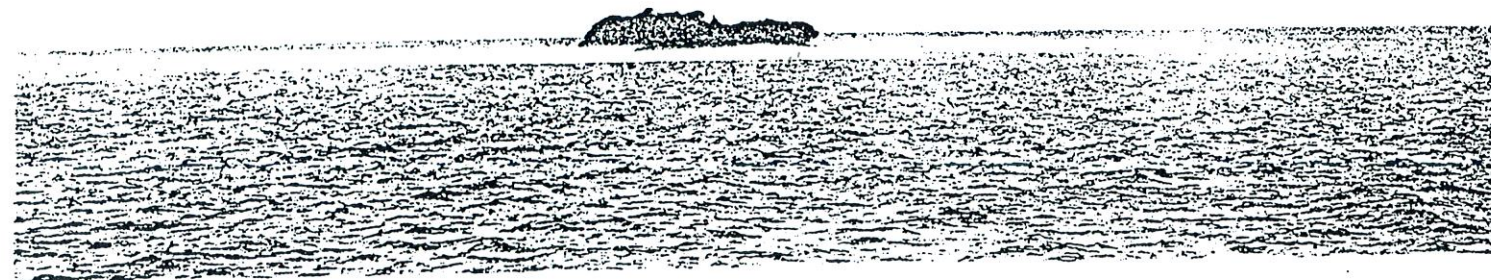
Their language is similar to the Singalese. Of the five in earlier times used languages, are today only two in use, Gabuli-tana, the official language, and the Divehi. All research about the islands consider them to be colonised by people of Arian race, maybe at the same time as Ceylon was invaded, but today we know nothing about this. The High-priest Didi Totu, with whom Mr. Rosset by the time was confidential, told that he was in possession of old Pandanus-leaves with the all the [Maldivian] history written on them. Mr. Rosset expects to come close to these scripts next time he visits the islands.

Didi declared also, that in the jungle on the island Fua Mulaku [Fua Mula Atoll] is a Dagoba, named Havida, and in the island Hatadu [Hit-haadho, Suadiva Atoll] is a Temple [Buddhist], called Ustumba. This is very likely, as other natives, when shown pictures of Buddhist temples, declared that such buildings and such decorated stones also were to be found in their Islands. Nowadays all the natives are Mahomedans, nevertheless, their religion has still much of the earlier superstitions preserved. The marriages are officiated by the "Katibu". The divorces among the lower ranks are done by just the banishment of the wife, but by those of higher status the "Katibu" is the one who determines the divorce.

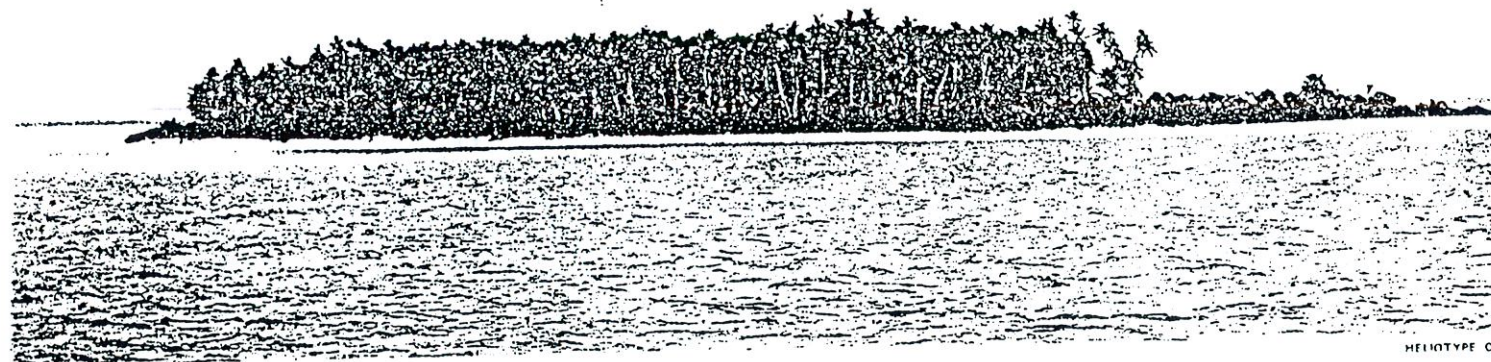
The men are not jealous, specially if it happens among themselves, but if the sexual intercourse involves a stranger, and specially if he is a Christian, then the woman is banned to some uninhabited island. [This unique situation with a Maldivian girl and a white Christian man is almost incredible. It must be Rosset's own experience. L.V.] Besides this the people are friendly and as far as their poverty allows them, they are extremely hospitable, and criminals are very rear. About the natives customs and the states involvements on the islands Mr. Rosset could not learn much [as he was confined to Male]. The only person who could have informed him was the High-priest, but the Sultan had severely forbidden him to give this communications.

The high caste women have dresses of red sateen, heavily embroidered with Gold, Silver and Silk, all of it imported from India. Besides this they are amply ornamented with gems. In earlier days there was an absolute custom, what clothing the different casts were permitted to wear, but now this has ceased. The men wear by commemoration days Arabian festal attire. They are indeed skilled craftsmen, and first the young men must learn what his caste demands, then he may marry a girl. Rosset was surprised over the skill, with which they can copy all European objects, and they found no problems in making models of all the original Maldivian items, which were too big to bring back to Europe.

Of special interest were the different Maldivian dances, especially when the mistrust was eliminated, and there were no problems any more for him to take photos of the dancing groups. Rosset is determined to go back to the Maldivian Islands, and proceed with his research. ***



1



HELIOTYPE C

2

Plate 17.

Kuda Hitty Island, with sand-bank, one and 1/8 mile in the lagoon, off the central part of the western face of North Male, seen from the south. W.

Hithi Island, 3/4 of a mile north of Kuda Hithi, seen from the south. M.A.

1885. ROSSET, CARL WILHELM.

IN: Mitteilungen der Kaiserlichen und Königlichen Geographischen Gesellschaft in Wien 1896, Band XXXIX, P.597-637, Wien 1896.
Die 14.000 Malediven-Inseln. By: Carl Wilhelm Rosset.

CARL WILHELM ROSSET, the German explorer from Freiburg in Württemberg, Baden, stayed at the Sultan's Island in the Maldives, from October 29 to December 21 1885. He made expeditions in Sudan, Ceylon, Maldives and Burma to study the people and collect native artefacts, and his collections he exhibited in various World Expositions. He sold them to the Museums in Boston, London and Berlin. Of all his photos from Male, I have only been able to find ten, the others seem to be lost in Berlin 1945. This article of personal and study up information about most Maldivian aspects, is a much neglected source of information. Where did Rosset before 1896 find all "new" facts he presents here ? [GERMAN]

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THE 14.000 MALDIVE ISLANDS.

The Maldivian Islands are situated in the Indian Ocean from Latitude North 7° 06' to South 0° 33' and between Longitude East 72° 33' and 73° 44'. They cover a distance of ca. 900 km, from North to South and 150 km, from East to West. They are divided into so called Atolls, of which there are 20 different, a number used for political reasons, even if the people since long ago count them in 13 groups. In the North and South, the Atolls are in one line, while the Atolls in the middle are in two chains. These two Atoll chains are besides each other, with a distance of about 20 to 50 km, between them. The most Northern Atoll is about 700 km, from Cap Comorin in India, and the shortest distance between the Islands in Male Atoll and Ceylon is about 800 km.

Barrier reefs surround the Atolls and they are hereby protected from the force of the waves and storms. The Islands are frequently attacked by storms, North of Lat. 3° 31' N., none of the Atolls are affected by this storms, except on some specially rare occasions. The slope of the Islands into the Ocean is usually very steep. Soundings of 400 m, from the coral-islands have usually not given any anchor-ground. On the inner side of the Atoll ring the slope is not steep. All the Atoll-reefs are intercepted by openings, some good as passages for small boats and sailing-ships. The depths are mostly great enough to be used by the native vessels, communicating with convenience from one Atoll to another. Some openings are big enough to let in even the biggest ship. Inside the Atoll the ships are safe for the storms and secure anchor-bottom is found in 40-60 meters, on a sea-ground of coral sand.

The channels separating the different Atolls are mostly deep and secure, but in some cases rather difficult to transit and just steamship may pass, as the strong currents make them dangerous. The directions of the currents is East or West in the respective monsoon season. In daylight it

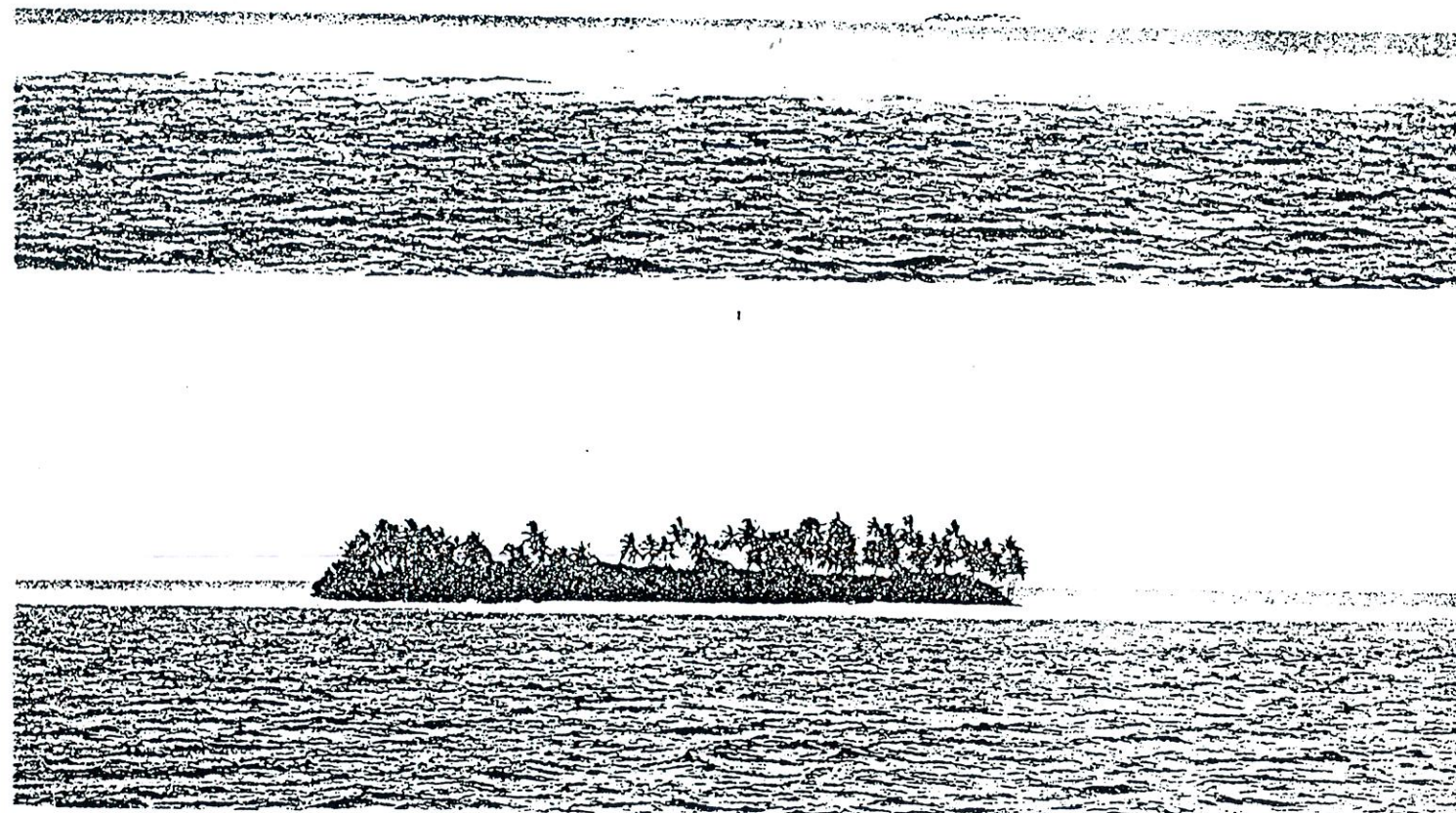


Plate 18.
Oval, with sand bank, to the east of Hithi Island,
North Male Atoll. M.A.

Sand-bank with bushes and cocoanut-trees, to the northeast
of Hithi Island, and to the southeast of Hembadoo. M.A.

is secure to use all the waterways, as the submarine rocks which can be very dangerous, are visible in the clear water and the intensive whiteness of the coral-rocks. In the dark night only the following four channels between the Atolls are possible to pass through,

1. The Cardiva [Kaashidhoo Kadu] or five degree channel, which has a width of 50 km. 2. The Vaimadu [Vaadhoo Kadu] between the Atoll Collomandu [Kolhumadulu] and Adumatte [Hadhdhunmathi] which is 30 km, broad. 3. The "One-and-a-half degree channel", the broadest and most secure of them all, used by homeward bound steamships during the South-West monsoon. 4. South of the equator, the "Equatorial-channel", 90 km broad, but with the Island Moloku [Fua Mulak] a little to the South of the middle of its centreline, makes it less frequented by the steamers.

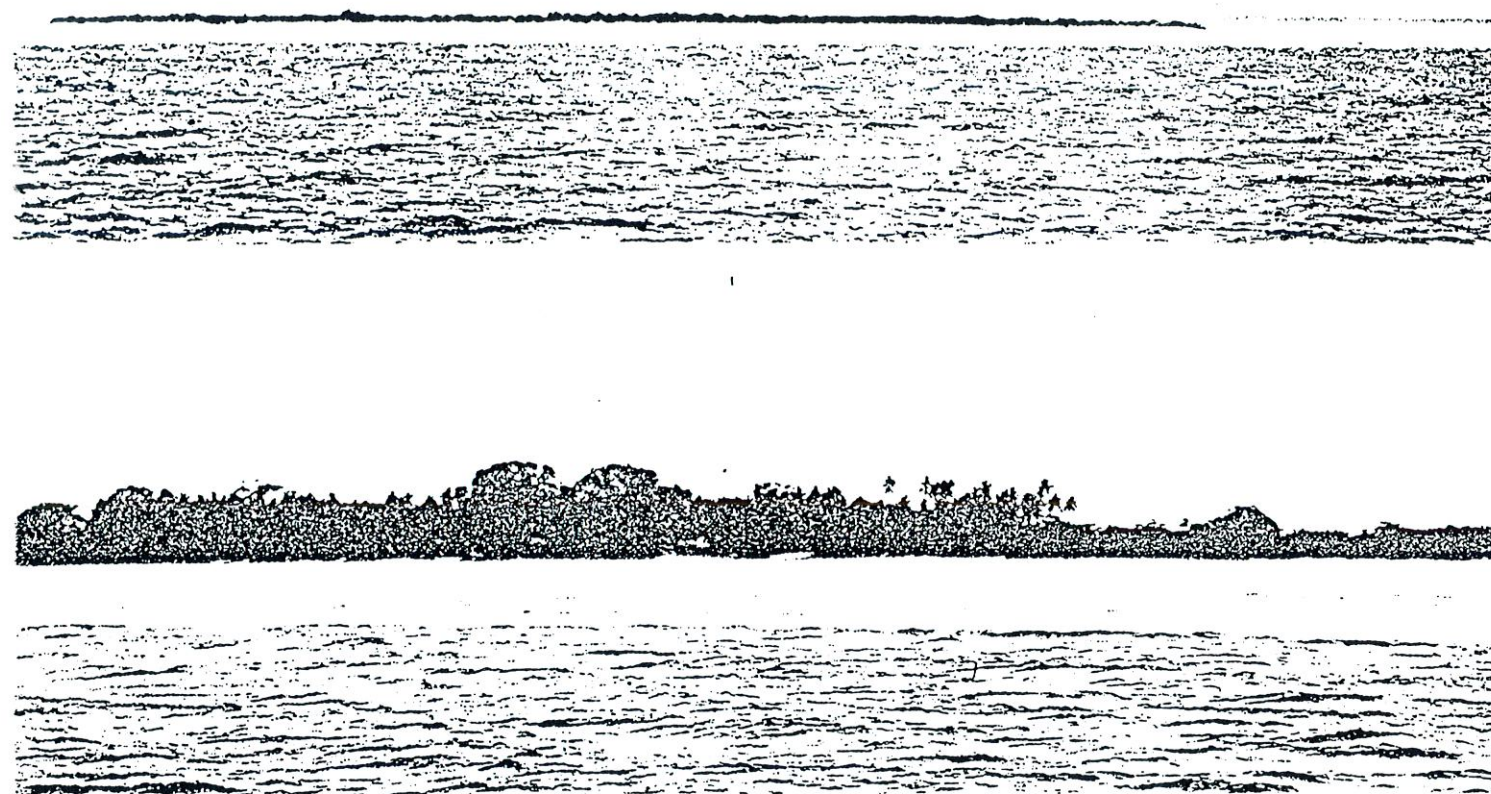
It is impossible to give an overall description, over the Ocean-currents concerned, those going through the Atoll-channels, as there is no overall clear picture. This is because of the few and sporadic observations available at the present time.

About the water-movements around the Islands, it is necessary to separate the Tide-waters and the Monsoon-currents. The tide water changes regularly during the day and night. About the currents it is known to set to the East from June to September, and after this it goes South along the Western side of the Islands. From the end of December to April, the currents turn West by the Cardiva Island [Kaashidhoo]. In the end of May the direction is unstable till the South-West monsoon starts in June. The currents in the Equatorial channel is very strong. In half the year it sets to the West and in the other half year it sets to the East, following the Monsoonwinds. Nevertheless, the waters are influenced by many other causes.

The Islands, which together make an Atoll, are mostly on the rim of the circular coral reef. Inside of this round reef, are the Islands usually few. Most Islands are round, sometimes oval, and they are all small, just a few of them are more than 10 km in length or berths. Some are only 50-100 m, broad stripes. In the interior of the Atoll, what is called the Lagoon, the water is rather deep. The Islands are never elevated more than two meters over the water surface, so that the Coconut palms seem to stand direct out of the water.

Among the Natives there is a wide spread idea, that all the Islands will disappear, and that the number of them will decrease by the work of the swells of the sea which undermines them. This is the same story as can be heard about the island Helgoland.

The information about the number of Islands have changed during the times. Two Muslim reports [SULAIMAN and MASUDI] from the 9th Century told them to be 1,900. IBN BATUTA, [1344 AD] numbers them to be 2,000. MARCO POLO [1290 AD] writes: "Unbelievable I have heard from Captains and Pilots, that there are 12,700 of them, inhabited and uninhabited all told." Captain HAMILTON [India 1686-1723] says about them: "A mass of Islands, impossible to count." The Sultan of the Maldives styles himself today [1896] "The King over 12,000 Islands." PYRARD [1605 AD] believes, "I do not think there are so many Islands, and the number 12,000 is used to describe an untold mass of Islands."



HELIOTYPE CO., BO

Plate 19.

Southernmost low Island, with scrub vegetation, of the outer flats of the west of Hembadoo, N. Male Atoll. M.A.

Northern face of Fehendu, Goifulha Fehendhu Atoll. M.A.

Looking at the Indian Ocean sea-chart, we will understand that the Laccadive-, Maldive- and Chagoes Islands are located on the same underwater moantain ridge, on the of which the coral-insect has built up all these small Islands, from Latitude North 12° 24' to South 7° 39'. Scientists presume that the coral reefs of Ceylon are coming up from the sea, and at the same time they believe that the reefs of the Maldives and Laccadives are sinking.

In accordance with DARWIN's [1857] theory, which today is under question, that the circular coral reefs of the Maldives are formed by the sinking of the sea-bottom during thousands of years, and the coral polype has grown and built up the Islands, under the same time. The Maldive Islands are nothing but the top of a long submarin mountain, which during the endless time, by the geological actions, has sunk into the seabottom.

Earlier there must have been a solid rock-ground, where now the coral reef is located, and probably there has been a connection with the mainland of the Indian-peninsular. The coral-insect is just able to live and thrive down to a depths of about 35 meters. As the colony is located to one place, which is constantly sinking, the coral has to grow upwards or die. All the time the seabottom is sinking, and thereby causing a lowering of the coral-fundament deeper and deeper down. During the same time the top of the coral reef keeps growing up to the water-level, and as long as the sinking is not sudden and fast, the coral reef will always be where the polype thrives.

The solid rock-islands that once were there, became surrounded by the circular coral reef, and after long time the rock islands sank away till they finally disappeared under the water, and instead there was a circular lagun filled with saltwater. What first was an Island became a circular coral reef. This is the theory DARWIN gave us. All coral reefs are not built up in this way, as there are reefs, where there has been no sinking of the bottom or elevation of the water level.

The faumous zoologist Dr. MURRAY of the wellknown Challenger-expedition [1872-75] has an other hypothesis, which gives a more natural explanation, and it is adaptable to all locations where there are coral reefs. MURRAY looks for the life of the coral-insect. The coral lives only in direct contact with the salt-water, which contains all the necessary conditions and the carbon-oxide chalk for the insects life. Where there is an underwater-hill, on the right depths for the corals to live, the insect starts to thrive there and they grow upwards and sideways.

Hereby the individuals underneath will be separated from the seawater and the nourishment. Finally all the corals on the bottom die, and on the outer side of the original bank there will always be new coral-insects and finally there will be a circular reef, which grows upwards till it reaches the water surface. The inner part of the coral-reef deteriorates and desintegrates and by the intercourse of the salt-water it becomes sand and stone. That is how the lagune is formed.

The Maldive archipelago has a speciality, which is that the coral barrier is not a continous circle. The Islands are arranged in many small circular Island-groups, Atolls, separated by channels. The Islands



HELIOTYPE CO., BO

Plate 20.

North point of Goidu, Goifulha Fehendhu Atoll. W.

Southeast face of Goidu, Goifulha Fehendhu Atoll. M.A.

in each Atoll sometimes number more than a hundred. Many of these Islands are as well circular and have a salt-water lake in their centre. The lagoon is connected with the Ocean by one or many channels. The depths of the water into the lagoon is 5 to 16 meters. The channels to the Islands and the Atolls are so deep that the water inside, during low-tide has an outlet and can flow out. These channels have been kept open for centuries. It seems, as all former big Atolls in the different places by storms and gales, have been torn into separated Atolls. For instance there is a channel that separates the Malosmadulu Atoll [Maalhosmadulu] into two parts by the Moresby-channel. This was caused by a storm.

The circular Atolls with all the different colors give the eye a fantastic view. The inner part of the lagoon has a wonderful emerald green colour, then comes a circle of similar color, but more olive-green. The coral reef has olive-brown and dark-green spots. At the outer beach the water-swells are snow-white, and further out the water is apple-green and still further out the sea sparkles of purple.

Almost all inhabited Islands have fresh potable water. This is noticed already in the 6th century by COSMAS [525 AD] and in our century it has been proven by chemical analyses. PYRARD [1605 AD] has mentioned this fact, as he writes, "The uninhabited and the not overgrown Islands have seldom fresh-water, but those Islands that have an overgrowth are inhabited and, have also drinkable water, except some where the natives have to fetch water from some nearby Islands. As usual, the water is better in one place than in another place. The water-wells are made by digging a 3-4 feet [1 m.] deep hole in the soil, and there is the fresh water in abundance. Strange is, that 4 feet from the beach, where the salt-water waves are working, it is possible to find fresh-water. I have observed that the well-water is cool in day-time, and warm during the night-time."

Even if these observations by the French adventurer are unreliable, they agree with what the English chemists of today has proven. The waters of the Maldive wells are not of a bad quality, as one could have believed.

How these Islands were inhabited is easy to explain. All over the earth, where animal-life exists, except in the polar zone, there must be some vegetation first. It is clear that some species of sea-weed even can grow on land, as they also thrive in fresh-water. In this way the sea-water plants climbed up on land, and enriched the soil after their death and made it possible for genuine land-plants to grow. The seeds were carried by the currents of the Ocean, from the West coast of Ceylon and India.

There are real djungles on the Islands, with trees and plants from the coast of Ceylon. For instance the sweet smelling Fragrant or Pandanus bush, the Banana plant, the Breadfruit tree, the Bambu-grass and over all the noble Coconut palm. It is most believable that without the Coconut palm there could not be any human inhabitants here.

The name "Maldive" has been explained in different ways during the time. Most likely is that the archipelago has got the name from the Sultan's Island "Male". The second part of the name "Diva" emanates from the Arabic word "Dwita", which means "Island". The first part of the word



HELIOTYPE CO., BO

Plate 21.
West end of Karidu / Kardiva. M.A.

South face of main island of Karidu / Kardiva. W.

can be explained either by the Arabic word "Mal" meaning "Wealth" or from the Hindu word "Aahal" meaning "Palace". The meaning can either be that the Island is richer than the others or that it has the residence of the Sultan.

The Maldivian history, the geographical and the ethnographical notices, which are available about the Maldivian Islands, are very few and found in all different places. I have decided to present them all in this article, and to include my own experiences, as I want to give as much as possible of information to make the Maldivian Islands and its population understandable.

Those who have given good written evidence about the Maldives are so few that it is possible to count them on the fingers. 1. The Arab traveller IBN BATTUTA, 2. The French seafarer PYRARD de LAVAL, 3. Some officers from the British/Indian Navy [CHRISTOPHER and YOUNG], 4. The English gentleman H.C.P. BELL,

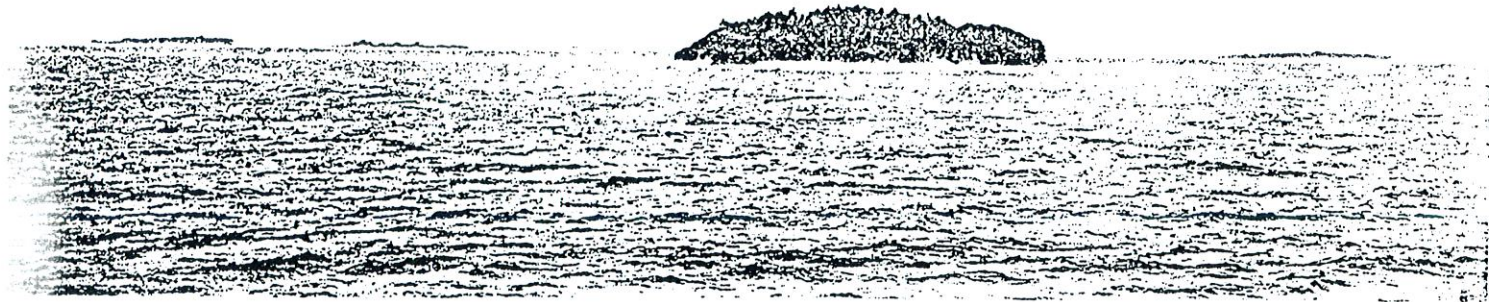
1. IBN BATTUTA lived on the Maldivian Islands 1343 and 1344. His real name was Abu Abd-Allah Muhammad. He came from the town Tanger, and travelled from 1325 to 1354 in the Orient, Egypt, Syria, Arabia, Persia, Red Sea and East Africa. He lived in the Asian towns of Bukhara, Samarkand, Kabul and Delhi and came to the Maldives, Ceylon, South India, Bengal, Tibet, Java and China. He went back to Spain, to the Sahara desert and to the town of Fez.

IBN BATTUTA stayed at the Maldivian Islands for 18 months. He married there and had four wives from the very best families in Male, and he had a very good reputation. He became "Minister of Justice" [Koran law], and finally he went to India. He has put down many particular observations of the natives personalities and habits, and he has collected the saga about how the Maldivian people became muslims. He describes the Maldivian export trade to India, China and Yemen.

2. The first European, the Frenchman PYRARD de LAVAL, who stayed a longer time at the Maldives [1602-07], even if it was against his own will. He was a prisoner of the Sultan [IBRAHIM III] for five years, and during this time he had many opportunities to collect information about the land and the people. He came from the Flanders and was one of the adventurers who, in the 16th and 17th century, went to India to make a fortune. His ship "CORBIN" sailed from St.Malo in Normandie and went aground the 2nd of July 1602 on the Mahlos-Madu Atoll [Maalhosmadulu].

PYRARD and the crew was taken prisoners and the wreck and cargo became belongings of the Sultan in accordance with the Maldivian law. They had to buy all their food, and finally when they had no more resources, the Captain and some of the crew died. Two groups escape, one of twelve and the other of four persons were captured and put to death. PYRARD and three of his friends, in the end the only survivors, were set free after five years imprisonment by a King from Bengal [? Malabar?], who was plundering the Maldivian Islands with 16 ships in 1607.

3. 1834-1836 [1834-37] the Indian Government sent Captain MORESBY with the lieutenants CHRISTOPHER, POWELL and YOUNG for the first marine survey of the Maldivian Islands. CHRISTOPHER and YOUNG were permitted to stay in Male, the Sultan's Island, to study the Maldivian religion,



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Plate 22.

Aidu Island, on the S.E. face of South Malosmadulu, seen from the southeast. The island on Wandu Faro seen on the right and the Island of Keahdoopur seen on the left. W.

Mabaru Island, on the N.E.ern reef flat of S. Malosmadulu Atoll, seen from the southeast. Herundu, Thiladhoo and other islands to the north seen in the background. M.A.

resources, language, culture and dresses. They were forced to leave Male town, after having struggled against sickness and fever [Malaria], that had struck them direct after their landing. During the time in Male they had collected so much material, that their stay was a success, and they gave a documentation in the "Transaction of the Bombay Geographical Society." Even though over 50 years has elapsed [1836-1896], this information are of great value for the modern Scientists research.

4. A collection of all these scripts and other notices from early visitors to the Maldive Islands, has recently been published by the Government of Ceylon in a book by H. C. P. BELL including his own experiences. The history of a nation, where there is no written documents, is only possible to collect from the foreigners, who has visited the nation and written down their experiences. Their language has also information to give. The early history of these Islands is hidden in the dark. Their isolation and rather unimportance has given them an naturell incognito. Disregarding the mentioned short periods in time, when the knowledge from these travelling writers has enlightened us about the Maldive life for some moments. All the rest of the history of the Maldive world, especially the 19th century, is unknown. Even the Maldive people have no written history, and we would be absolutley in the dark, if there not was the oral tradition which gives some information about the past.

It is difficult, maybe impossible, to determinate the origin of the Maldive people or race. Without doubt the whole Island-group including Minicoy, are populated directly from Ceylon. This assumption is because of the great affinity between the Cingalese [Ceylonese] and the Maldive language. In general the close transport and the lines of commerce with the Malabars on the coast of India, has give the Maldives a great influence from the Arab world. The sporadic importation of African slaves and the mixing of the two races with the different individuals of the true inhabitants, has given a modification of the genuine native. This is more notable in the Northern part of the archipelago, with its close vicinity to the Indian mainland.

The Maldive people believe that the Islands are populated by the "Cingala", as the Cingalese people are named in the old times. Nevertheless, they do not fully agree in appearance with the "Cingala". The "Cingala" are darker and sometimes unpleasant [Tamill], while the Maldive population is well built, like the Europeans, with a light olive brown complexion. It is possible, that the same people during the time due to the climate, two different populations have developed. When Pymarard de Laval lived on the Islands, the natives told him, that they thought the Maldives were first colonised about 400 years earlier, that means in the 1100 or 1200 century.

As the Cingales are the first colonists, it is possible that they came in the beginning of the Christian era, when Ceylon was an important Kingdom. The language on the Maldives agrees with the old language of Ceylon at the first years of our Christian epoch. It is also possible that Ceylon and the Maldives are populated at the same time. That means several centuries Before Christ. If so, some of the Aryan immigrants when going from the main land in India, went direct to the Maldives, and that the immigration continued during the following centuries.



HELIOTYPE CO., DC.

Plate 23.

Pass between Duravandu and Hebaridu, Southeast
face of South Malosmadulu Atoll. M.A.

Pass between Hebandu and Mahrus, southeast
face of South Malosmadulu Atoll. M.A.

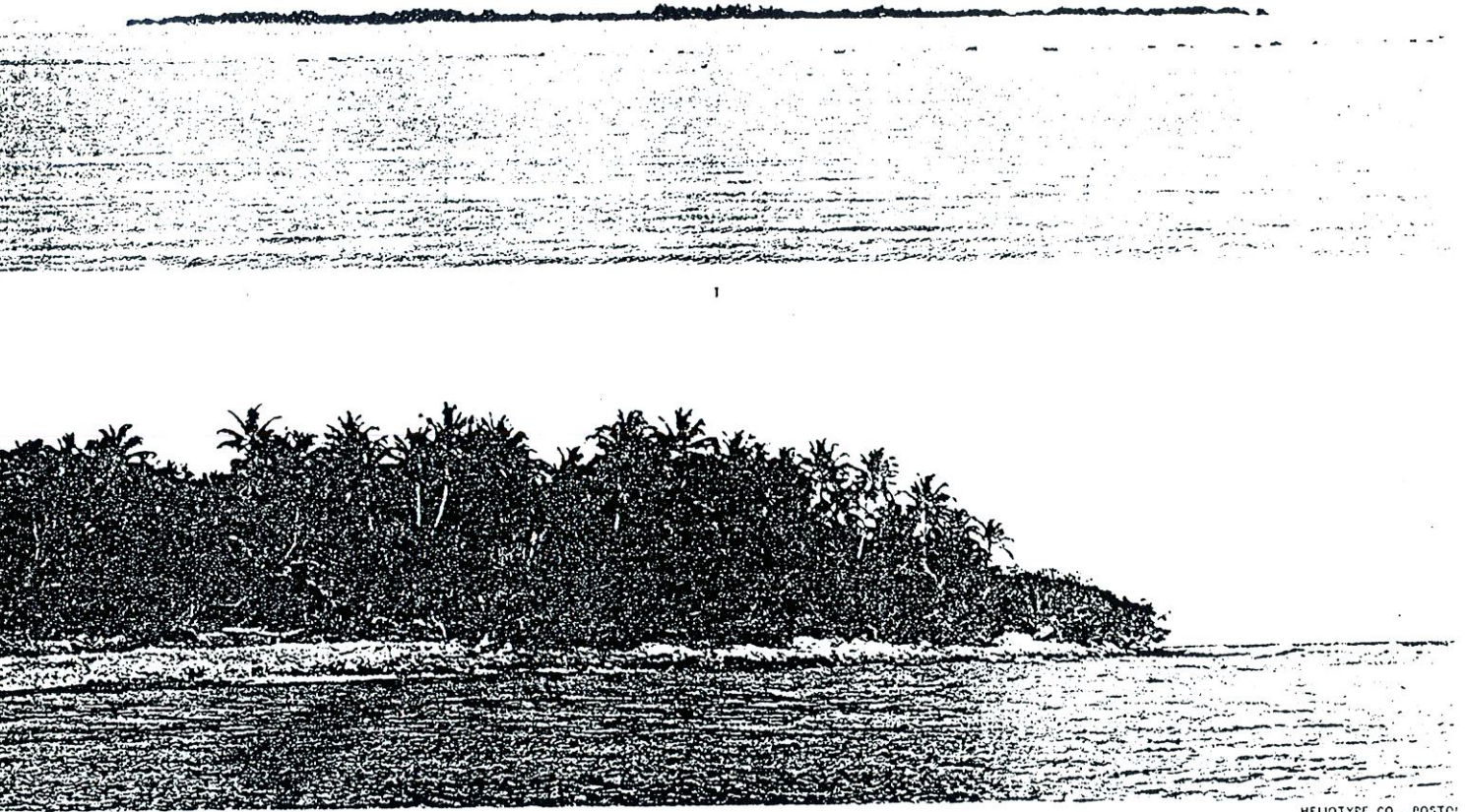
The following authors have written about the Maldives.

1. PALILADIUS from Alexandria, who lived about 400 AD, says about Taprobane or Ceylon; "It is one of the largest Islands in the world, 200 miles long and 300 miles broad. It is surrounded by 1,370 small Islands." [See; M.O.H, 7, L.V.]
2. This can be an information he has got from PTOLEMAIUS [150 AD], who says; "Close to Ceylon is a group of 1,378 Islands." [M.O.H, Vol.6]
3. In the same time SCHOLASTICUS from Thebe [150 AD], who went to India accompanying a Prince, says that; "The 1,000 Islands with/of magnetic rock, so that all the nails were torn out of the ships sailing by, and causing them to fall apart without their connecting nails." [See; M.O.H, 7, L.V.]
4. COSMAS INDICOPLEUSTES, who visited Ceylon 533 AD says; "All around Ceylon there is a large number of small Islands, close together, and all of them have drinkable water and cocoa-nut palms. [See; M.O.H, 3, L.V.]
5. It is not plausible to assume, that the Maldives in the early time were a dependent of Ceylon. The connection was just in the language, otherwise it is not possible to explain the total absence of notices about the Maldives in the Singalese history-literature. Anyhow the Maldives do not belong to the territories that the King of Ceylon in later periods mentions as his domain of ruling. In the 4th century [362 A.D.] "Diva", the former name of the Maldives, was distinguished as an own Kingdom, separated from the Kingdom of Ceylon by AMMIANUS MARCELLINUS in his description of a travel initiated by CAESAR JULIUS. [See; M.O.H, 3, L.V.]
6. The follower of Islam, the Muslims, had an increasing influence over all the territories in the Far-East, and they soon controlled all the commerce in Asia. Their merchant ships were sailing the whole of the Indian Ocean, and on the coast-districts they settled in colonies and built factories to ensure their power. Even on the Maldives in the Indian Ocean they were present.

Their superiority in science and the support they received from their home-countries, made them able to build an universal community. The Indian despotic rulers and their vassals understood that they had to join in with the new life, even if they had not any keen interest in changing the new religion, which promised so much. This sacrifice was not so heavy, as they in spite of the Koran still could keep to their old customs with their believes and superstitions. #

The Muslims did first establish themselves in South-India and Ceylon and their religion became believeable for the natives there. This happened as early as in the 8th century, and then Muslims already had factories and colonies all over that coast. The main marketing places for the Muslim merchants on Ceylon seem to have been in the villages Mannar and Mantote, and in these places they had special agents who brought down the merchandises from the inland.

It is easy to understand that the Maldives, in the middle of the direct route between Yemen and China, has attracted the Arabs interest since



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Plate 24.

Muthaafushi Faro, with low island covered with scrub vegetation to the north of Embudu and outer ring of outliers of reef rock, southwest corner of South Malosmadulu Atoll, W.

Outer face of Maduwari on the southeast face of South Malosmadulu Atoll. W.

long ago, Arabs immigrated the Maldivian Islands and intermarried with the earlier inhabitants. This made it natural that the Arabs became the masters of the islands, and rather soon the Islam faith was the main religion. It is documented that this took place in the 13th Century [i.e. 1147 or 1153]. It is believed that the Maldives since then, or may be even much earlier, has been under the dominance of some of the Muslim kingdoms at the Indian Malabar coast. This was the rule till the 14th and 15th Century. No doubt the Maldives have always, due to their lack of own strengths, been plundered and exploited by the pirates from the Malabar coast.

After the Arabs came the Portuguese, whose growing empire was great in the Far-East. When the Portuguese arrived, the Maldivian and the Arab population had totally melted together on the islands. The Portuguese came to the Maldives already in the beginning of the 16th century.

GASPAR CORERA informs, how the Captain of Vasco da Gama's fleet in 1502, captured four Maldivian ships. The ships were loaded with Cowrie-shells, Silk-material, and Gold embroidered dresses. These merchandises came from the Maldives and were meant for the Cannanore market. In the year 1506 the Portuguese Viceroy in Goa, sent Captain DON LORENZO d'ALMEIDA to the Maldivian Islands, to capture some boats from Pegu, Siam, and the Bengal, as they were trading between the Maldives and Mecca. The expedition was made up of four ships, two big "Caravelas", one "Galeere" and one "Brigg", fully manned with their own crews, and furthermore 300 armed soldiers on board. They left Cochin the 1st of August, but were driven by the currents to Ceylon.

Nevertheless soon after this the Islands seem to have been captured and the Maldivian SULTAN was expelled, but in the same or the following year ALMEIDA reinstated the SULTAN as a vassal to the Portuguese. BARBOSA who in the year 1501 travelled with JDAO da NOVA, and stayed in the Orient till 1517, calls the Maldivian Islands "Palandiva". Ten or twelve of them were in that time populated by fair complexed Moorsmen. The SULTAN, a Moor, lived in Mahaldin [Maldivian] and payed tax to some Muslim merchant in Cannanore, who had helped him to become Sultan, and whose ships he had to use for transport.

1517 the Viceroy SOARES sent two Portuguese, named Don FERNANDO de MONOYS and Don JUAN GONSALVO de CARTELLO, to the Maldivian Islands. They were to defeat Don GERANIMO de SOUZA. The two Captains deserted their orders at once and started to capture ships for their own benefit. In the following year JDAO GOMEZ CHEIRADINEIRO [Money-searcher] was sent out, to renew the Maldivian vassalage, make them dependant and fortify the island for the Portuguese. After some roving around between the different atolls and some plundering on the islands, he landed in Masacolu [Male], where the Sultan resided, and there GOMEZ entrenched himself with fortification work. The assaults that the Portuguese garrison showed to the natives were so unbearable, so they called for help from one of the Malabar Muslim pirates. He came with twelve ships and attacked the Portuguese fort without any further warning. The Portuguese, GOMEZ and his enclosed soldiers, were all killed and their ships were sunk.

As to the Portuguese historic documents and the scientists, it is obvious that the piracy kept on to be in full bloom till the middle of



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Plate 25.
West face of Maduwari, southeast face of
South Malosmadulu Atoll. M.A.

the 16th Century. The pirates made the Maldivian population to pay yearly tributes to them. At certain times the Portuguese made some vague attempts to show their authority. In 1540 they put a Muslim sovereign, who had committed murder, in chains and punished him in a horrible way. Five years later they installed an other Muslim to be Sultan over the Maldives.

PYRARD gives the history of the Maldives from a time about 50 years before his stay, i.e. from the middle of the 16th century. The regent Sultan during that time, called HASSAN, was from the old nobility. As his power was weakened by the influence of some rival named ALI, he went away of his own will. In the night and mist he sailed off with his faithful wife, children and some servants. They all reached Cochin where he changed his name to Don MANUEL and embraced the Christian religion.

His rival ALI became Sultan of the Maldives by election. The Ex-Sultan complained about his pension, and at the same time made an attempt to convert his former subjects to the Christian religion. They refused to listen to his monetary demand and his religious wish. They told that they rather died than changed their religion. Don MANUEL was then forced to turn to the Portuguese for his pension, and asked them for help. They agreed to his wish and gave him his apanage.

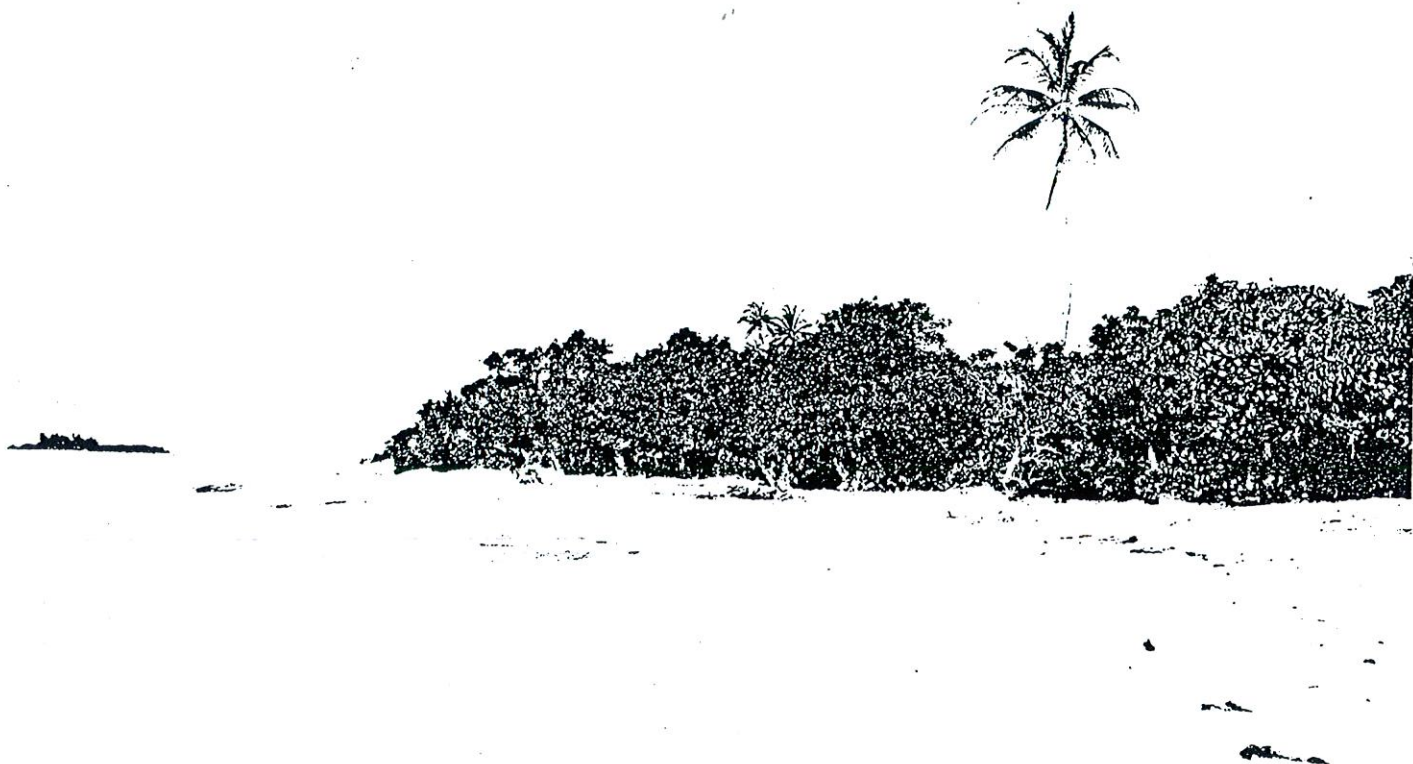
The first [Portuguese] expedition to the Islands was unsuccessfull, many ships with their crews were lost. In the following years [1518] they succeeded to navigate a big fleet under better pilotage to Male. They totally defeated the Maldivian people. The Sultan courageously defended himself, but died during a disgraceful attempt to escape. Male was occupied, secured and fortified. Even other Islands were suffering bad under the occupants' ban. Finally all the Maldivian leaders were assembled and told, that the Portuguese were not to introduce any new religion for them, but wanted the Maldivian population to pay for the pension to their former Sultan. In order to see that these payments regularly came in, the Portuguese installed a Governor in Male, and ensured an exclusive trade monopoly for the whole Maldivian archipelago.

For ten years the people carried the yoke without any complains. However two Maldivian leaders, one MUHAMMED BADU JAKURA [Al-Ghazi Muhammad Bodu Takurufanu Akbar, ?- 1585] and his brother HASAN KILEGE [Hasan Khatib Takurufanu, ?- 1582], bothered about their native country. They went to the faraway southern Atoll Hovadu [Suvadiva/Gaafu], to assemble the Maldivian peoples', and prepare an army for a final war against the tyrannic occupants. When they had gathered a sufficient number of young warriors, they sailed away to Male, and held the Island in a kind of besiege. This kept on for eight years, when at last the two brothers with the help of some Malabar pirate ships, which came to their assistance, attacked the town and stormed the fort. In the night it was a success for them to escalate the fort. They killed 300 of the occupants, and the rest of the Portuguese ran away in a great confusion, leaving all the valuable prey in the hands of the Maldivian warriors.

The two brothers MUHAMMED and HASAN [THAKURUFAN] then placed themselves as absolute Sultans over the Islands. One of them married the Wife of the former Sultan, and the other married the Daughter of the former Sultan, who the Portuguese had executed. By these smart

Agassiz,—Maldives.

PLATE 26.



HELIOTYPE CO., BOSTON.

Plate 26.
Beach on West side of Embudu, Southwest corner of
South Malosmadulu Atoll. M.A.

diplomatic act, theirs by birth low status was elevated to the rank of the Sultan's.

During the following three years the Portuguese continuously tried to regain their former power over the Maldives. Nevertheless, all their attempts were in vain. Finally after the long fighting the two parties came to an agreement. The Maldives were granted full independence, in exchange for some restrictions. They had to (1) pay tribute / pension to the former Sultan now living in Cochin as a Christian, (2) the Maldivian Ruler had to use some title below that of Sultan / King, (3) the Portuguese were to hold a monopoly in the merchant exchange for the Maldives.

With such an agreement, it is easy to understand that the hate of the Maldivians against the European power, were not turned into love. Even in the time of PYRARD [1602-07], these rules were still in use and kept the hate passionate.

The two brothers were in power for 25 years. To keep their positions they had during that time to fight some Maldivian families with more noble background than their own. MUHAMMED survived his younger brother with three years, and he was succeeded by his son IBRAHIM [Ibrahim III, ? - 1609]. It was during the time of this IBRAHIM, the 2 of July 1602, that the French ship with PYRARD on board, was shipwrecked on a Maldivian Island. Among the shipwrecked sailors, many died, some managed to escape and run away, and a number were executed. PYRARD and three of his fellows were imprisoned [by Ibrahim]. They were separated from each other, and they had to stay at different isolated islands.

PYRARD soon learned the Maldivian language, and by his moderate behaviour he showed himself trustworthy to his guards and finally gained even the SULTAN's trust. He was permitted to go from island to island in order to establish commercial relations. After this there was a main change in the rulers' attitudes towards Pyard, the despotic orders were replaced by gentler manners. In this way he collected an outstanding knowledge of the archipelago, and the history [His Book] he has given about the Maldives and its natives, shows even today an outstanding picture.

In February 1607 a Malabar pirate fleet of 16 ships suddenly appeared outside Male, and it panicked the population. There was no chance of resistance, everyone thought of his own quick escape, and thanks to their fast sailing boats most of them succeeded in running away. The Sultan was less successful, he embarked in the last moment with his three wives, and as the wind disappeared, he was captured by the enemies. He and his party were executed, his boat sunk and his palace destroyed.

That was the end of Sultan IBRAHIM III, a King with a quiet mixed character of good and bad qualities. Some of his fate was made by undisciplined behaviour, some was made in the interest of his country. In one way heartless and unscrupulous and very sensual, in an other way he was seriously interested in art and architecture, and he tried to implant these into his people. He also had a keen interest in his subjects welfare, and as far as he was able to, he tried to introduce some of the western culture into his own people. At his grave the people

Agassiz,—Maldives.

PLATE



HELIOGRAPH CO., BOS.

Plate 27.
Beach on the east side of Embudu, southwest corner of
South Malosumadulu Atoll. M.A.

remembered only his weak qualities. They took away the honour of a martyr, who had died because of the enemies' actions and he is not recognised among the others who lost their lives in the struggle. Among the common man in a far off island is his grave, and the magnificent tomb made of coral-stone that he had created in Male was left empty.

After a short stay of ten days the Bengali [? Malabar ?] pirates turned away with a heavy prey including the 25 canon booty. [1607] They sailed away to the mainland, after that they had luted even the Northern Atolls. With them they had on board their ships, the murdered Sultan's stepbrother and the Sultan's brother-in-law, as well as the four French prisoners. PYRARD had still many adventures to go thru, still many days to live in horrible captivity. First in 1611 he was able to come back to his homeland France.

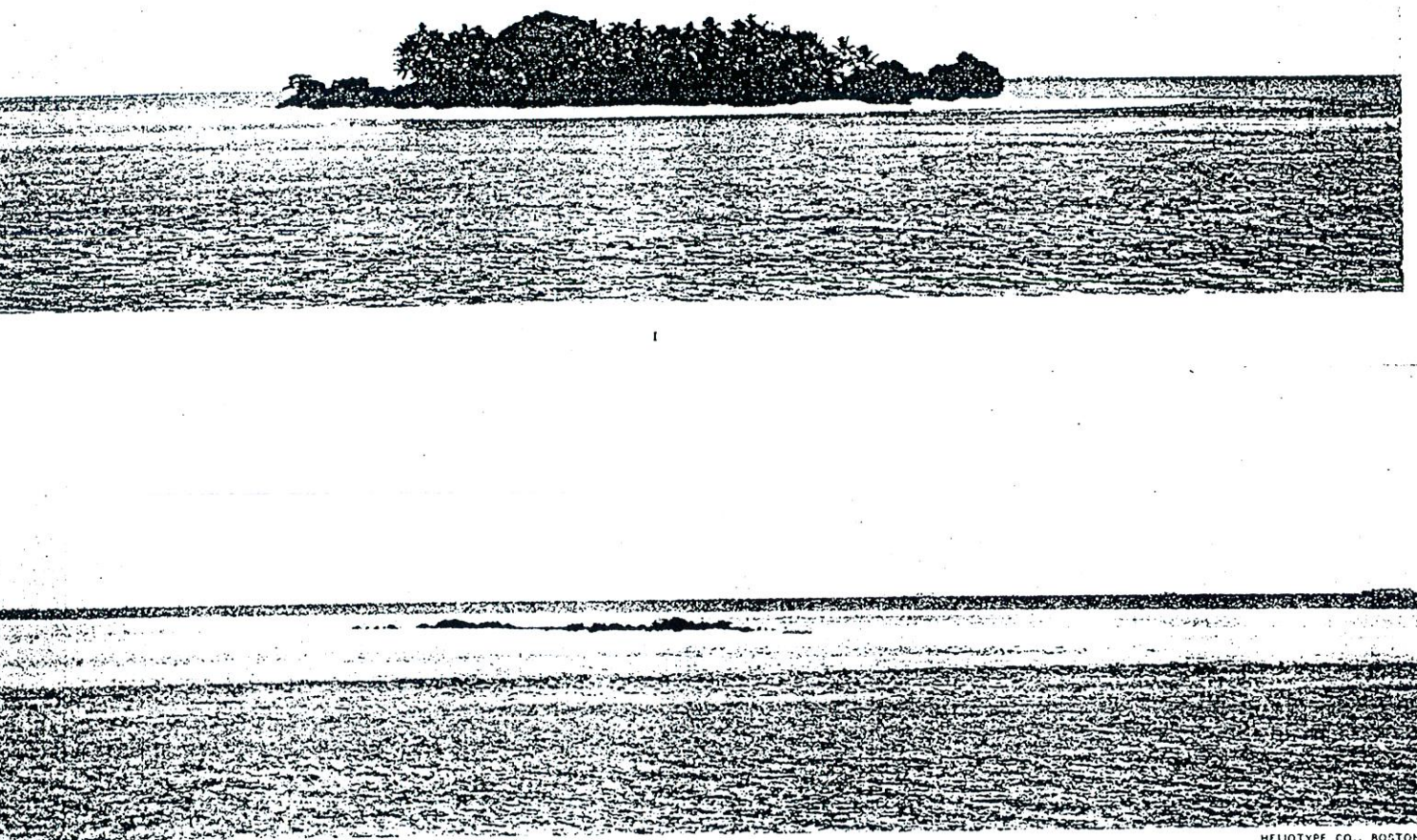
In Goa PYRARD was able to learn about what had happened in the Maldives after he left the Islands. The four oldest noble men of the Maldivian Islands fought among themselves to become the next Sultan after IBRAHIM, as he had left no heir. After some years of civil-war, ALI the Raja of Cannanore, decided to solve the problem. He defeated the pretenders to the throne, and placed his Brother-in-law IBRAHIM BANA BADERI LAKURU [Hussain II, Famuderi Kilegefanu, ?-1620], as his deputy and accordingly gave the nation peace again. This happened in 1610.

The following century is obscured as to the history of the Maldives. The Portuguese influence is decreasing, as their seapower is reduced and other European nations take over the dominance.

The 17th and the 18th century are dominated by the Dutchman. When Ceylon was lost for the Portuguese to the Dutch [1640 - 1658], the Maldives followed the tradition and as it was of little or no main change to them they made the Dutch to their new authority. With an open mind they put themselves under the protection of the new power and secured their bond of union. This was all in line with the Dutch merchants greed. As soon as they had put themselves as masters of Ceylon they sent away a ship to the Maldives to find out what trade they could do there. In the year 1645 the first yearly official envoy/ambassador from the Maldivian Sultan goes to the Governor of Ceylon. This tradition is still in use.

1658 the English merchant ship "PERSIA" was grounded on the Maldives. This was the first English ship that came to the Maldives, and the whole crew was saved to the coast in the only lifeboat. The boat was too small to undertake the voyage to Ceylon, while the shipwrecked hired a better ship from the natives. Captain WILLIAM VASSAUL and his crew went away to Ceylon in this ship and the lifeboat. They came to Ceylon, but encountered a greater tragedy. The Raja LINKA II., had them captured and brought them to Kandy, the capital of Ceylon, where some were executed, some died from sufferings during many years of imprisonment. Only a few of them succeeded to escape and run away to the coast.

In 1671 the Dutch government in Ceylon sent away an expedition to the Maldives to investigate the Maldivian- and Laccadive- Islands. The Dutch Governor enclosed with the expedition a very friendly letter to the Maldivian Sultan MUHAMMED IBRAHIM [Ibrahim Iskandar I, ?-1687]. In the letter he thanked the SULTAN for the kind treatment that a shipwrecked Dutch crew had experienced on the Maldives.



HELIO TYPE CO., BOSTON

Plate 28.
Kiadu Island, north face of South Malosmadulu Atoll. W.

Muduwari Island and sand-bank on great oval bank,
central part of lagoon of South Malosmadulu Atoll,
to the east of Defili Faro. M.A.

First in 1711 there is a Dutch catalogue with the names of the Maldivian Sultans. In that time the name of the Sultan was MUHAMMED IMADUDIEN MUZAFAR [Muzaffar Muhammad Imad-ud-din II, ?-1721], After him came IBRAHIM IAMANDAR [Ibrahim Iskandar II, ?-1750] in 1721, who was known for his good relations between the Dutch and his own people. He was an enlightened, humanitarian and liberal sovereign, encouraged his people to the export trade and insured them that the [Malabar] pirates had nothing to say. He tried to increase the good relationship with the Dutch as far as he could, by giving them favorable treatment in their trade with the Maldives. Even other nations, as England, France, and Portugal, were then trading with the Maldives.

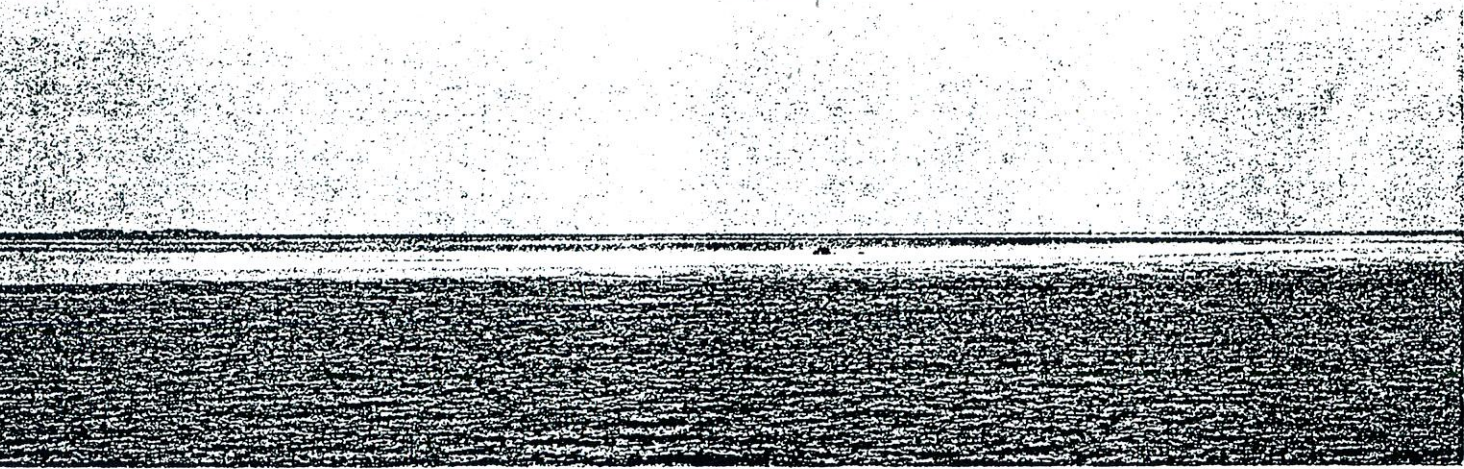
The following episode shows clearly how the SULTAN acted to get good relations with the Dutch. A shipwrecked Dutch merchant ship, carried quite a cargo of goldbars, and the SULTAN helped the captain and crew to salvage the gold, instead of plundering it for its valuable goods. Afterwards he arranged for the further transport, and for this he received good credit from the Dutch Gouvernour in Ceylon.

In October 1733 the Maldivian Islands were hit by a severe cyclone. It destroyed and flooded many islands, specially the Northern Atolls were badly hurt and many natives were drowned. With the right Muslim trust the SULTAN resigned for the disaster and said he had to accept what was the will of Allah. He died in 1749 [i.e. 1750], after he had installed his brother as SULTAN.

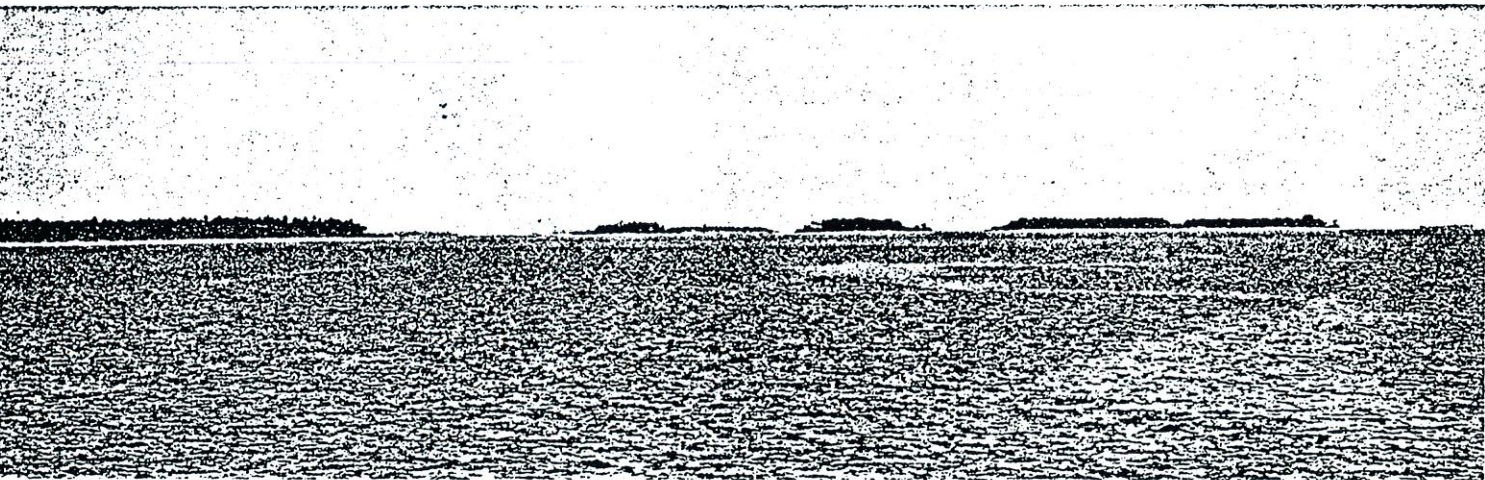
The new Sultan MUHAMMED IMADUDDIN MUKARRAM [Mukarram Muhammad Imad-ud-din III, ?-1757] was not to stay in this position for any long time. In the year 1753 there was a revolution, may be the most furious that has taken place on these peaceful Islands. The Prime-minister FARUNA KILAGEFANU was not pleased with the Sultan's way of ruling. Supported by a small party he engaged the Rajah ALI [Ali Rajha] in Cannanore in order to make a coup and to take over the sovereignty over the Islands.

Armed ships were to be sent to Male under the cover of an official visit, and at a specific moment the warriors should take over the Island. The plan was successful in all parts. Two heavily armed ships left Cannanore, went out to the sea and finally anchored peacefully outside Male. During the night the gateway to the fort was opened by the people in FARUNA's party, so that the intruders could take the SULTAN in his sleep, before he had any chance to muster his people. Before any resistance was started the powder house was blown into the air, the merchants warehouses were burning and the whole town in the hands of the intruders.

The traitor FARUNA pretended all the time to be loyal and friendly to the Sultan. He told the SULTAN that it was hopeless to make any resistance. The SULTAN recognized the advise, and with his nephews he went to the enemies quarter, in order to negotiate about the peace conditions. They were imprisoned, brought on board the ship, and transported to Cannanore. That was not the end of all the misery. ALI RAJAH had the prisoner's eyes put out, and in that condition they had to meet the RAJAH. All his misery made him feel like a vassal, and he was totally defeated by the RAJAH's ruthlessness, so that he immediately gave up his title. After this FARUNA went to the Maldivian SULTAN, and begged for forgiveness, and expressed his sorrows for the imprisoned. He



1



HELIOTYPE CO., BOSTON.

2

Plate 29.

Eastern horn of Kari Faro, with sand-bank and weathered
outliner of coral rock, Middle Malosmadulu Atoll. W,

Kendu and Island to the eastward on the northern face of
South Malosmadulu Atoll. M.A.

gave them a place as lodging, and he also gave them all comfort that the life still could give them, after all their hardships.

The traitor FARUNA soon got his well-deserved punishment. Right after the deportation of the SULTAN he made claims for the throne, but the Court in Cannanore, who were interested in the same throne, solved the dilemma by putting away the avaricious FARUNA. With his hands and feet tied together, they put him in a sack and sank him into the sea.

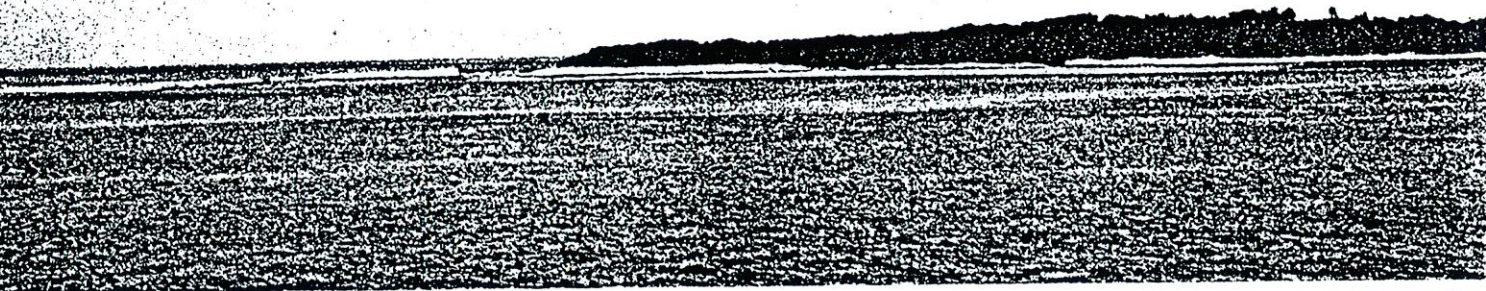
The new Government mistreated the Maldivian people so badly, that they one night revolted against their oppressors and took over the power. The absent SULTAN was put in as ruler of the land. During the time the people of the Maldives called in the Dutch [i.e. the French] to help them to protect their freedom. This interregnum lasted for six years. The minister HASSAN RANNA BADERI MANIKUFANN [Ghazi Hassan Ranna Baderi Manikufanu, ?-1767] was during this time the person who governed in the name of the absent SULTAN.

In the year 1759 had HASSAN RANA had during a long time made himself popular among the people, and was so much in power that he could maintain his wish to become SULTAN of the Maldives, adopting the name GHAZI HASSAN IZZUDDIN [Ghazi Hasan Izz-ud-din]. During his reign one attempt from the Malabar pirates to conquer Male was defeated. He died in February the year 1767, after appointing the son of the former SULTAN to be the new monarch, as his own children were under the age.

The new Sultan, MUHAMMED GHIYASUDDIN [Muhammad Ghiyas-ud-din, ?-1774] was a good ruler, who followed the laws and kept an absolute fairness, and hereby won the peoples' trust. The dead Sultan's family received help and support. Nevertheless, his own three brothers were not pleased with his way of governing, and planned to overthrow him. The plot was revealed, and the Sultan punished them by deporting them to a closeby island. As this did not stop their intrigue the Sultan banished them to a far away Atoll. How the SULTAN died is not clearly investigated. There was in Male a party, which was in opposition to the SULTAN's regim. The leader was presumably the former Sultan GHAZI HASSAN's son. In spite of all the security arrangements the government had made, the conspirators were successful. In the year 1773 or 1774 the SULTAN, the last of his dynasty, was overthrown and killed.

His rival entered the throne under the name of GHAZI MUHAMMED MUIZUDDIN [Muhammad Muizz-ud-din, ?-1779]. He was involved in the killing of his predecessor, and that was the reason why he did not investigate how the last Sultan had died. The intruder of the throne encountered a sad end. In front of the people he appeared as godly, but had in fact an in contempt for the religion. When he made a pilgrimage to Mekka, the leader of the opposition, FARUNA KILAGEFANU [Muhammad Farina Kilgefanu], took the leading part of the Government. He then sentenced the SULTAN to death. The execution took place before the SULTAN could land in Male. Some of the men committed to the new master sailed away to encounter the SULTAN's ship, and invited him with the proposition of taking him ashore. When he had shifted the ship, they tied his hands and feet, attached stones to his body and finally throw him overboard.

FARUNA took his seat on the throne as Sultan MUHAMMED NURADDIN [Muhammad Shams-ud-din II, ?-1779]. First he condemned the former SULTAN's son to



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Plate 30.

Islet on the eastern horn of Mamanaga Faro, southwest
horn of North Malosmadulu Atoll. Photo: W. Pigot.= W.P.

Western horn of Maregiri Island, west face of
North Malosmadulu Atoll. W.

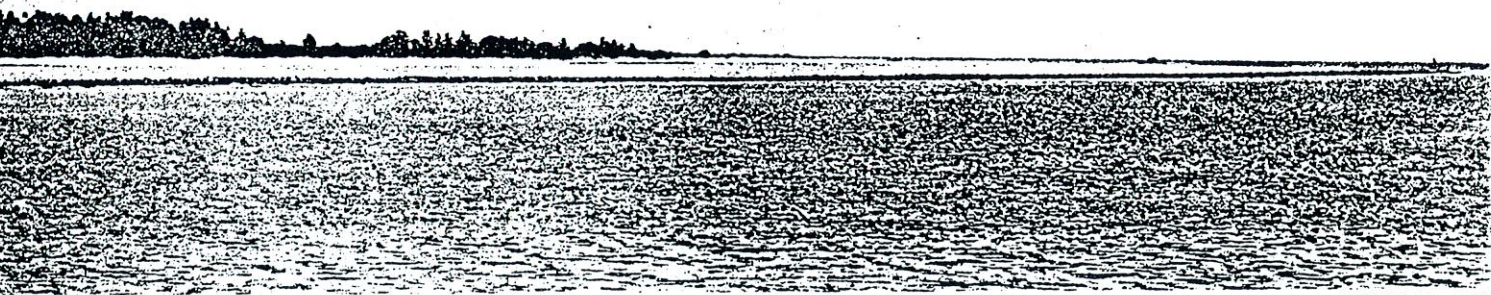
a life in exile at the Suadiva Atoll. Anyway he was not to stay as Sultan for any longer time. The Maldivian people wanted a Sultan of royal birth, MUHAMMED NURADDIN had to step back and give back the throne to those who he had taken it from. The SULTAN from the GHAZI HASSAN IZZUDDIN's family came back, and they are still on the throne in Male.

After FARUNA the younger brother of Sultan MUHAMMED MUIZZUDDIN became Sultan with the name HASSAN NURUDDIN [Hassan Nur-ud-din, ?-1799], He also made a pilgrimage to Mekka and got the money for that journey in a strange way. During his reign a French ship was lost in one of the Maldivian Islands. The ship had on board some cases full of precious metal [Gold]. The shipwrecked sailors saved from the wreck most of the valuable goods. The Maldivian SULTAN cared for the sailors and helped them immediately to be shipped back to India. After they had left, the SULTAN HASSAN had the wreck thoroughly searched for more gold. He was really successful and the prey was big. It was more than enough to go to Mekka without making use of any of his own belongings. ##

In the end of the century or 1799 his son Muhammed Muinuddin [Muhammad Muin-ud-din, ?-1835] followed him as Sultan. Already in 1796 the English had occupied the Island Ceylon from the Dutch, and at the same time came also the Maldives under the English dominion. The Maldivian government reacted as the last time there was a change of ruler on Ceylon [i.e., 1645 from Portuguese to Dutch.] The Sultan also this time recognized the new ruler. In a letter written by HASSAN NURUDDIN in 1798 to the English Governor he expressed the following. "I must tell you that I always have lived in great friendliness with the former Governor, and all the time he has shown me the best of trust. I hope that the same relation will exist between us". As answer the Governor sent an Envoy with the following letter. "The Envoy will inform Your Royal Highness, that I sincerely wish, and I will work for, that our relations will continue to be the best". In almost the same manner the correspondence between the Maldivian King and the Ceylonese Governor has kept on till today

In Januari 1810 the English ship "EUROPA" ran aground on one of the Maldivian Islands. Such a catastrophe, should engage the shipwrecked people and have a somewhat depressing effect and discourage their boldness. The Englishmen were all in the hands of the Maldivian Sultan. Nevertheless, they seem to have been so filled up with the English dominions of the world and they were always to be in command. Their attitudes against the Maldivian people were full of arrogance, gruffness and challenge. Under these conditions we must admire the Sultan and his peoples' response to the Englishmen. He did not challenge the good relationship he had with the English Governor in Ceylon, and did not put the English square-heads to order. Afterwards he made complaints to the Governor in India, and he had letters of apology from the Governor of Ceylon as well as the General Governor of India, with their regretfulness for the crews' behaviour.

1834-1836 [1837] the first official sea survey of the Maldives by the English. Captain Moeresby who was the officer in charge had three ships under his command. He had with him a letter of introduction from the authority in Ceylon, that clearly explained the kind of expedition and survey he had to perform. The 15th of November 1834 the three ships threw their anchors outside Male. The sight of the fleet put the Maldivian people in a state of anxiety, as the Sultan's younger brother, AHMAD



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Plate 31,
East part of Maregiri Island, West face of
North Manosmadulu Atoll, M.A.

N.E.ern horn of Makunudu Atoll and Makunudu Island, M.A.

DIDI, two years earlier had tried to overthrow the Sultan and his dishonourable ministers, and now they thought he had come back again.

The Sultan had asked for help from Ceylon, but the Government informed him, that they never interfered with internal problems in the states under their protection. They explained that they were confident that the rebels soon should go back to obedience and order. Nevertheless, the rebels kept on and succeeded in capturing the SULTAN's person, and threatened to kill him. The SULTAN was alarmed and made all kinds of promises, till he got back his freedom and still alive he went back to his tottering throne.

Everyone but his brother AHMAD was content, he had gladly taken over as the new ruler. In the middle of a night he went away on board a big ship, after he had made a solemn vow that he should come back to Male as commander of a fleet of Malabar ships and take revenge of the humiliation he had experienced. The wind drifted the ship towards the Arabian coast, and it was leaky and in a bad condition. All the stores were consumed and the choice for the Prins and his crew was to die either of starvation or thirst. In the right time came the English brigg "PALINURUS" in sight, and took care of the doomed persons and put the ship in order so they could reach Ceylon [i.e. Arabia]. Here he could wait and see what took place in the Maldives, and he did not find any assistance for his revenge plans.

At this moment the English surveying fleet under captain MORESBY arrived. The natives thought that this was the AHMAD's punishment expedition. The Maldivians sent out a boat to captains MORESBY's ship, to investigate about their intentions. The information that they were English sailors and their duty was to recognize and survey the Maldivian Islands, sounded unbelievable and gave no relief. They thought that the three ships were a part of AHMAD's revenge plan, and the population's fear was increased by that of the SULTAN's. The SULTAN gave permission for the three officers Powell, Christopher and Young [Not Powell, L.V.], to stay for a shorter time on the capital island Male, but he refused to permit them to visit any other islands.

Sultan Imaduddin [Muhammad Mu'in-ud-din I 1799-1835] ruled for 46 years [i.e. 36 years, L.V.] but during his last ten or twelve years he was incapable by sickness to govern, while his second son Tutu-Manipul [Muhammad Imad-ud-din IV, ? - 1882] replaced him, and he took over the throne after his father's death. For a long time it had been a tradition with the Dutch, and it is still today a practice that the Sultan of the Maldives sends an official delegation to Ceylon at the end of every year to enforce the good relationship between the two nations, and ask for the continuation of the English protection.

At the landing of the delegation in Colombo, the Embassy is welcomed by some Officials / Officers and is escorted to the Governor. Maldivian etiquette holds that the Sultan's letter is placed on a tray, which is held by the Ambassador's both hands and carried over his head. The meeting is short and all are standing during the audience. During the reception the Maldivian seamen are delivering gifts to the Governor's house and are in the same way repayed.



1



HELIOTYPE CO., BOSTON

2

Plate 32.

Part of northeast horn of Makunudu and northern spit of Makunudu Island, looking to the westward. W.

Northeast horn of Makunudu Atoll, looking to the W. M.A.

Now I have given some historic views regarding these remarkable Islands and their population, known by historical sources, which we are in possession of. I am now going to describe the actual and interesting situation as I have experienced it in my personal contact with the Maldives.

First I am to inform about the climate, which has a great influence on the population. I will also give some meteorological information. The climate of the Maldives is at the whole not disagreeable for any European person. The thermometer never indicates any extreme temperature. In the coolest season, Dec, Jan, and Feb, it oscillates between 26° and 29° C, and during the night 24° C. In April it varies between 30° and 32° C, in daytime and in the night it goes down to 27° C. The sea-breeze reduces the heat so much that it never becomes pressing.

On the Northernmost Maldivian Atoll the North-East monsoon prevails from the middle of Dec. to the end of Feb. In March to April the wind varies from North to North-West, is interfered with strong squalls. In May the South-West monsoon starts, and continues so for four months. In Sept. the wind comes from the North-West, sometimes with Western rain-storms. In Oct. the wind is moderate and weak, and sometimes with rain and storm. In Nov. the directions are North-East, North, and North-West and after the middle of the month comes a period with clouds, storms and thunder from the West. After this comes the North-East monsoon again and during Dec. the North Maldives has a nice weather, with some rainshowers.

Addu Atoll which is situated 80 km, (50 miles) South of the Equator, is almost not influenced by the monsoon climate. Wind and weather are here very undependable and from time to time the Atoll is invaded by rains and storms. The North-East monsoon prevails during the first quarter of the year. The weather is during this time better than during the South-West monsoon. In April and May the wind changes, but are mostly from the West. During May to Dec. the wind turns from West to South and South-East, and there are frequent storms with thunder. From the middle of Dec. the Equatorial-channel is struck by heavy squalls for about fourteen days.

As I have said before, the climate does not have any noticeable negative effect on the human body during a short stay, but during a long stay the influence is in no way good for the health, and that goes even for the natives. Any longtime stay on the Islands is for an European usually very unfavourable, and that is the main reason why the Islands are so unexplored and the cause for the lack of knowledge about the natives. The main reason for the sicknesses, which strike the foreigners when they visit the islands, are the unhealthy vapours all the lagoons and swamps ejects [Malaria]. The absence of temperature fluctuations can also be the reason. The natives allow the jungle to grow into the sky all over the islands. The thick vegetation covers their houses, and locks out the fresh sea-breeze, the only source that can clean and cool the air. Furthermore there are no ditches or outflows for the stagnated water in the swamps.

Among the natives the Malaria is very widespread, and it is found together with spleen-sicknesses and external boils. Europeans are

Agassiz,—Maldives.

PLATE 33.



HELIOTYPE CO., BOSTON

Plate 33.

Looking south towards Faro Doru Island, along the east face of Makunudu, from off the S.ern part of Makunudu Island, W.

Aligau Island on the S.W.ern horn of Fadiffolu Atoll, W.

especially liable to catch these diseases. Many who by a treacherous fate have stranded on the islands coral reefs, could have escaped the sufferings, by drowning in the sea right away. Instead they now have to suffer for a long time filled with sicknesses and the fading away into death. All the officers and crew onboard the British ships occupied in the surveying of the Maldives 1834-1836, were attacked by the fever. The more experienced PYRARD was taken ill so badly that he almost died. He writes that most of his countrymen died by the illness. The foreign merchant captains fear the sicknesses more than the coral rocks which can sink their ships.

One of the sicknesses to be avoided amongst the natives is the Smallpox, that from time to time appears, despite rigid quarantine restrictions. When this epidemic broke out among the ships-crew during the salvage of the "SEA GULL" in 1879, the people of the island Ganfaru (Gaafaru) had nothing else to do than in mass escape to some other distant island. The Itch is regular on some islands, and Dysentery is a daily common sickness. Bad Cold is named Cough and is not unusual and is caused by the moist air. Amongst the foreigner the most severe disease is a bowel illness like Colera, that seems to prevail among the islands. The only remedy for it is to leave the islands and go back to the mainland. Even the natives are not protected against the bowel illness. There are reports that the whole population on an island was extinguished by death.

Politically are the Islands divided into 13 Atolls. 1) Tilladu-Matte-Atoll, 2) Milladumadu-Atoll, 3) Paddifolu-Atoll, 4) Mahlosmadulu-Atoll, 5) Male-Atoll, 6) Ari-Atoll, 7) Felidu-Atoll, 8) Mulaku-Atoll, 9) Milandu-Atoll, 10) Koluma Atoll, 11) Haddummati-Atoll, 12) Huvad-Atoll, and 13) Addu-Atoll. There are in fact some more smaller Atolls, in all there are at least twenty of them. Nevertheless they are for the sake of administration placed in with the biggest and named after them.

The number of inhabitants is impossible to give, and there are just estimations. The number can be something between 30,000 and 200,000, but the first figure is most likely to be the right. The inhabitants tells that in earlier days their number was quite bigger. With sorrow the natives look forward to what they believe will be the extermination of their race. These prophesy might be realized because of the intensive communications they keep with the mainland [India], and accordingly the native population is becoming aware of their conditions of life.

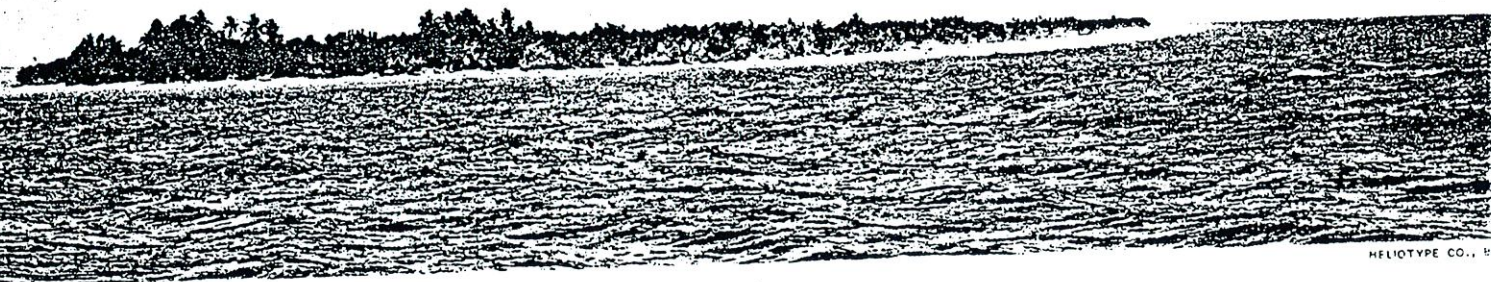
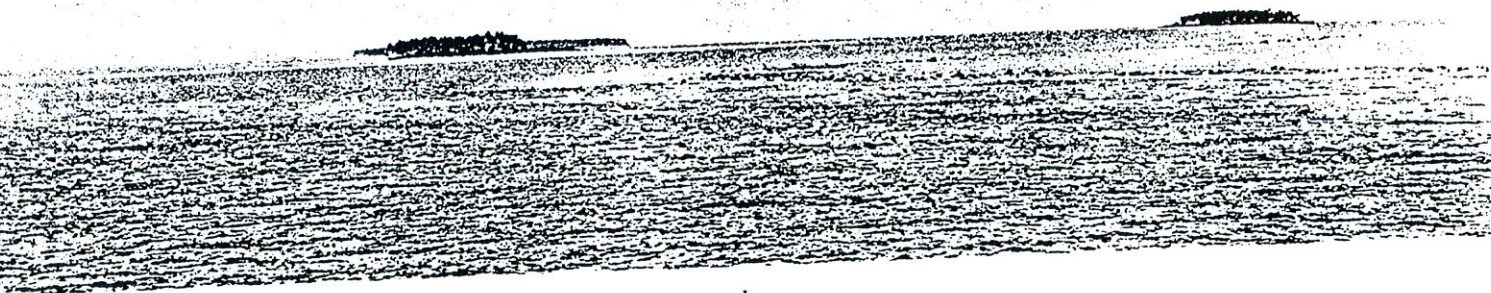
I am not going to be dull in my description, by filling these papers with information of each Atoll. I am going to restrict my illustrations to the Atoll, which is the main in nature and as in politics, and has given the name as whole island group, the Sultans Island or Male.

Male Atoll is divided into two sub-parts by a deep channel with no anchor-places, so that there is indeed two separated Atolls, which the natives have given the same name.

The Male North Atoll is irregularly formed, North, South and East sides are cone-shaped, on the West side convex and on the North-East as well as the South-East side concave. The distance from North to South is 60 kilometres, and from East to West 45 km. There are about 50 islands of which circa 10 are uninhabited, and further uncountable Coral-reefs. The

Agassiz,—Maldives.

PLATE 34



HELIOTYPE CO., N.

2

Plate 34.
Northern horn of Lowalafuri Island, Lohi Island on the
right, Kurangdu on the left, and Maro and Mafilefuri in
the distance, southwest face of Fadiffolu Atoll. W.

Outer, southeast face of Wataru, southern face of
Miladummadulu Atoll. W.

depth inside the Atoll is up to 70 metres, and the bottom is sand. The sand- and coral-reefs are so numerous, so it is only possible to sail through with a boat it in daytime, and then with the greatest awareness. The openings that lead into the Atoll are numerous but are just to be recognized at a distance of 5 km.

At the Southern end of the Atoll is the town Male, the Sultan's Island, in North 4° 10' and East 73° 30'. It is like the other islands oval-shaped, 2,0 km. long and 1,5 km. broad.

Male is one of the islands, which DARWIN refers to with accuracy in his theory of the sinking sea-bottom. The circle-form is till yet not completed, as the inhabited part is surrounded by reefs, which in the South side makes the island inaccessible. In the North the coral-reefs have openings through the reef for the boats to enter into the shelter. Man has by constructing the harbour helped the nature. The coral-bank is just above the water and is two to three metres broad.

It has been reconstructed into a barrier, inside which the native ships have shelter from the monsoon-winds at the North side of the Island. Freightships and fishing boats can anchor up in safety. Nothing to worry about as the depths in the harbour is two to five meters. The depths in the entrance through the break-waters is 10 m, aswell as 50 m, from the island.

During a certain period the island had a quite impressive castle. The remains of a stone wall shows even today that here was a real bastion with advanced points for the defences of the town. Some quite useless cannon stand on the wall, rusty and filled with coral-sand. They are placed on the Northern side of the wall, and show that the Sultan's island had power.

The main-castle controls the harbour-entrance and can, or rather could, stop any attack from the North. It is at least seven meters high and is surrounded by a solid masonry. Mr. CHRISTOPHER says that, in 1835 the fort was a solid construction filled with earth. After this it has been partly hollowed out, and has now about a dozen ladders leading from the bottom, where the old flagstaff still is placed, and up to the cannon rampart. They are placed two to three metres under the peak of the wall. The gun-hole are damaged, their iron-framings are half buried in the grass in the back of the bastion. The fort is probably constructed by the Portuguese, and this is what Mr. PYRARD stated.

The Sultan's palace, in Maldivian "Gaduvuru", is a big one-store building with slanting roof in the middle of a high masonry, which incloses the whole of the court. In this we finde one storehouse, weapon-depot, where all the curiosities from shipwrecked European ships are collected, and there is also a closed intriguing kiosk-like building from where the women of the court viewed all parades and dances. The deep water-ditch that in earlier days surrounded the palace, is now filled up with a rich vegetation. A couple of small canon, now serving more as an adoration than defence, guard the entrance with their cannon-mouth's. Now they just spit fire, and never against any enemy, but just are used as salute guns. The palace is about 130 metres South of the main bastion.



Plate 35.

Wataru, seen from the southwest, entering Miladummadulu,
Edu Faro in the distance. W.

Edu Faro, seen from the west, over the lagoon rim,
opposite the central gap. M.A.

In the town there are two main mosques and many small mosques. There is a circa 13 metres high minaret, from where the believers are called to prayers. There is a tax and custom house, one mint house, and a house where shipwrecked persons are lodged. The town is planned in a modern way, with broad, straight and long streets, in rectangular crossings. Formerly the town was divided into five townships, nowadays just four, each governed by "The Elders".

The houses are constructed of jungle-wood and cocoa-nut palm leaves, and are usually fenced in by a garden filled with fruit-trees and flowers. A two metres high railing of cocoa-nut palm leaves protects the houses from the street, and prevent the inquisitive eyes from seeing what goes on inside the houses. Only one house on the island is built of stone and cement and it belongs to a rich minister. In the time PYRARD describes [Early 1600], all the rich and the noble men lived in houses built of coral-stone. A proof of this is all the old stone ruins in the town.

Going around the streets in the town is pleasant, as the cocoa-nut palms, areca-palms, the breadfruit-trees and the pisanges [Banana] gives shade and the streets are kept very clean.

Male has about 2.000 to 3.000 inhabitants. Three-hundred years ago, PYRARD writes, it must have been the most overcrowded and unhealthy island of the archipelago, proved today by the town's numerous cementries with many centuries old graves. Like the other islands the people in Male are merchants, fishermen, toddy-tappers, and cowrie-collectors. All the export-trade for the whole Atoll is concentrated to Male, and is by the Sultan regulated by tax and custom fees.

The Southern Atoll, is separated from the Northern by the Madu-channel, which though just 5 km, broad is up to 600 metres deep, and without any anchor-bottom. The Atoll is about 50 km, from North to South, and ca. 30 km, from East to West. It has 22 islands, almost all located on the East side, and most of them are uninhabited. This is due to their bad soil and lack of fresh-water. The lagune is a bad place for ships to sail in, because of the many coral-reefs.

Now it is time in this analysis to describe the value of the Maldiv Islands as a military base. To reach the Maldives from Ceylon takes two to three days with a steamer, and it is of course easy to supply with means of assistance. Because of this it is easy to use them as a good navy-base or footing for operations against an enemys navy-fleet. The history relates to one example, when the islands were used in wartime. The intelligent eyes of the French Admiral DUPLEIX's understood their good strategical position, when he occupied Male with a French military detachment in the year 1754. That was during the war between the English and French about their dominance over South-India. His bold plan was not fulfilled to its end, as he soon was recalled to France.

In the year 1836 lieutenant POWELL suggested that the island HEAVANDU [Ihavandhool] in the Northernmost Atoll was the best place for a coaling-harbour. It was on the straight line from Socotra to Point de Galle and at the right distance, is easily approached from both sides, and affords safe anchor-ground all round the year. The natives are ready to work at the coaling-station for rice, tobacco and like articles. Even other



HELIOTYPE CO., BOSTON

Plate 36.

Maddedu seen from the southwest, looking into crescent of the Island, central part of S. Miladummadulu Atoll. W.

Komandoo Island, seen from the east, on the east face of the southern part of South Milandummadulu Atoll. W.

islands like Cardiva [Kaashidhoo] in the middle, and the Atoll Howadu [Suadiva] and Addu Atoll in the South are mentioned as coaling-harbours.

If the Maldive Islands are suitable for any other military use is doubtful. Their low level, their shortage of building-materials and the long extraction of the coast line prevents them from the construction of forts. Nevertheless the bastion in Male shows that there are certain places on some islands adapted for fortifications.

The Maldive people are "Inclined and Peace-loving". To this I am now going to give some notes of the peoples' character. Their isolation or shut-out location has made them reserved and suspicious in their contacts with the Europeans. Because of their seclusion they are by foreigners judged as going behind someones back. Nevertheless, as soon as they have trust in a person, they show themselves as dearing and quite inquisitive. They are content, honest and filled with a natural love for the life. This modesty makes them also indifferent and lazy. They associate common sence with retirement and cautiousness. In business they are polite and very smart.

They are very humanitarian and have proven this many times when they have taken care of shipwrecked people. They have on the Sultan's command brought the crews to Ceylon or India in their own boats. Among each other they are civil and friendly, and in spite of their indolence and unwillingnes to work, they are always ready to give a helping hand. The people of the higer Castes [Note the word: "Caste" L.V.] are hospitable and possess much of sociability.

In their little enterprice of handicraft they have good skill and taste, and they are known as able and skillful sailors. They are engaged in all kinds of handicraft, and they copy all the European articles they need in general use. Though they have only the most primitive tools, the result is excellent and in accordance with the original.

Criminals are uncommon. theft and assults are rarely noticed. One of the worst characteristics of the natives is their sensuality. This bad disposition and their indolence are probably the true main reason of the decline of their race.

The Maldivian's appearance shows that they are a mixture of the arian race and different other races. It is possible to recognize the bringing in of African slaves, as well as the introduction of people from the Malaya archipelago, in the natives looks. Furthermore it was a custom that the Moor [Arabs L.V.] people who went to the islands for their tradeing. During their stay in the islands they married Maldive women, and divorced them again when going away, a kind of temporary Muslim marriage.

Consequently it is easy to trace the Arab race. The shape of their face is oval, but the lines are not all symmetric, the nose is short and thick, but not shapeless, the lips are round and brawny, and finally the eyes, shining and open give their faces a very pronounced appearance. The colour of their faces is dark, but not seldom there are some lighter spots. Many of the people of the higher classes have a skin with light colour, why it is easy to spott them as having some Persian origin. ###



HELIOTYPE CO., BOS.

Plate 37.
West face of the north part of Kuludu Island, Eastern face
of the southern part of South Miladummadulu Atoll, M.A.

The women are smaller than the men, they have lighter or fairer complexion, nice oval faces and symmetric features. Their appearance is very clean and healthy, and they are as beautiful as women coming from the south of Spain or south of Italy, which they resemble. They carry their hair bound in the back of the head, and wash it every day. By using cocoanut-oil on it, it is shining black. It is custom that the young girls shave off all their hair at the age of eight years, to get a better hair-growth.

The dress of the men is very plain, except for certain special holydays. A pair of short trousers, one piece of cloth round the lower part of the body like the Cingalese, and another piece of cloth wrapped round the head. On board their ships and when they are in foreign ports they carry a shirt and a Turkish jacket. The jacket-colors show that they are Maldivians. [Different colors for different Atolls. L.V.]

The higher Cast [Note the word: Cast. L.V.] men when going to the Mosque on the Friday wear a long linen gown, all down to their feet. No Maldivian person is permitted to wear a Turban, that includes even the preachers. The turban is something that only the Sultan is permitted to use.

Like the Ceylonese women the Maldivian women wear a kind of dark brown chemisette, embroidered with white and black ribbons as decorations. The lower part of the body is covered with a comfortable sack-cloth skirt, which is held up round the shoulders by silver-colored ribbons. Their hair they wear, like the men, protected in a cloth. The whole appearance make an odd and picturesque view. Moreover they wear, like all other oriental women, a large quantity of jewellery round their ears, neck, arms and ankles.

The young girls till the age of 10 or 11 years are just dressed in a piece of cloths, wrapped round the waist and just going down to their knees. In difference with the girls, the boys are after their circumcision at the age of seven, supposed to wear the same dress as the men. Furthermore all the children are usually adorned by embellishments, depending on their parents economy.

It is strange to realise that the people of these islands with its deadly climate, do not adapt a more sensible way of life. Their taste for food is more like the animals'. Their main food is mostly hard digestioned, rice, dried fish, raw coconut, curry and all kinds of strong spices. They eat three times a day. The first meal just after going up, the next is six hours later, or at the middle of the day, and the last is just before going to bed. The common people do not have any fixed time, and eat when they are hungry and when there is vacant time. In drinks they are very contented, and water is what they use to quench their thirst after the spicy food. The use of betel, with permanent chewing, is common to everyone, as the smoking is before and after all meals. The women serve the men at the table, and eat their meals after the men.

The inhabitants on the Atolls live in cottages, built close to all the others, and constructed of wood from the cocoa-nut palm, with the walls



HELIOTYPE CO., BOSTON

Plate 38.
Eastern side of the lagoon, northern side of Kuludu,
eastern face of South Miladummadulu Atoll. M.A.

and roof covered with leaves from the same tree. In some islands the cottages are joined up into a Kraal which is enclosed by a fence. These cabins are not better than those of the coolies on Ceylon. In Male the houses are usually 9 m. long, 4 m. broad and 5 m. high to the rooftop.

A partition in the house divides it into two rooms, one for the women where no foreigners are allowed, and the other room is open for all visitors. In this there are two rows of seats, of which the first to the right is considered the seat of honour. The visitors rank is exhibited by the seat he is offered. The walls are hung and filled with different tools and weapons [? German; Waffen ? L.V.]. The main piece of furniture is a kind of swing-hammock fastened to the roof-beams by ropes.

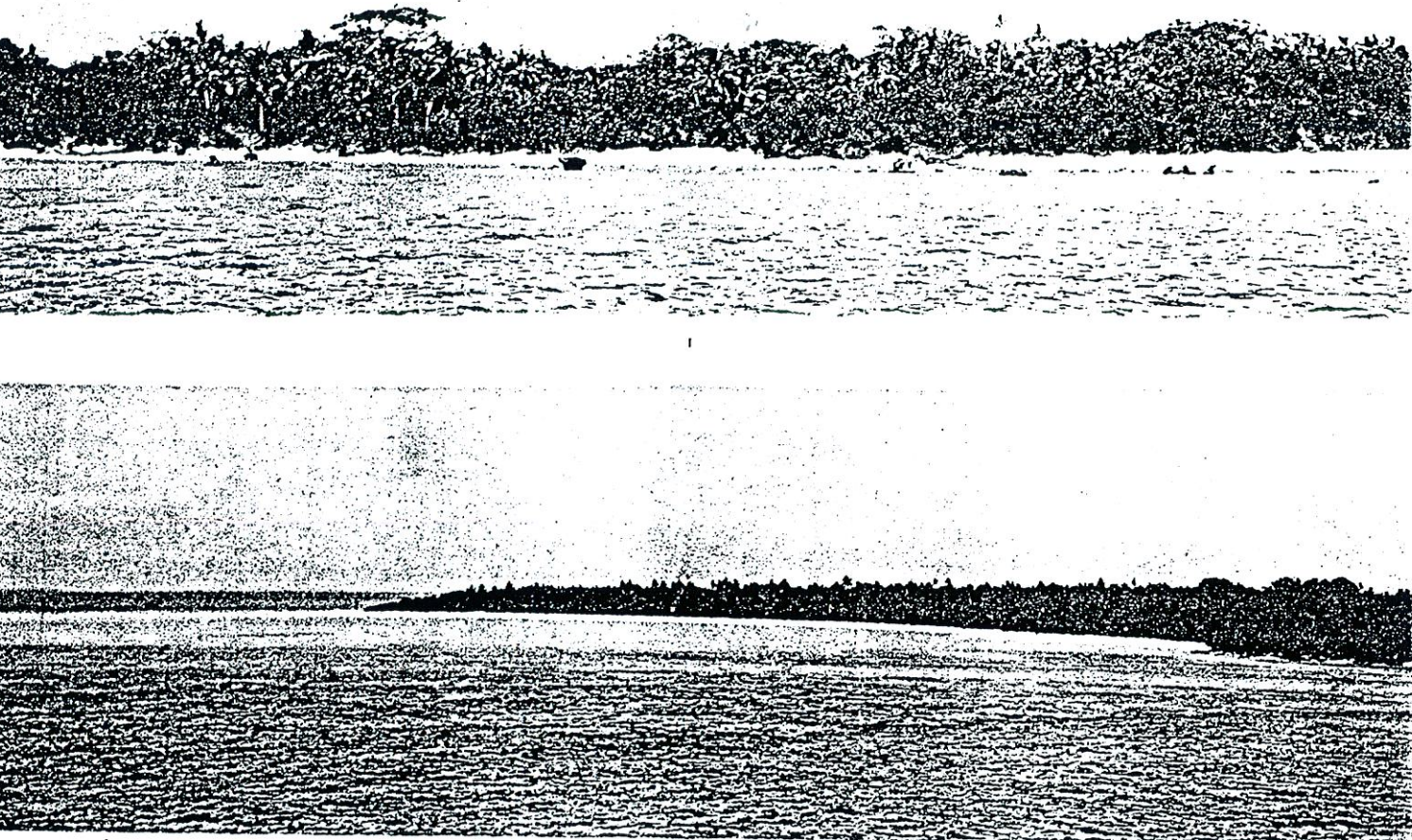
Considering the cleanliness of the Maldivian inhabitants, they are far beyond the average oriental people. Not once in the most crowded island Male I found any trace of garbage, what always is so characteristic for the streets in the orient. Just in those places where fish is handled, it is possible to recognize any unpleasant smell. The porous, sandy soil contributes to the clean ground, nevertheless, the people are worth all approval for their efforts to keep their environment hygienic. Their cleanliness is not just restricted to the streets and houses, but includes as well their own personal neatness. The men as well as the women bath regularly once or twice every day.

Since the last six hundred years the Islam faith is the state religion in the Islands. The history tells that Scheik JASSUF CHAMSUDIN was the person who introduced the Islam religion into the Maldives. The story about the conversion is told by IBN BATTUTA. When the population still were pagans, every month there was an evil Phantom in the shape of some kind of sea-monster, who came up from the ocean. It was the custom of the inhabitants to sacrifice a virgin girl every month. The girl was put in a temple on the coast, where she could see and be seen by the Phantom. She was left there during the night, and the following morning they always found the girl raped and dead. By the drawing of lots they selected every month a new girl to be the victim.

At this time the Islam preacher Sheik ABDUL BENIAI came to the island, and lived in the house of MAHAL's old wife. One day he found the man and his wife in tears, as if it was a burial. He found out about the reasons and heard that the lot had chosen the daughter of the wife to be the next martyr. The Sheik told the old woman that he was to take the young girl's place during the next night.

After being washed he was followed to the temple. Here he sat down and started to recite out of the Koran and pray verses against the evil spirits. He kept on praying, till the evil Phantom came. When the spirit met him he immediately turned round and dived into the sea. In the morning the people came to take away and burn [Buddhists burn the corpses] the corpse, but they found the Sheik sitting praying in peace.

ABDUL BENIAI was brought to the King, who had heard about the miracle. The Sheik told the King that he had the true religion, and the King asked him to do the same thing again the next month. The King promised



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HELIOTYPE CO., BOSTON.

Plate 39.

Part of south face of Bileiyfahi Island, east face of
South Miladummadulu Atoll. W.

Bomasdhoo, from S, looking over the lagoon into the crescent
of the island, east face of South Miladummadulu Atoll. W.

that if he could defeat the Phantom a second time, then the King should convert his own religion to that of the Sheik. The Sheik stayed and the God Allah was with him, and the King turned to the Islam religion, and with him all his court and finally the whole of the population.

In spite of that they are strict Moslems, and practice their religion very faithfully, they are full of superstitions. Their lives are filled with Ghosts or Jinnis, or rather the great fear of their doings, which is so intense that no one of the natives dares to go out in the dark night-time. They believe that the Jinnis have the power over their fates and can bring disastrous events into the life of the humans. All accidents and all sicknesses are caused by the Jinnis.

The Astrologie and the use of Magic art are common. Many are dependant of the Horoscope, buying of Amulets, writing charms and spells &c. Under these circumstances the power of the Muslim priests is great. The most important man in the country, after the Prime Minister, is the High Priest [He is the Minister of Justice, L.V.] He is not in favour of the Europeans, and it is mainly by his influence that the Europeans are denied or very seldom are permitted to land on the Maldiv Islands. [Rosset's own experience 1885, still in practice 1992, L.V.].

The children are from their third or fourth year put under the guidance of the preachers who teach them how to read the Koran. When they are properly educated in the Koran, then they do not get any more lessons, until they are brought into the Ceremonies of the religion. At the children's Koran lessons, they write down on small white wood-boards [using Coral chalk, L.V.], and when they have learned it by heart they wash it away and write the new items down. A few of the natives who have been to India or Ceylon speak Hindi or Singhala.

As to Muhamedan manners the custom of polygamy is allowed, but only a few of the natives of the islands are able to support more than one wife. The marriage contract is concluded as well as dissolved in a very simple way. When a boy and girl has decided to get married the two go to the Katibu, who is the Headman of the Island, and inform him about their decision, and when some other person who is present at the time and can verify this, they are considered as husband and wife, and the ceremony is over. After this the married couple and their relatives and friends go the house of the new-wedded, where they are treated and entertained.

The young bridegroom gives presents to the King and his Ministers, and the bride gives presents to the Queen and her attendants, after this they give all their relatives presents. When the King marries he does not give any presents, but receives from all his subjects gifts of all kinds. The whole of these gifts of considerable value goes to the Queen. As the bride does not get any dowry, the bridegroom is supposed to pay for all the wedding-expences, pay for his wife future sustainance and he must show that he has at least the same wealths as his bride's family. This is something that is of such great importance, that if the Katibu or Priest believes that the bridegroom not is in the position to give his supposed wife a suitable life, he denies to marry them, even if they both demands it.



HELIOTYPE CO., BOSTO

Plate 40.

Looking into the lagoon of Bodu Mandu from the southeast,
east face of Miladummadulu Atoll. W.

Looking into the western part of the lagoon of Kuda Mandu,
East face of border North / South Miladummadulu Atoll. W.

The men can marry at any age, aswell as the women, who do not have any restrictions, except that they must have reached their fifteens year. Is the girl's father still alive, the mother has no authority, and then he is in position to demand the girl to marry already at the age of ten or eleven. There are no restrictions, and the first proposer, old or young, as long as he has the right background considering the money, than he can marry the girl.

They bury their dead considering the Muhamadan traditions. First the corpus is washed by persons of the same sex, and the washer has to pay the Sultan a special tax for the privilege of this work. The deceased person's relatives pay to the washer what is required. After this the corpus is wrapped in a white linen-cloth, with the right hand under the ear and the left hand on the hip. Then the dead body is placed on his right side on a bier of Kadu-wood and carried to the grave by six of his friends. They are followed by a group of bier-mourners, who for a certain sum of money cry and lamentate the deceased.

Every man decides during his lifetime where he is going to be buried and about all the doings that belongs to the ceremony. The Maldive person is so involved in collecting money for his burial, so that he rather starvs than touch it. Beyond the six main mourners all the dead person's friends and neighbours are there. In the course of the transport of the Palm-wood [? Kadu-wood ? L.V.] bier they usually give away rice and millet. During all the ceremony the priest sings and the spectatores are sprayed with sweet-smelling water. The deceased is lain into the grave with his face pointing to Mecca and the grave is filled with fine white sand. The grievers treat the attendants and during the following three Fridays they go to the grave and spread white sand on it. Finally there is kept a feast and there is rejoicing. The deceased is now in the Paradise.

The ceremonies for the high-born are more magnificent. At the grave of one of them, there is the custom that the priest sings every day for a whole year. By the Kings or the Queens grave they sing every day untill his successor has died. The priests become for this work Meat and Betel [? Fish-meat ? L.V.]. The graves are fenced with a railing, as it is a great sin to step on them. They never bury two dead at the same grave. The natives have a great fear for the dead, and even the priests do not dear to tuch a skeleton.

From these serious aspects. I will now turn to the happy sides of Maldive life. Their entertainment seams to give them some joy. All the men and boys do usually play chess. They practis two kinds of dantes at certain festivities, or rather mimic fencing. The dansers or fencers execute for hours the same strokes, blows and parries of the thrusts, and shove in the whole little gracefulness in their handeling of the weapons as well as moving their boddies.

The Sultan and the by-standers look at the performance with indifference, but has nevertheless the energy to watch the whole day long. The natives love music, and in every house there is a tambourine, and at their festivals it is possible to hear the sound of the tam-tam drums, trumpets and flutes. The Sultan has his own orchestra, with brass



Plate 41.
Looking into the lagoon of Dureadu, from the south,
centre of North Miladummadulu Atoll. M.A.

Looking into the lagoon of Dureadu through the gap between
the S.E. islet and the E. horn of the larger island, M.A.

instruments from the Dutch and Portuguese time. The sailors and fishermen sing their songs, which very much resemble the Arabian music.

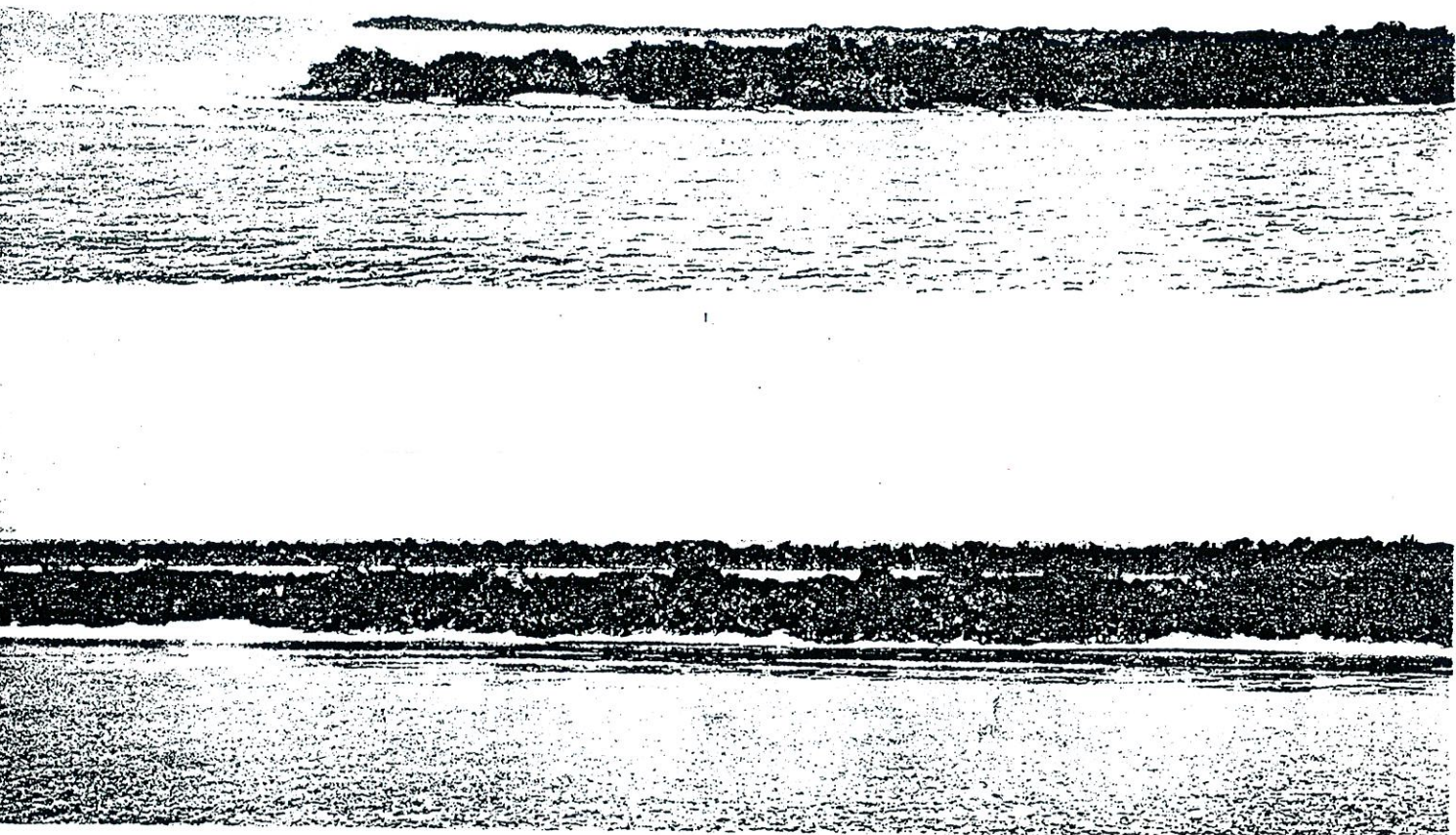
Social differences play a great part in the island [Male], as does the Caste system. [Once again "Cast", L.V.] The first are dependent on the rank they have achieved during their lifetime, the others depend on the rank they got by birth, and the noble birth is handed down by the women. If an noble lady marries a commoner, than the children of them are of noble birth. A woman of the lower cast can not improve her state by marrying a noble man. The noble title is also to be bought for Rupies. By the purchase the Sultan also gives the yield from one of the many islands away, and it is common that the person takes the name of that island.

The different Casts [Note: CASTE] are very stricktly separated. Pyard speaks about ten "tribes" who served the Sultan as Officials, Seamen, Builders &c, and are under orders of the Maldivian "Grandees". In the first five only noble persons canserve. From the last five groups are even the Slaves and Palm-juice collectors [Toddy-tappers] excluded. Of these castes [Out-castes, L.V.] there are seven, and no one is below the Palm-juice collectors.

In the relations between the people of the higher and those of the lower castes, it is first noticed the great respect the lower has to show the higher cast. The people of the lower casts always stand in the presence of the higher casts. They can only sit down if the higher cast person by a wave with the hand gives permission. When a person of the higher cast meets a person of the low-cast, then the low-caste must stand aside bowing his head, and remain like this till the nobleman has passed.

The mode of ruling is despotic, but as the people are so friendly by nature and the opinions are open, the despotism is relaxed. The Sultan is the basis of all right, nevertheless, he is as well under the law. He has the right of the disposition over his vassals' belongings after their deaths and also the right to give mercy, without asking the ministers for their advice. The land is administered on the basis of constitutional liberty what must be very offending for the muslim people. Century long maintenance of these ruling showes that it has been good and fit for the natives. There are two branches of the ruling, which are both going hand in hand, the Reliquos and the Political.

The headman of the church is styled with great respect by all the people, almost the same as the respect shown to the Sultan. The respect the Maldive people showe the High-priest is a proof of their great devotion to the Muslim religion. He is called "Fadiyam" and is in his superior function as Judge supported by two sub-judges, the "Naibu" and the "Katibu". He appoints one or two "Naibu" to every island, who has to supervise and guide the priest, and to be the judge for the island. The "Naibu" goes one or two times every year to all the islands under his command to exercise his judging and supervise the religion. On every island with more than 40 inhabitants there is a "Katibu", who is always there instead of the "Naibu". The "Katibu" is the person who officiates at the marriages.



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HELIOTYPE CO., BOSTON.

Plate 42.

Looking across the horns of Dureadu from east,
centre of Miladummadulu Atoll. W.

Looking into the lagoon sink of Ekasdu across the
western land rim, east face of Miladummadulu Atoll. W.

The "Fadiyam" in Male is supported by four "Naibu" and two "Katibu" in his work. They are usually occupied in quoting citates from the Koran, keeping the graves in order, and calling out for prayers. They are employed as sooth-sayers or omen-tellers to give the people the right time and the best advice about suitable and prosperous deeds.

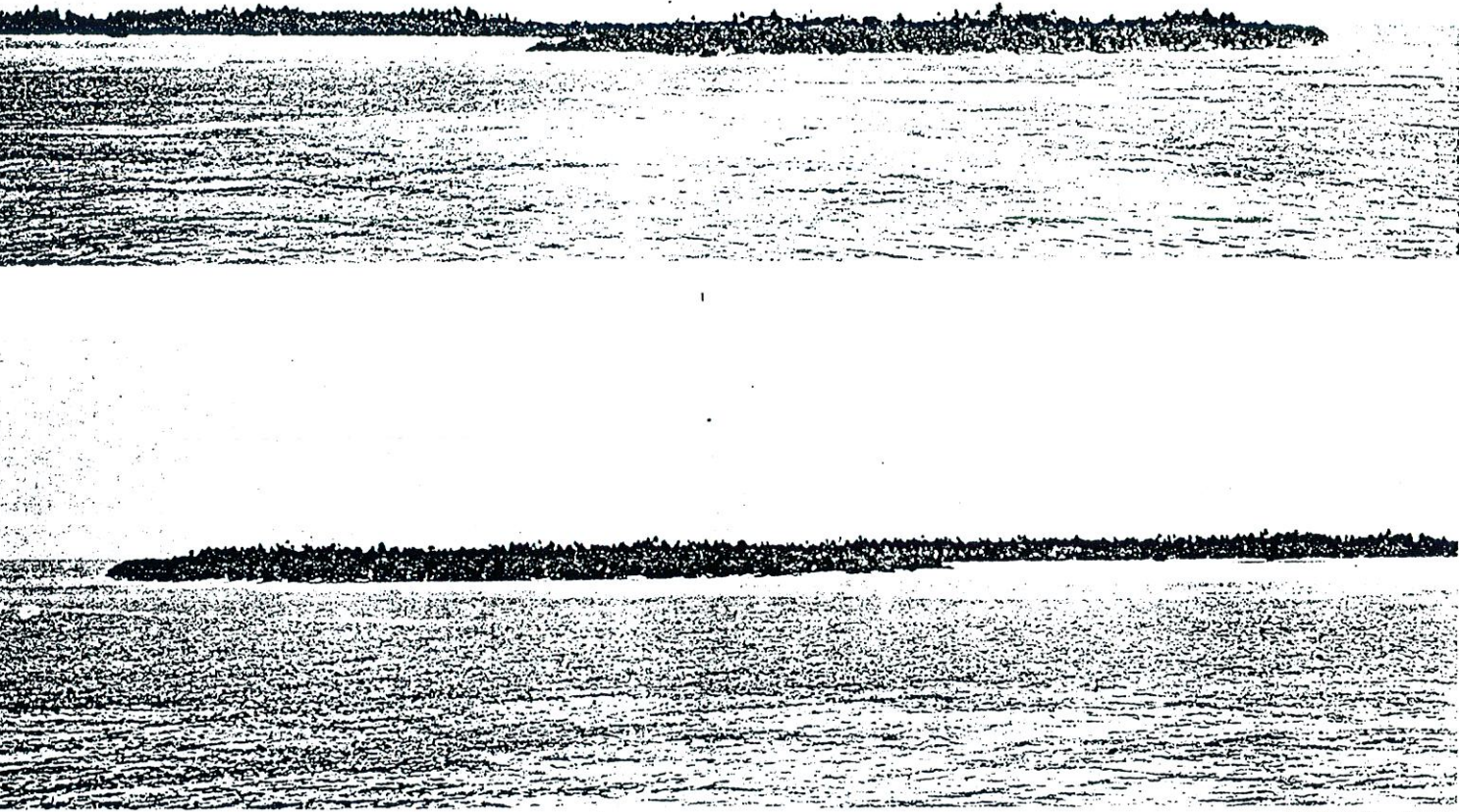
The Sultan has the ultimate jurisdiction, and he is the "Court of appeal" after the "Fadiyam" has given his judgement. Generally the sentences are not given in writing, but are mostly by word of mouth. In processes about land-area or about right of possession to cocoanut-palms the judgement is written down in ink. These sentences are unchangeable, and passed over to next generation. If someone considers the sentence of a "Naibu" as partial, than he can appeal to the Sultan. The Sultan than gives the problem to some neutral judge. The sentence is executed by the "Devani", and for this he receives every month a quantity of rice, and after every case he gets one twelfth of the value concerned in the case.

The Maldives have a "written law" and this is exactly the same as the holy Koran, and besides this they have the "moral law" coming from old customs on the Islands. The punishments are exceptionally light and gentle. In the times long ago they mutilated the thief, but today they are flogging the perpetrator. Murderers are put in the pillory and after this they are banished to some uninhabited island.

A remarkable custom that is still in practice, is that if some insolvent person can not pay his debts to the creditor, he can and has to work off his liabilities. To administer the tax-money and to give the Sultan advices about political questions, there are the appointed "Vizires", but they have no executive right. They have no power to restrict the Sultan, but are due to their position and influence, able to show their disapproval and finally prevent bad decisions. The number of "Viziers" are three, 1) The "Hadegiri" or the finance-minister, 2) the "Dahara" or the war-minister [Defence] and 3) the "Miru Baharu" or the sea- and harbour-minister.

It is impossible to estimate the revenues that goes to the Government in Male, as the people in these matter are ignorant, and neither can, nor will give any information. Nevertheless, the revenues are considerable, as all the productions of the numerous islands which belong to the Sultan and accordingly goe to him. Further the Sultan becomes one fifth of all the islands harvests, and there is a taxation on all dried fish and all cocoanut-fibre. All taxes are payed in natural products, except those taxes the nobleman has to pay for their imported goods. These must be payed in pure gold.

The Sultan demands his people to weave and deliver every year a certain amount of cotton-cloth, as he is supposed to supply the soldiers in his army with new uniforms every year. Every Atoll has to supply the Sultan with a certain quantity of cowrie shells, and about 30 pound of cocoanut-fibre every year from every woman and girl living in the Atoll. The similar is valid for every men, who has to pay a tax of 50 dried fishes and 100 cocoa-nuts every year. Sometimes the taxes are payed with money in the country's own currency. The Sultan has all rights to the shipwrecks that may happen on the islands. He has the right to buy all



HELIOTYPE CO., BOSTON.

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Plate 43.

Looking into the southern part of the open lagoon of Ereadu,
East face of Milandummadulu Atoll. W.

Looking into the northern part of the open lagoon of Ereadu,
East face of Milandummadulu Atoll. W.

the merchandises that is landed in the islands, or he can take a part of it, all to some fixed prices. The taxes payed by the people seem to be tolerable as there never are any complains.

The Maldive Islands are open for research about their biological and zoological resources, which is till today unknown. It is not to be assumed that there are any new species to be found, as the better known Laccadives have not shown any remarkable new species. A brief investigation of the Laccadives showed that they do not have any special flora or fauna. Except for the common cocoa-nut rat, also found round Calcutta, there are no other mammals on the islands. The birds are same as those common in India, Ceylon and China. Most of the plants the natives use as medicine seems to have been brought to the islands.

At a short distance the islands seem to be filled with the vegetation of cocoa-nut palms and screw-pines. The under-growth is overall, and is mostly impossible to break through. The fine coral-sand on the islands is very good for the cocoa-nut palms, and they grow exuberant, like in Polynesia. There are three kinds of palms, which are distinguished in the size of their nuts, from kurbitz to orange. The value of one cocoa-nut palm is for the native immense, as this tree can give all what is necessary for his life, Wine, Honey, Milk, and Butter. The nut can be eaten as bread to all kinds of food. The Wood, the Nut-shell and the Leavs are used for all necessary domestic tools. Moreover the islands have an other tree from which the boats are made. Pyrard writes a whole chapter about this "wonderfull tree", "Traité des animaux, des arbres et des fruits des Indes".

The Kadu-wood is light and soft, and is not fit for use in the buildings, but they use it as floats. The "Duburi-tree" (Calophyllum Inophyllum) is used to fit innerwalls in the houses, and its sap has also a certain medical use for its oil and its resin. The Banyan-tree and the Breadfruit-tree fille up the list of usefull trees.

On these islands where the nature has not given much, the natives have come to a fine mixture, emanating from the Indo-european group, and with strains of Hamitish and Semitish elements. The development of this island population seems to be still going on. As head of the people is a Sultan, who in the time of my visit had a Prime-minister, who had an European education from India [Ceylon, L.V.], and is very interested in the Western way of life. May be there will be much closer relations and greater influences between their protector [England] and the Maldives under his regim and management.

Twice I have passed the Islands since I was there, [The Minicoy Island, L.V.], and it was not without a certain longing to return, an both times my very good friend the present Sultan Abraham Dedee, has given me his written regards through his son, who is the Turkish consul in Galle in Ceylon. This indicates that he is interested in opening up his country for Europeans, and that could really be to the benefit for the Maldive Islands. ### ***



HELIOTYPE CO., BOSTON

Plate 44.

North end of Furnaduisland, seen from west,
East face of Miladummadulu Atoll, W.

Northern side of the lagoon sink of Nalandu,
east face of Miladummadulu, W.P.

TURNER, LEWIS JAMES BARNETSON, editor of the Maldivé Islands Census for the year 1921. It is found in Chapter IX, of the "Ceylon Census 1921", Colombo 1922. It contains much of statistical and social information.

1.) Vol. I, Part II, Chapt. IX, Pages 95-108, The Maldivé Islands.
2.) Vol. IV, Pages 339-354, Maldivé General tables and Statistics.

[ENGLISH]

CHAPTER IX.—THE MÁLDIVE ISLANDS—SITUATION AND POPULATION. 95

Situation.—The Máldives, a group of coral islands in the Indian Ocean, are situated some 400 miles to the south-west of Ceylon, and lie between 72° 33' and 73° 44' East Longitude, and between 7° 6' North Latitude and 0° 42' South Latitude (see map opposite). The most northerly island lies about 350 miles from Cape Comorin, and Málé Island is about 415 miles from Colombo. The number of inhabited islands of the Máldive Archipelago according to the Census returns, was 217. There is no record of the number of uninhabited islands, but it is reported that they are more than 2,000. The inhabited islands are grouped together in clusters called atols; most of these, with the exception of the northern atols, are surrounded by a barrier reef which serves as a natural protection. The atols are 18 in number, but for centuries past, they have been arranged for administrative purposes, in 13 groups, according to the following statement:—

Distribution of Atols in the Maldivé Islands.

Atol.	Number of Inhabited Islands.	Administrative Group.
1	2	3
1. Tiladummati Atol	33	1. Tiladummati Atol
2. Miladummadulu Atol North	14	2. Miladummadulu Group
3. Miladummadulu Atol South	16	
4. Málosmadulu Atol North	18	3. Málosmadulu Group
5. Málosmadulu Atol South	16	
6. Fádiffolu Atol	4	4. Fádiffolu Atol
7. Málé Atol (excluding Málé Island)	12	5. Málé Atol (including Málé Island)
8. Málé Island	1	
9. Ari Atol	20	6. Ari Atol
10. Felidí Atol	7	7. Felidí Atol
11. Mulaku Atol	8	8. Mulaku Atol
12. Nilando Atol North	8	9. Nilande Group
13. Nilando Atol South	0	
14. Kolumadulu Atol	13	10. Kolumadulu Atol
15. Haddummati Atol	13	11. Haddummati Atol
16. Huvadú Atol	21	12. Huvadú Atol
17. Fua Mulaku Island†	1	13. Addú and Fua Mulaku Group
18. Addú Atol	6	
	217	

An Annual "Census."—Pyrard de Laval writing in the early part of the seventeenth century mentions an annual Census as being taken at the close of "*Ramedan*" †:—

"Three days before the close of *Ramedan*, † the bell (gong) or *coly* and the trumpets go round the town in the usual way, as when a festival or a royal command is announced, and warn the people on behalf of the *Pandiaré*§ (whom the Arabs call *Cady*||) that all the Máldive islanders should bring, or send in writing, the names of all, both great and small, men and boys, women and girls to be registered; those of Málé to the *Pandiaré*,§ and those of other islands to the *Naibe*¶ of their atol. When they do this, they have to give in for each person an offering of half a *larin*, equal to four *sols* of our money, or its equivalent in goods; this is done quite voluntarily and faithfully, for they believe that without it their Fast would be of no effect."***

In this connection the Máldivian Government Representative reports that "this annual Census alluded to by Pyrard was not a Census in the proper sense of the word. A religious festival is held annually to celebrate the close of *Ramazán*, and every earning male (roughly taken to be between 15 and 55) is expected to contribute, according to the Arabic law, 1/40th of the earnings he had accumulated in the current year. This offering is made in either money or kind according to the convenience of the persons expected to make the offering. †† To insist upon their religious devotion and to see that every male of the specified age does not neglect his religious duty, every possible check is made on the numbers by adopting the procedure detailed by Pyrard.

"It has been a custom to retain a twelfth part of the total money or kind collected at these Censuses with the *Fadiyaru* and for the rest to be distributed among, or spent in giving alms, to *Sayyids* (descendants of the Prophet Muhammad, known in Ceylon, as *Maulanas*) and to orphans, slaves, beggars, &c."

Other Partial Enumerations.—The Máldivian Government Representative also reports that "there was a time when something like a modern Census used to be taken at the accession of a Sultan. This enumeration was an administrative measure, confined to adults and men between 15 and 55 years of age, and adopted as a means of estimating the population coming under direct tax, which is only 120 *larin* †† or its equivalent in produce, per year, and such enumeration was last taken in these islands about 35 years ago."

* The leading living authority on the subject of the Máldives is Mr. H. C. P. Bell, C.C.S. (Retired). Considerable details will be found in his Reports on the Máldive Islands (Sessional Papers XLIII. of 1881; XV. of 1921), and in a further Report now in preparation. He was good enough to read this Chapter in the manuscript and to suggest several important amendments.

† My Head Clerk, Mr. M. R. Peiris, deserves great credit for the work done by him on the subject of the Máldive Islands.



HELIOTYPE CO., BOSTON

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Plate 45.

Looking into the bight of the eastern face of the
eastern island of Muradu Faro. W.

Looking across the south flat of Muradu Faro to
the junction of the western and eastern islands.
West face of Tiladummati Atoll. M.A.

† Though really a tiny Atol it is always treated as an island. Cf. Rasdú ("Rosa Atol") and Goidú ("Horsburgh Atol"), both similar small atols classed as *islands*. (Boll).

‡ For *Ramazán* (Arabic); *M. Róda*.

§ Or *Faḍiyaru* (= Chief Justice).

|| Now almost universally written, *Kózi*.

¶ Or *Naibu* (= a Law Officer under the *Faḍiyaru*).

** Quoted by Denham, "Ceylon at the Census of 1911," p. 499.

†† Confirmed by Mr. Bell who was at Málé during *Ramazán* A.H. 1341 (A.C. 1922).

‡‡ Or 30 *boḍu lári*; equivalent at present to a rupee in Ceylon currency.

Estimates of the Total Population.—But none of these enumerations included the whole population, and the actual figure was a matter of virtual guesswork,* till the first modern Census was taken in 1911, when a total figure of 72,237 was obtained. Although it is difficult to find a basis for estimating the population in former times, it is believed that it was once considerably larger than it is now, and it is interesting to note that "the islanders themselves, . . . point with melancholy significance to islands in nearly every atol now lying waste where homesteads stood of old. It is, however, satisfactory to find good ground for the belief that the gradual depopulation, mainly attributable to the proverbially unhealthy climate—has not merely been arrested, but that from the closer connection now yearly being established with the outside world, and the increased facilities for obtaining yearly necessities of life, a steady reaction is setting in."†

Regular Censuses.—The first regular Census in 1911 has already been mentioned. The second decennial Census was held in 1921, the figures showing a decrease of 1,824, due mainly to the influenza epidemic and starvation due to the rice crisis. The comparative figures are shown in Table No. 148 below.

The Census of 1921.—As in 1911, the Census of 1921 was conducted by the Máldivian Government in a highly efficient manner. The Máldivian Government Representative at Colombo, Mr. E. Abdul Hamid Dídí Effendi, acted in consultation with the Superintendent of Census, Ceylon, the chief assistance rendered by the Ceylon Government consisting in the supply of the schedules. In the absence of printing type in the *lání*, or Máldivian characters, the schedules were lithographed in the Survey Office, Ceylon, and despatched to the Máldives for distribution before the setting in of the south-west monsoon. The difficult task of taking the Census of the very numerous and widely scattered atols was then promptly undertaken. Under the able supervision of Mr. E. Abdul Majid Dídí Effendi, the Chief Treasurer to the Máldivian Government, the enumerators were carefully instructed, and expeditions were sent from Málé to the different atols. The necessary particulars were then abstracted from the schedules, and returns were prepared in the Máldivian language to be forwarded to the Máldivian Government Representative in Colombo. By him they were translated into English, and forwarded to the Ceylon Census Department for incorporation in the Preliminary Report on the Census operations. The excellence of the administrative arrangements is clearly demonstrated by the fact that the blank schedules which were despatched from Colombo on December 28, 1920, were filled in for 217 islands, checked, and preciséd in time for the completed returns to be received in Colombo by September, 1921, and for the main results to be published in English in the *Ceylon Government Gazette* of October 7, 1921. This eminently satisfactory record was largely due to the great care and interest taken in the work by the Chief Máldivian Officials at Málé, and the Máldivian Government Representative in Colombo, as well as to the able manner in which the Census staff in the Máldives carried out the duties assigned to them, and to willing co-operation on the part of the inhabitants.

Population of the Máldives, 1921.—The total population of the Máldive Islands at the Census of 1921 was 70,413, against 72,237 in 1911. There were 38,174 males and 32,239 females, against 39,244 and 32,993 respectively in 1911. The distribution among the various atols in 1911 and 1921 and the increase or decrease during 1911–1921 are shown in the following table:—

TABLE No. 148.—Population of the Máldive Islands, by Sex, for each Atol, 1911 and 1921, and the Percentage Increase or Decrease (—), 1911–1921.

Atol.	1911.			1921.			Percentage Increase or Decrease (—), 1911–1921.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1	2	3	4	5	6	7	8	9	10
Máldive Islands	39,244	32,993	72,237†	38,174	32,239	70,413‡	— 2·7	— 2·3	— 2·5
Tiladummati Atol	6,805	5,795	12,600	5,307	4,801	10,108	— 22·0	— 17·2	— 19·8
Miladummadulu Atol North	1,772	1,464	3,236	1,375	1,127	2,502	— 22·4	— 23·0	— 22·7
Miladummadulu Atol South	2,637	2,195	4,832	2,435	2,084	4,519	— 7·7	— 5·1	— 6·5
Málosmadulu Atol North	2,226	1,930	4,156	2,406	2,020	4,426	8·1	4·7	6·5
Málosmadulu Atol South	2,144	1,658	3,802	1,900	1,461	3,367	— 11·1	— 11·9	— 11·4
Fáḍifolul Atol	1,536	1,350	2,886	1,962	1,630	3,592	27·7	20·7	24·5
Málé Atol (excluding the Island)	1,680	1,347	3,027	1,676	1,382	3,058	— 2	2·6	1·0
Málé Island	2,829	2,407	5,236‡	3,359	2,708	6,127‡	18·7	15·0	17·0
Ari Atol	2,254	1,750	4,004	2,370	1,849	4,219	5·1	5·7	5·4
Folidí Atol	1,289	1,078	2,367	1,223	1,003	2,226	— 5·1	— 7·0	— 6·0
Mulaku Atol	948	712	1,660	986	758	1,744	4·0	6·5	5·1
Nilande Atol North	946	778	1,724	926	698	1,622	— 2·1	— 10·5	— 5·9
Nilande Atol South	1,132	941	2,073	1,224	1,018	2,242	8·1	8·2	8·1
Kolumadulu Atol	2,228	1,838	4,066	2,232	1,779	4,011	— 2	— 3·2	— 1·4
Haddummati Atol	1,599	1,256	2,855	1,657	1,323	2,980	3·6	5·3	4·4
Huvadú Atol	3,907	3,471	7,378	3,648	3,372	7,020	— 6·6	— 2·9	— 4·9
Fua Mulaku Island	1,178	1,021	2,199	1,142	1,043	2,185	— 3·1	— 2·2	— 6
Addú Atol	2,134	2,002	4,136	2,340	2,125	4,465	9·7	6·1	8·0

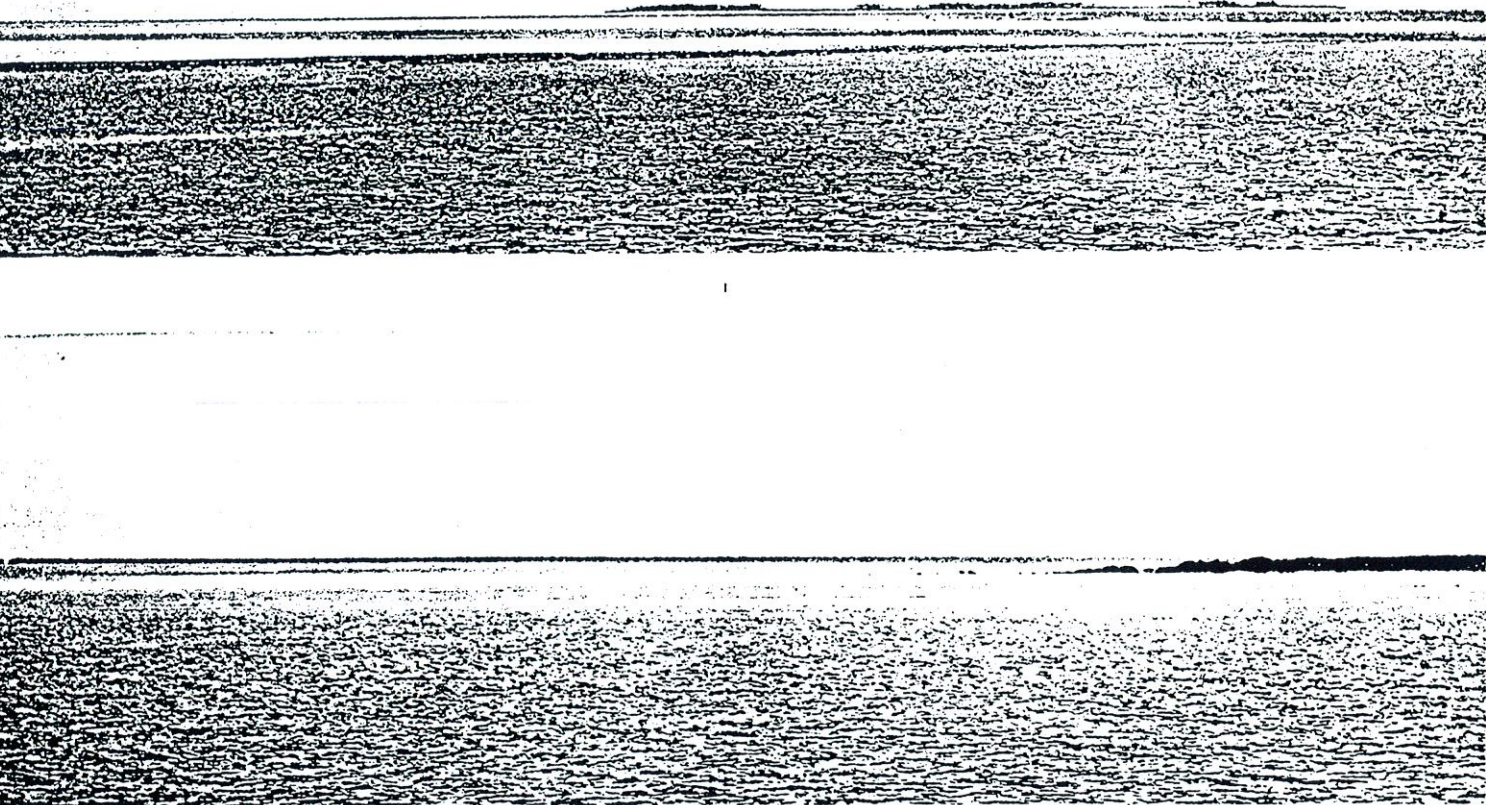
From the above table, it appears that of all the atols, Tiladummati has the largest population, 10,108. If the administrative units are taken for comparison Málosmadulu group comes second with 7,793 inhabitants; and Miladummadulu group and Huvadú Atol third and fourth with 7,021 and 7,020 inhabitants respectively. Addú and Fua Mulaku group comes fifth with 6,650.

Málé Island comes next with 6,127 inhabitants (5,236 in 1911). It is the capital of the Máldives and the residence of the Sultan; and is situated about half way in the chain of atols extending north and south for 450 miles and upwards between Ihavandifolul, the most northerly Atol attached to Tiladummati Atol, and Addú, the most southerly Atol. The entire foreign trade in the atols is conducted at Málé and, as the capital, on all the islands in the Máldives it is the most in touch with the outside world and

* Some of the estimates are given in Denham, "Ceylon at the Census of 1911," p. 499.

† Bell, "The Máldive Islands" (Sessional Paper XLIII of 1881), p. 53.

‡ Inclusive of the natives of India and Ceylon enumerated in Málé Island.



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Plate 46.

Looking across the tounge of an open faro to the south of Muradu, West of Tiladummati Atoll. M.A.

Southern spit of the eastern part of the hammer-headed island of Naguri, West face of TiladummatiAtoll, M.A.

the only one where there is a foreign element in the population. Málé is low-lying, like the rest of the archipelago, and is approximately one mile in length by three quarters of a mile at broadest. The present density of population in this island, is therefore, very high—running to about 8,170 persons per square mile. Regarding this congestion, Mr. Bell remarks, "The undue proportion, from a sanitary point of view, of . . . graveyards cannot but force attention. They are everywhere painfully in evidence along the streets.

"As with graveyards, the prodigality of mosques in Málé is one of the most noticeable features disclosed by a tour of the island; they abound *passim*, and (with the burial grounds usually attached) occupy so much of the total area that some form of expansion, very probably by utilizing the nearer islands of the atol, will ere long have to be devised.

"Málé, with its teeming population of over 5,200 souls,* is far too overcrowded already. Migration, or other measures for relieving the congestion, must inevitably be resorted to in the not distant future."† According to the returns furnished by the Máldivian Government there were 27 burial grounds in Málé Island out of 505 in the Máldives as a whole.

On the other hand, "The scrupulous cleanliness and order in which the coral carpeted streets of the Town ‡ are studiously kept have earned the deserved eulogy of more than one European visitor:—'Within the residential part of the town, the whole place is kept in such order as might well give a lesson to much more civilized places. The streets are as tidy as could well be, and evil smells are apparently quite unknown.' "§

The foregoing Table No. 148 also shows a decrease during the decade of 2·5 per cent. in the total population of the Máldives, and that decreases occurred in nine of the atols. In the absence of statistics of births and deaths and migration, it is not possible to investigate the causes of increase or decrease in the various atols. According to the Máldivian Government Representative the population of the Máldives in 1921 was considerably reduced by the influenza pandemic of 1918 and 1919, and the famine due to the rice crisis, which was severely felt in the islands in 1918–1920.

In this connection, it may be noted that the food supply in the Máldives is not satisfactory. As rice does not grow in these islands, it has to be brought from India and Ceylon, and, during the rice crisis, a bag was sold in Málé at Rs. 60, while the price in Colombo was only Rs. 38. Only Mulaku, Haddummati, and Addú Atols are reported to be self supporting, the staple foodstuffs being dry fish, fine grains, coconuts, and yams. The Máldivians ordinarily depend to a considerable extent on fish, coconuts, and jaggery. "During the famine," says the Máldivian Government Representative, "a great number of coconut trees were felled by the hungerstricken to utilize everything that the coconut palm could yield in the way of food. Though every attempt was made by Government to face the crisis, a large number died of hunger.

"A characteristic feature of the Máldive Islands is their levelness—the islands never rising to anything approaching a hill so that there are no rivers even in the rainy seasons. Most of the islands have thick jungle where the coconut palm is seen to tower above the foliage. Although rice is not grown, dry grain is successfully grown and usually thrives wherever it is cultivated. Three kinds of millet—*bimbi* (= *Sip. kurakkan*), *urá* (= *Sip. menéri*), and *kudí bai* (= *Sip. tanahál*)—and maize are raised in many of the atols, and many fruit trees (papawa, oranges, plantains, mangoes, pines, &c.), and nearly all the low-country vegetables found in Ceylon are cultivated. As a result of the untold hardships, they underwent during the famine time, the Máldivians are now giving much greater attention to the production of foodstuffs." Regarding the health of the atols, he says, "the ruling factor of the climate is the monsoons, south-west and north-east as in Ceylon. The climate is generally reputed to be unhealthy for Europeans, but suits the Máldivians well, and, as a race, they are fairly healthy and active. In the Northern Atols, severe outbreaks of malarial fever, frequent during the dry season, are now considerably less owing to the clearing of the jungles, which, along with the still lagoons, were direct causes of the disease. The temperature in the Southern Atols and Málé is not higher than that of Colombo. Addú is the healthiest atol and Málé and Fua Mulaku are the healthiest islands, while Huvadú Atol and Havaru Tinadú, an island in this atol, are the most unhealthy."

Classification of Buildings.—The various buildings in the Máldives numbered 16,251, and included 14,056 dwelling houses, 839 Kurán schools, 610 dispensaries, 487 mosques, 237 public halls, 18 navigation schools, and 4 Arabic schools. Of the dwelling houses 74 were tiled, 821 roofed with galvanized sheets, and 13,161 thatched or built of coral stone.

Houses and Families.—The number of houses increased from 13,820 in 1911 to 14,056 in 1921, while the number of families decreased from 13,966 in 1911 to 13,508 in 1921. The proportions of persons per house (5·0) is slightly higher in the Máldives than in Ceylon (4·8). In the case of families, the proportion of 5·2 persons per family is also higher than the ratio (4·7) obtained in Ceylon from sampling tests. As in 1911, Fádifolu Atol shows the highest number of persons per house (7·2) and Addú Atol the largest families (on an average 5·9 persons in each).

Race and Religion.—With the exception of 217 foreigners on Málé Island (137 Boras, 22 "Malabars," and 58 Ceylon Moors) the population of the Máldives was entirely Máldivian. All the inhabitants were Muhammadans, but it seems clear that Buddhism was once the chief religion of the people.¶ Their conversion to Muhammadanism is dated in 1153 A.C. On the extent of animistic nature-worship, reference may be made to Professor W. Geiger's *Máldivian Linguistic Studies*.¶ Mr. Bell is of opinion that the former inhabitants of the Máldives were, centuries ago, closely connected with the Sinhalese.**

* Total number 5,236 at the 1911 Census.

† Bell, "Report on a Visit to Málé" (Sessional Paper XV. of 1921), p. 41.

‡ Virtually the entire area of the island is covered by the town.

§ Bell, *loc. cit.*

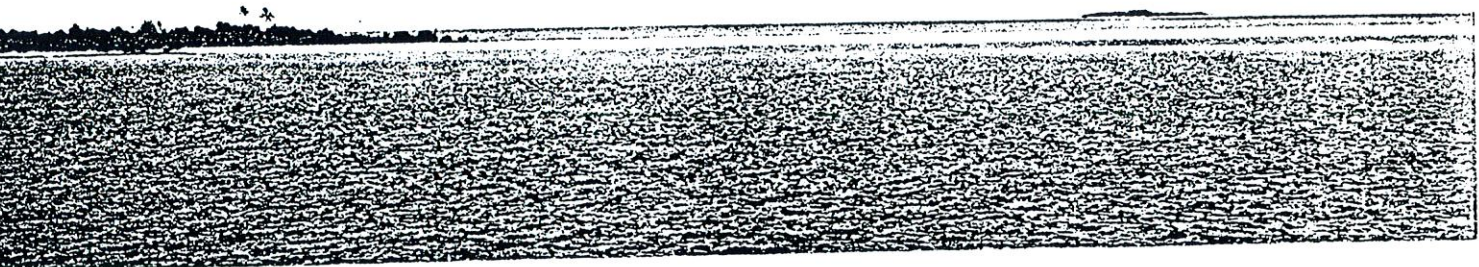
¶ See Bell, *op. cit.* p. 7.

¶ Edited by Bell, and published in the Journal of the Ceylon Branch of the Royal Asiatic Society, Vol. XXVII. Extra Number, p. 5.

** See also paragraph on *language* on page 103 of this report.

Agassiz,—Maldives.

PLATE 47.



1



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2

Plate 47.

Sand spit at the northern extremity of Naguri,
forming the eastern face of rim of Naguri Faro.
West face of Tiladummati Atoll. W.

Looking into bight on southeast face of Naguri. M.A.

Birthplaces.—All the Máldivians enumerated in the islands were returned as locally born. Of the 159 natives of India, the Boras (137) were merchants from the Bombay Presidency and the "Malabars" (22) from the coast of Malabar. Of the 58 Ceylon Moors several were born in Galle and the rest in Colombo.

There were 30 Máldivians enumerated in Ceylon in 1921, 22 males and 4 females, in Colombo Municipality; 2 males in Colombo District; and 2 males in Ratnapura District. Their birthplaces were returned as Galle (2 males and 1 female), and Máldive Islands (24 males and 3 females).

Sex.—The total number of males enumerated in the Máldives in 1921 was 38,174, against 39,244 in 1911; and the total number of females in 1921 was 32,239, against 32,993 in 1911. The detailed figures for the various atols are given in Table No. 148 on page 96.

Masculinity* in the Atols.—The following table shows the masculinity in 1911 and 1921 for each atol, the Ceylon figures for Sinhalese and Ceylon Moors being added for purposes of comparison.

TABLE No. 149.—Masculinity in each Atol, 1911 and 1921, at all Ages.

Atol.	1911.	1921.
1	2	3
Máldive Islands	543	542
Tiladummati Atol	540	525
Miladummadulu Atol North	548	550
Miladummadulu Atol South	548	539
Málosmadulu Atol North.. .. .	535	544
Málosmadulu Atol South.. .. .	564	566
Fádiffolu Atol	532	546
Málé Atol (excluding the Island)	555	548
Málé Island	540	548
Ari Atol	583	562
Felidí Atol	544	549
Mulaku Atol	571	565
Nilande Atol North	549	571
Nilande Atol South	546	550
Kolumádu Atol	548	556
Haddummati Atol	560	558
Huvadá Atol	530	520
Fua Mulaku Island	538	523
Addú Atol	516	524
Ceylon (all races)	530	529
Sinhalese in Ceylon	523	524
Ceylon Moors in Ceylon	522	521

The masculinity of the population of the Máldive Islands thus appears to be considerably higher than the ratio found in any of the countries mentioned in Table No. 3, on page 1; and an inquiry on the lines indicated in Chapter I, in the case of Ceylon would be interesting and valuable, but is not possible at present, in the absence of records of births and deaths by sex. It may, however, be noted that it cannot be due to immigration; that it is unlikely to be due to errors of enumeration; and that the explanation lies in the combined results of the relative male and female natural increase and the previous sex ratio. It is not known whether the female death-rate is higher in the Máldives than the male rate, but it is possible that it may be so. It will be observed that while the masculinity of the total population shows only a slight fall between 1911 and 1921, the ratios for many of the separate atols show very considerable differences, due, no doubt, in many cases, to the small population involved.

Masculinity by Age.—The following table shows the masculinity by decennial age-groups in the Máldive Islands in 1911 and 1921. Some Ceylon figures are also added for purposes of comparison.

TABLE No. 150.—Masculinity by Decennial Age-groups in the Máldive Islands and Ceylon, 1911 and 1921.

Decennial Age-Group.	Máldive Islands.		Ceylon.			
	1911.	1921.	Sinhalese.		Ceylon Moors.	
			1911.	1921.	1911.	1921.
1	2	3	4	5	6	7
0-9 ..	528	516	515	514	512	507
10-19 ..	545	526	518	523	512	520
20-29 ..	501	461	497	499	506	496
30-39 ..	553	585	551	548	559	552
40-49 ..	603	653	548	546	539	540
50-59 ..	600	665	524	534	535	553
60 and over	625	666	567	571	556	551

The low figure for the Máldives at ages 20-29 in 1921 is exceptional and requires further investigation.

In view of the absence of migration, the subject of the masculinity of the Máldives deserves more detailed mention than is possible here and the collection of vital statistics in the islands would be of the utmost interest and value.

* I.e., the number of males to 1,000 persons of both sexes.



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Plate 48.

Gap between Mahafai and Maradu, in basin of
northern part of Tiladummati Atoll. W.

Western face of Kumberidu Island, in basin of
central part of Tiladummati Atoll. M.A.

AGE STATISTICS.

99

Age.—The number of persons, males, and females, at each age up to 4, and by quinquennial groups thereafter are shown in the following table:—

TABLE No. 151.—Population by Age, 1911 and 1921, of the Maldive Islands.

Age-Period.	1911.			1921.		
	Males.	Females.	Total.	Males.	Females.	Total.
1	2	3	4	5	6	7
All Ages	39,038	32,993	72,031*	37,957	32,239	70,196*
0	745	743	1,488	479	490	969
1	1,024	904	1,928	789	781	1,550
2	1,187	1,057	2,244	1,228	1,185	2,413
3	1,379	1,269	2,648	1,505	1,475	2,980
4	1,881	1,752	3,633	1,929	1,790	3,719
5-9	5,337	4,596	9,933	3,853	3,449	7,302
10-14	4,407	3,283	7,690	5,430	4,307	9,737
15-19	3,586	3,386	6,972	5,717	5,724	11,441
20-24	4,902	4,996	9,898	2,706	3,660	6,366
25-29	2,607	2,372	4,979	2,350	2,248	4,598
30-34	3,084	2,618	5,682	3,318	2,449	5,767
35-39	1,865	1,478	3,343	1,606	1,038	2,644
40-44	1,856	1,250	3,106	2,316	1,203	3,519
45-49	1,202	767	1,969	848	476	1,324
50-54	1,268	901	2,169	1,593	792	2,385
55-59	823	486	1,309	508	267	775
60-64	1,005	597	1,602	1,040	537	1,577
65-69	299	237	536	282	152	434
70-74	329	178	507	291	135	426
75-79	152	52	204	78	27	105
80-84	61	31	92	87	48	135
85-89	23	22	45	13	5	18
90-94	28	9	37	7	1	8
95-99	8	9	17	3	—	3
100	—	—	—	1	—	1

The distribution of the population by quinquennial groups is illustrated in Diagram No. 23 facing this page, and there is no doubt that it is a very curious one for an indigenous race. The peak at 15-19 in 1921 is very unusual, and this and the various other irregularities are worthy of further investigation. We have already seen (page 17) that the normal distribution for ages under 5 was a more or less gradually decreasing series, but the above table shows a continuing increase.

The Triple Age-grouping.—The distribution for the three age-groups 0-14, 15-49, and 50 and over, is shown in the following table, some comparable figures being given for Ceylon (see also page 19).

TABLE No. 152.—Percentage Distribution of the Triple Age-grouping—Maldives, 1911 and 1921, and Ceylon, 1921.

1	Maldives.						Ceylon.					
	1911.			1921.			Sinhalese. 1921.			Ceylon Moors. 1921.		
	0-14.	15-49.	50 and over.	0-14.	15-49.	50 and over.	0-14.	15-49.	50 and over.	0-14.	15-49.	50 and over.
	2	3	4	5	6	7	8	9	10	11	12	13
Persons	41	50	9	41	51	8	41	48	10	42	49	9
Males	41	49	10	40	50	10	41	48	11	42	49	9
Females	41	51	8	42	52	6	42	48	10	42	50	8

No anomaly is apparent here, the Maldivian figures being in fair agreement with each other and with the Ceylon distribution.

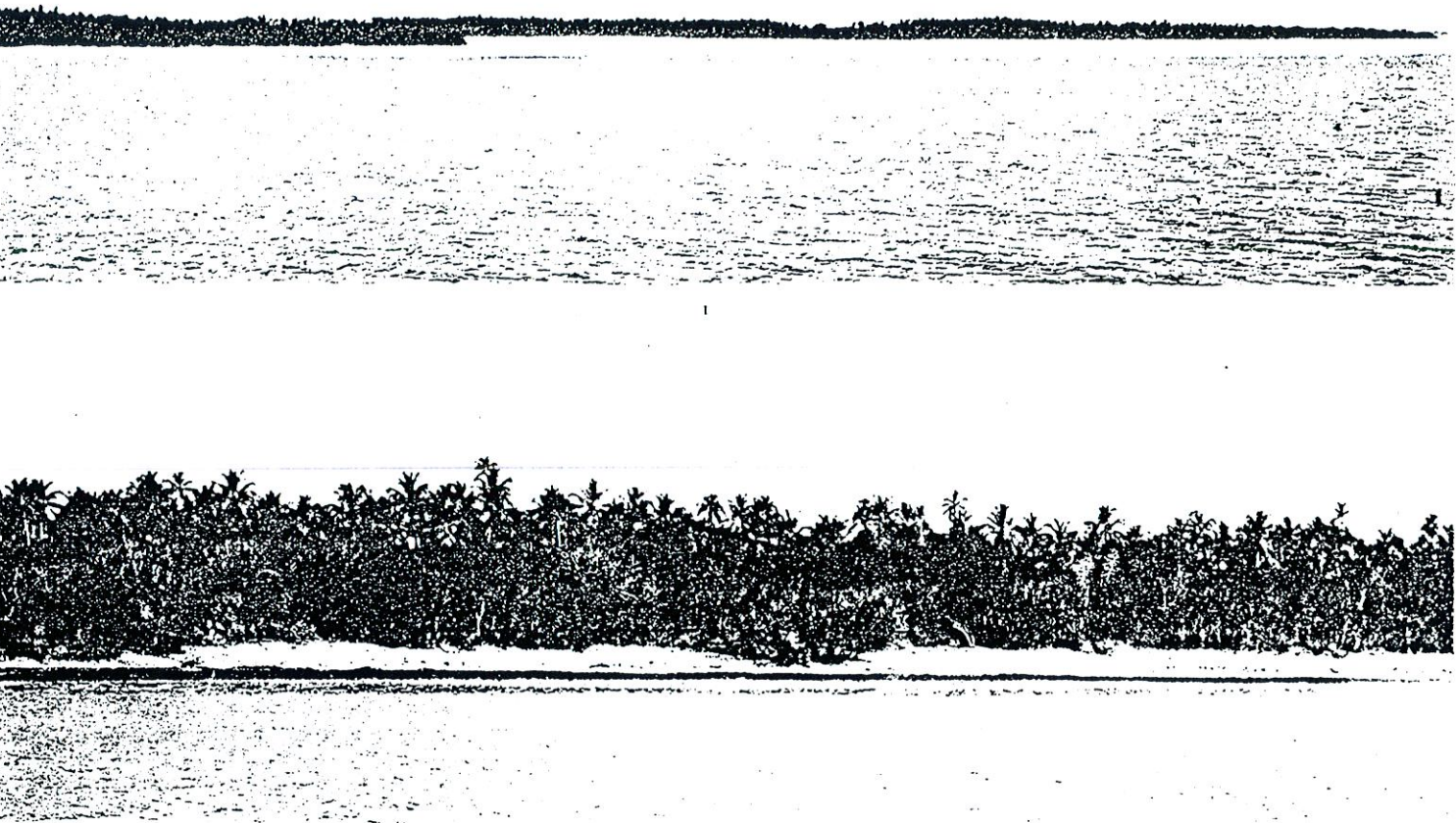
Decennial Age-Groups.—The following table shows the distribution by decennial age-groups for the Maldives and for the Sinhalese and Ceylon Moors in Ceylon:—

TABLE No. 153.—Decennial Age Distribution of 100 of each Sex in the Maldives, 1911 and 1921, and in Ceylon, 1921.

Age-Group.	Maldives.						Ceylon, 1921.					
	Persons.		Males.		Females.		Sinhalese.			Ceylon Moors.		
	1911.	1921.	1911.	1921.	1911.	1921.	Persons.	Males.	Females.	Persons.	Males.	Females.
	2	3	4	5	6	7	8	9	10	11	12	13
0-9	30	27	30	26	31	28	29	28	29	30	29	30
10-19	20	30	20	29	20	31	22	22	22	22	22	22
20-29	21	16	19	13	22	18	18	17	19	19	18	19
30-39	12	12	13	13	13	11	13	13	12	13	14	12
40-49	7	7	8	8	6	5	8	9	8	8	9	4
50-59	5	5	5	6	4	3	6	6	6	4	5	4
60 and over	4	4	5	5	3	3	5	5	4	4	5	4

Although the proportions for ages over 30 are all in fair agreement, the 1921 figures for younger ages show the peculiarity already observed in the quinquennial grouping.

* Exclusive of the natives of India and Ceylon enumerated in Malé Island.



2

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Plate 49.

Looking into the open lagoon of Baura from the north, East face of Tiladummati Atoll. W.

South face of Mahafai, Northern part of basin of Tiladummati Atoll. M.A.

Child-bearing Age.—The proportion of the women of ages 15–39 to a 1,000 of the total population is shown for each atol in the following table:—

TABLE No. 154.—Proportion of Females Aged 15–39 to 1,000 of the Total Population, in each Atol in 1911 and 1921.

Atol.	1911.	1921.	Atol.	1911.	1921.
1	2	3	1	2	3
Maldivo Islands	.. 205	.. 215	Mulaku Atol	.. 186	.. 199
Tiladummati Atol	.. 204	.. 243	Nilande Atol North	.. 190	.. 217
Miladummadulu Atol North	205	.. 226	Nilande Atol South	.. 174	.. 202
Miladummadulu Atol South	191	.. 183	Kolumadulu Atol	.. 193	.. 193
Máloamadulu Atol North	.. 197	.. 214	Haddummati Atol	.. 214	.. 191
Máloamadulu Atol South	.. 207	.. 209	Huvadú Atol	.. 227	.. 230
Fádiffolu Atol	.. 173	.. 175	Fua Mulaku Island	.. 217	.. 250
Málé Atol (excluding the Island)	.. 262	.. 213	Addú Atol	.. 216	.. 216
Málé Island	.. 201	.. 223	Ceylon (all races)	.. 194	.. 199
Ari Atol	.. 204	.. 219	Sinhalese	.. 184	.. 194
Felidi Atol	.. 175	.. 212	Ceylon Moors	.. 192	.. 200

The following table shows the number of persons who are paying the direct tax of 120 *lári* a year in currency or in kind.

TABLE No. 155.—The Total Number of Males, Aged 15–54 (inclusive), in each Atol of the Maldives, 1911 and 1921.

Atol.	1911.	1921.	Atol.	1911.	1921.
1	2	3	1	2	3
Maldivo Islands	.. 20,380	.. 20,454	Ari Atol	.. 1,204	.. 1,347
Tiladummati Atol	.. 3,452	.. 2,925	Felidi Atol	.. 581	.. 592
Miladummadulu Atol North	959	.. 820	Mulaku Atol	.. 456	.. 538
Miladummadulu Atol South	1,370	.. 1,245	Nilande Atol North	.. 525	.. 526
Máloamadulu Atol North	.. 1,183	.. 1,258	Nilande Atol South	.. 571	.. 640
Máloamadulu Atol South	.. 1,149	.. 980	Kolumadulu Atol	.. 1,168	.. 1,096
Fádiffolu Atol	.. 688	.. 1,044	Haddummati Atol	.. 880	.. 791
Málé Atol (excluding the Island)	.. 1,585	.. 910	Huvadú Atol	.. 1,979	.. 1,831
Málé Island	.. 900	.. 1,060	Fua Mulaku Island	.. 1,710	.. 710
			Addú Atol	.. 1,241	.. 1,241

The Mean Age.—The mean age (see page 28) for the Maldives was 23·1 for males, 20·1 for females, and 21·7 for total persons in 1921, and 23·1 for males, 21·4 for females, and 22·3 for total persons in 1911.

The Centenarians.—At the 1921 Census there was a male aged 100 in Nilande Atol South. There were no persons returned as centenarians at the 1911 Census; 8 persons were entered as between 90 and 94, and 3 as between 95 and 99 in 1921, against 37 and 17 respectively in 1911.

Conjugal Condition.—Although in the Maldives, the age at which both sexes marry is generally 15 and over, there were, however, 346 persons (86 males and 260 females) married, widowed or divorced at ages 10–14. These amounted to about 7 per 1,000 of the population of those ages, against 10 in 1911 and 9 among the Ceylon Moors in Ceylon in 1921.

Proportion of the Unmarried.—The following table shows (a) the proportion of unmarried males, aged 15 and over, to 1,000 of the male population of those ages; and (b) the proportion of unmarried females, aged 15 and over, to 1,000 of the female population of those ages.

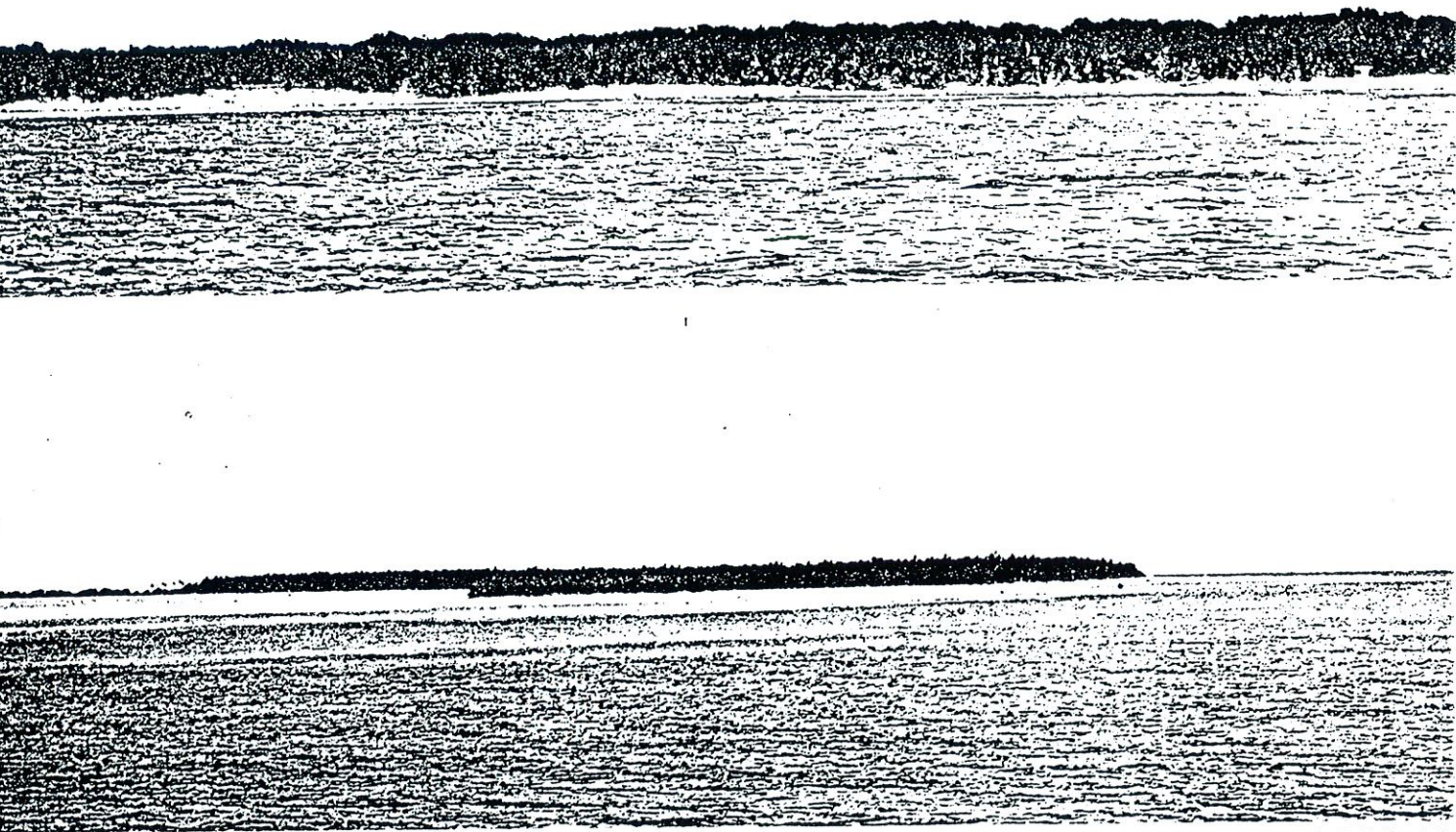
TABLE No. 156.—Proportion of the Unmarried in a Thousand of the Total Males or Females Aged 15 years and over in the Maldives and Ceylon, 1911 and 1921.

1	Males.		Females.	
	1911.	1921.	1911.	1921.
	2	3	4	5
Maldivo Islands	.. 187	.. 231	.. 101	.. 91
Ceylon: (Sinhalese	.. 430	.. 469	.. 262	.. 288
Ceylon Moors	.. 331	.. 346	.. 80	.. 90

So far as the figures are to be relied upon, this table indicates that marriage is more universal among the Maldivians than among the Sinhalese or the Ceylon Moors in Ceylon. The increase in the proportion of unmarried males in the Maldives is noticeable, while the proportion of unmarried females seems to have decreased.

It is seen that the proportion of the unmarried females is very small. Pyrdard, as quoted by Mr. Denham,* says, "Fathers . . . give their daughters in marriage as soon as possible after the age of ten years, thinking it a great sin to let a girl want a husband; wherefore they hand them over at the age of ten or eleven to the first that asks them, without making any bother, be he old or young, man or boy; provided only there is little difference in their quality, that is all they think of."

* "Ceylon at the Census of 1911," p. 503.



Heliotype Co., Boston

Plate 50.

High old vegetation on the southern part of the east face of Filadu, Northeast face of Tiladummati Atoll, M.A.

Looking into the open lagoon of Kelai from the southwest, Northeast horn of Tiladummati Atoll, M.A.

CONJUGAL CONDITION.

101

The proportion of the unmarried, aged 15 years and over, is shown for each atoll of the Maldives in the following table:—

TABLE No. 157.—Proportion of the Unmarried, Aged 15 years and over, to a Thousand Persons of each Sex of those Ages, in each Atoll of the Maldives in 1911 and 1921.

Atoll. 1	Unmarried Males.		Unmarried Females.	
	1911. 2	1921. 3	1911. 4	1921. 5
Maldivé Islands	187	231	101	91
Tiladummati Atoll	137	222	79	51
Miladummadulu Atoll North	132	184	38	34
Miladummadulu Atoll South	192	173	53	102
Málosmadulu Atoll North	217	125	63	44
Málosmadulu Atoll South	261	234	71	45
Fádiffolu Atoll	207	266	79	18
Málé Atoll (excluding the Is.)	301	244	279	136
Málé Island	162	253	26	62
Ari Atoll	188	268	58	140
Felidí Atoll	157	203	113	101
Mulaku Atoll*	206	281	53	178
Nilande Atoll North*	194	251	42	140
Nilande Atoll South	232	282	82	153
Kolumadulu Atoll	219	196	88	67
Haddummati Atoll	233	237	83	123
Huvadú Atoll	141	206	136	135
Fua Mulaku Island	144	292	186	106

The lowest proportion of the unmarried males (125 in Málosmadulu Atoll North) is very much less than the average (231), and that of the unmarried females (18 in Fádiffolu) is about 1/5 of the average (91), for the Maldives as a whole.

Conjugal Condition by Age-groups.—The following tables show the proportions of the unmarried, married, widowed or divorced, of each sex at the decennial groups in 1911 and 1921:—

TABLE No. 158.—Conjugal Condition of a 1,000 Persons of each Sex at each Decennial Age-group in the Maldives, 1921.

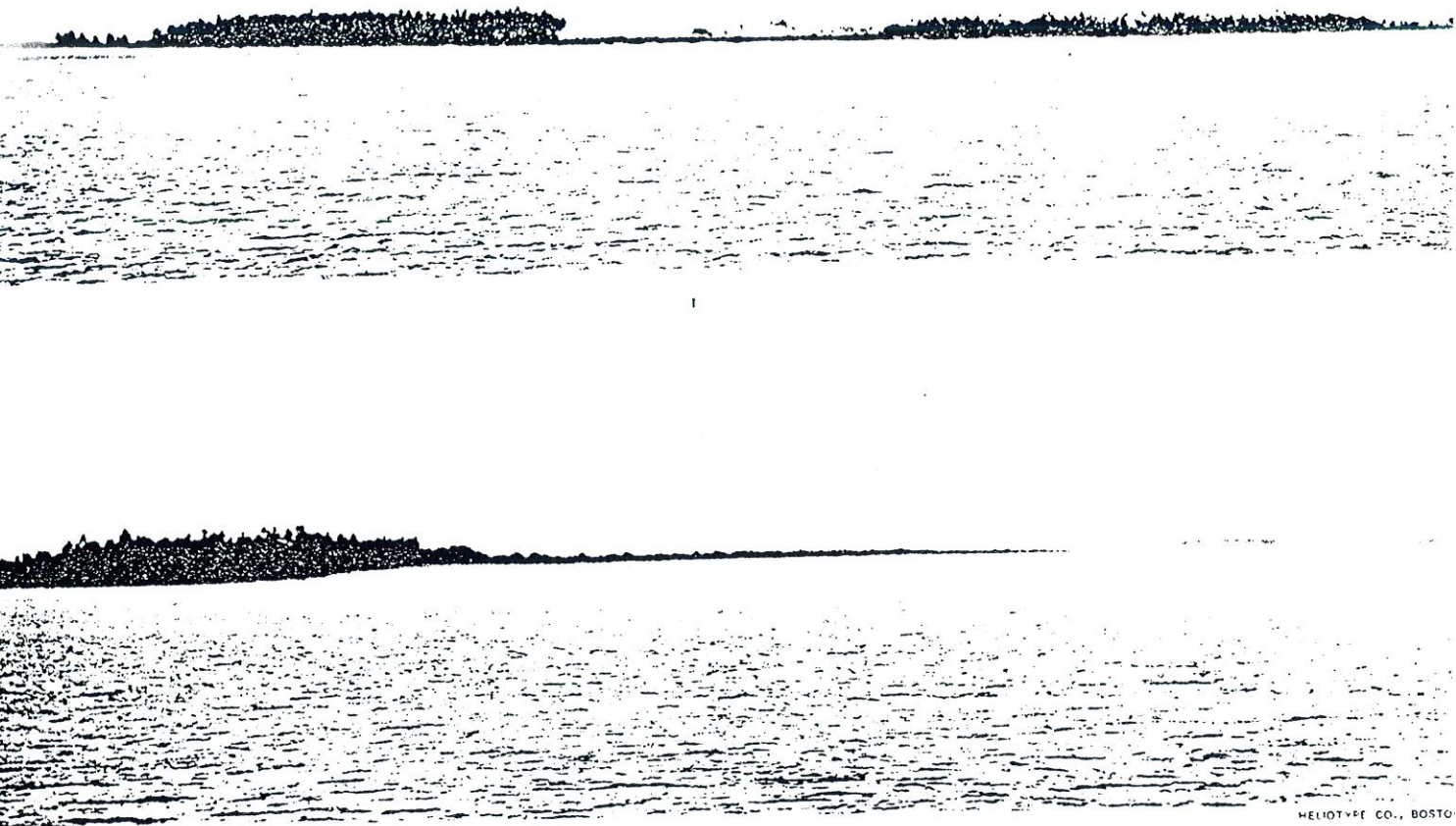
Age-Group. 1	Unmarried.		Married.		Widowed or Divorced.	
	Males. 2	Females. 3	Males. 4	Females. 5	Males. 6	Females. 7
All Ages						
(15 and over)	231	91	594	703	175	206
10-14 ..	984	940	14	57	2	3
15-19 ..	674	218	280	675	46	107
20-29 ..	205	50	568	778	227	172
30-39 ..	49	25	766	784	185	191
40-49 ..	28	22	795	671	177	307
50-59 ..	14	16	766	534	220	450
60 and over	11	16	635	330	354	654

TABLE No. 159.—Conjugal Condition of a 1,000 Persons of each Sex at each Age-group in the Maldives, 1911.

Age-Group. 1	Unmarried.		Married.		Widowed or Divorced.	
	Males. 2	Females. 3	Males. 4	Females. 5	Males. 6	Females. 7
All Ages						
(15 and over)	187	101	656	748	157	151
10-14 ..	980	867	8	113	12	20
15-19 ..	692	289	221	602	87	109
20-29 ..	190	100	664	803	146	97
30-39 ..	52	34	785	850	163	116
40-49 ..	28	35	823	770	149	195
50-59 ..	22	20	786	691	192	289
60 and over	12	8	605	486	293	506

These tables show low proportions of the unmarried at ages 40 and over, much similar to those of the Ceylon Moors in Ceylon who show the lowest proportions for these ages among any race in Ceylon; and that female marriages are earlier and more universal than in the case of the males. The comparative proportions of the unmarried are further examined below.

* Total number of males or females is less than 1,000.



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Plate 51.

Dedu, seen from the east, showing the old and recent central part of the island, Northwest face of Tiladummati Atoll. W.

Notheast point of the southern island of Warifuri, looking across the open lagoon to the islands on the N.W. horn. M.A.

Proportions of Unmarried Females at various Ages.—These figures are given for 1911 and 1921 in the following table:—

TABLE No. 160.—Distribution by Age of a Thousand Unmarried Females aged 15 and over in the Maldives, 1911 and 1921, and in Ceylon, 1921.

Age-Group.	Máldives.		Ceylon, 1921.	
	1911.	1921.	Sinhalese.	Ceylon Moors.
1	2	3	4	5
15-19	498	735	453	691
20-29	377	173	347	225
30-39	70	52	103	44
40-49	36	22	51	21
50-59	14	10	27	8
60 and over	5	8	19	11

This table shows that, probably as a result of the economic changes in the last years of the decade 1911-1921, the proportion of the unmarried of ages 15-19 has increased; but the proportions in the higher ages are much smaller comparatively, and show a closer approach to universal marriage.

Widowed or divorced.—The proportion of widowers* to widows* has increased from 1,000 : 815 in 1911 to 1,000 : 977 in 1921. The proportion of the widowed or divorced among the males in 1921 was 175 per 1,000 and among the females 206, the reason for higher proportion in the case of females being that the women, who generally marry earlier than the men, are more likely to be widowed sooner and may have a smaller chance of re-marriage. "After the dissolution of the marriage by divorce or death, the women cannot marry again quite so soon. When a husband dies, four months and ten days are ordained for the widow to mourn him; and then to marry again it suffices not for the women to say off-hand that her husband is dead, for she must prove his death by three witnesses who speak to the time, manner, and cause thereof. If, however, the husband were absent from the kingdom and the wife had nothing of his, she could re-marry a year after."†

Literacy.—By a *literate* is meant a person able to read and write a language.

The following table shows the proportion of *literates* in each age-group 5-9, 10-14, 15-19, and 20 and over, for males and females in the Máldives, for 1911 and 1921.

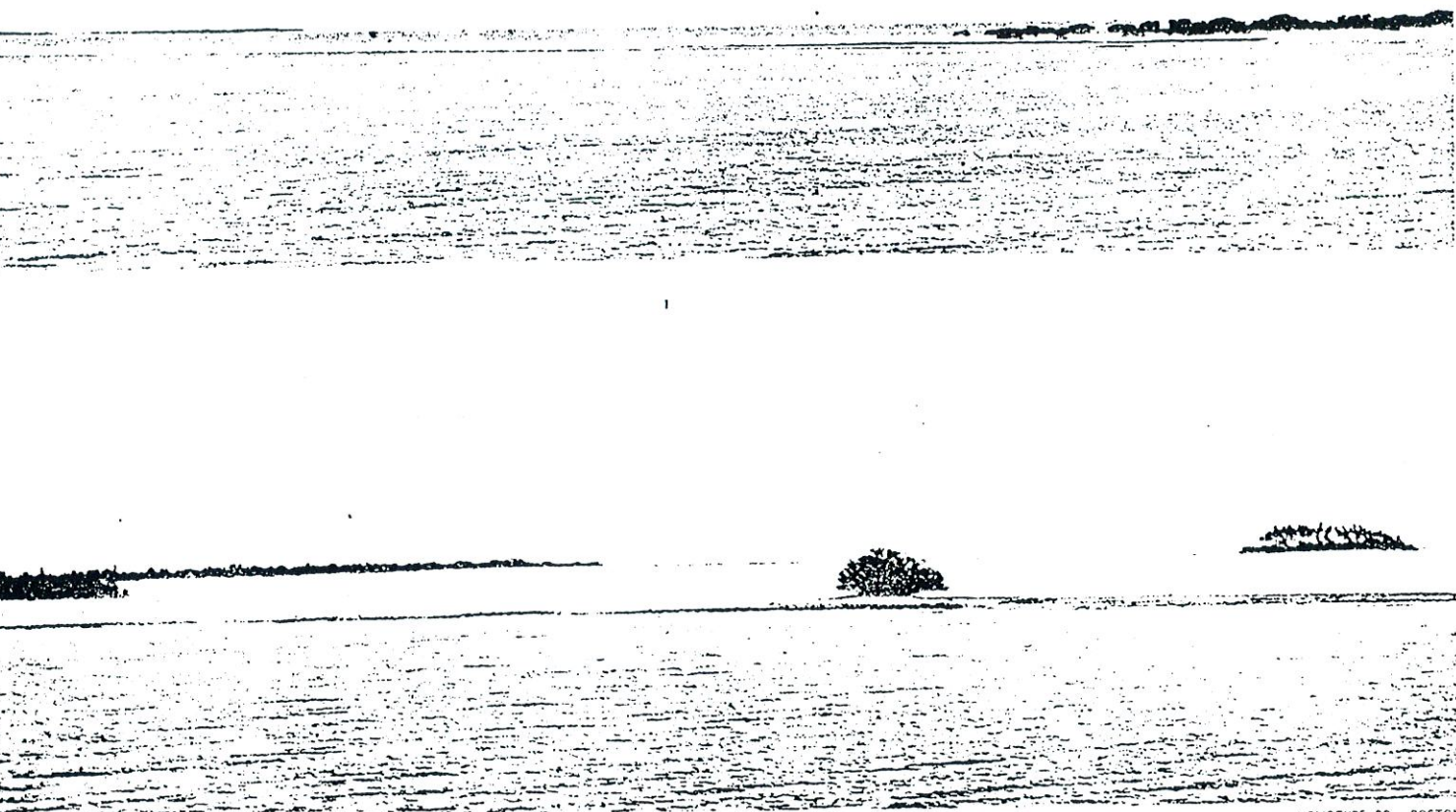
TABLE No. 161.—Percentage of Literates in the Maldives by Sex and Age-group, 1911 and 1921 (excluding Children Aged 0-4).

Age-Group.	Males.		Females.	
	1911.	1921.	1911.	1921.
1	2	3	4	5
All Ages				
(5 and over)	47	53	44	45
5-9	6	9	9	7
10-14	41	29	45	29
15-19	60	54	60	50
20 and over	72	70	71	57
Ceylon				
All Ages				
(5 and over)—				
All Races	47	56	13	21
Sinhalese	52	51	14	24
Ceylon Moors	38	47	3	6

This table shows that the proportion of literates of both sexes has decreased since 1911, except in the case of males aged 5-9. At both censuses the proportion of male literates is almost the same as in Ceylon for all races, but the female proportion is very much higher than for any race in Ceylon, excepting the Europeans, and Burghers and Eurasians. Both sexes of the Máldivians appear to be very well instructed in their language. Schools are numerous: in 1921 there were 839 Kurán schools, against 498 in 1911, but the number of schools where navigation is taught has fallen from 28 in 1911 to 18 in 1921. Mr. Bell, in his report of 1881, quoting Christopher, writes: "Children of both sexes are required to read the Kurán, under the tuition of the minor priests, from the age of three or four. When considered to be sufficiently grounded in its precepts, they receive no further instruction beyond being initiated into the ceremonials of religion. Christopher is at fault in asserting that a knowledge of writing is left to be acquired anyhow. 'Their studies,' says Pyrrard, 'are to read and write and to learn their *Alcoran* . . . they write their lessons on little tablets of wood, which are whitened, and

* Including the divorced of each sex.

† Pyrrard, quoted by Denham, "Ceylon at the Census of 1911," p. 504.



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Plate 52.
Southern extremity of Dunacoori, Miledu Island in the
distance. Northwest face of Tiladummati Atoll. M.A.

Northern extremity of Miledu,
Northwest face of Tiladummati Atoll. M.A.

when they have learned their lesson they efface what they have written and whiten them afresh'; he adds that the letters are drawn on fine white sand spread over wooden boards. It would otherwise be difficult to account for the fact that at the present day the majority of the men seem to possess a fair acquaintance with the ordinary Máldive character if they had received no instruction when young."*

The proportion of literates in the various atols is shown in the following table in which is also included the number of schools in each atol.

TABLE No. 162.—Percentage of Literates to the Total Population of each Sex (excluding Children aged 0-4), and the Number of Schools, in each Atol, in 1921.

Atol.	Percentage of Literates.		Kurán Schools.	Navigation Schools.
	Males.	Females.		
1	2	3	4	5
Máldive Islands ..	52·8	44·5	839†	18
Tiladummati Atol ..	45·5	37·1	126	3
Miladummadulu Atol North .	54·9	42·8	46	—
Miladummadulu Atol South .	49·7	44·0	54	2
Málosmadulu Atol North ..	25·7	10·6	66	1
Málosmadulu Atol South ..	21·4	3·4	62	—
Fádiffolu Atol ..	34·2	18·6	26	3
Málé Atol (excluding the Island)	45·5	10·8	32	—
Málé Island ..	67·6	58·2	19	4
Ari Atol ..	85·9	81·8	73	—
Felidí Atol ..	74·3	80·1	22	—
Mulaku Atol ..	78·6	75·3	23	—
Nilande Atol North ..	40·5	32·5	28	—
Nilande Atol South ..	27·2	12·2	23	—
Kolumadulu Atol ..	40·4	29·3	56	—
Haddummati Atol ..	27·1	23·4	43	2
Huvadú Atol ..	70·5	67·6	85	2
Fua Mulaku Island ..	79·2	77·5	13	—
Addú Atol ..	74·0	74·3	42	1

The highest proportions of literacy for both sexes were in Ari Atol and the lowest in Málosmadulu Atol South and Málosmadulu Atol North.

Language.—A very large portion of the Máldivian vocabulary consists either of pure Sinhalese words, with modified vowels and change of "p" to "f" (Arabic influence), or of derivatives from a root common to the two languages. Intercourse with other races has added a considerable number of words of foreign origin.

Traces of Buddhism in the islands and the close affinity of language have suggested the natural theory that "at a period of time still unknown to us, the Máldives were colonized from Ceylon, or, as also may be possible, were colonized at the same time as Ceylon, by Áryan immigrants who came over from the Continent of India.

"The first view seems the more probable . . . owing to reasons which appear on a study of the character of the Máldivian language. This, in fact, shows a number of features which are characteristic of the Sinhalese language, and which have not arisen in the Prákrít foundation of Sinhalese, but seems to have originated on Ceylon soil itself. In course of time the Áryan stock of the Máldivian population would be much mixed with Drávidian and Arab blood; so that the physical type of the Máldivians can no longer be considered a unit."‡

Script.—The oldest Máldivian alphabet, so far known, is styled *Divehi Akuru*, or *Dives Akuru*.§ This archaic type of characters has gone out of use, and, even a hundred years ago, was employed to a limited extent only. Gray has shown that the *Dives Akuru* have a resemblance to the Sinhalese alphabet of Twelfth Century Inscriptions. The modern alphabet is called by the natives *Tána*, and is written, unlike the old characters, from right to left, following Arabic in this respect.||

Occupations.—As in 1911, 65 per cent. of the male population of the Máldives were returned as earners and 35 per cent. as dependents. The Ceylon percentages of earners were 59 for Sinhalese and 58 for Ceylon Moors, in 1921.

At this Census nearly 50 per cent. of the female population earned their own living, against 56 per cent. in 1911. The Ceylon figures for 1921 were 32 per cent. Sinhalese earners and 20 per cent. Ceylon Moor.

* "The Máldive Islands" (Sessional Paper, XLIII. of 1881), p. 59.

† There were also three Arabic schools in Málé Island and 1 in Addú Atol.

‡ "Máldivian Linguistic Studies" by Geiger, p. 3 (*vide* footnote ¶ on page 97 of this report). Cf. Pridham, *Ceylon, &c.*, (1849), Vol. I., p. 17.

§ In 1922, when at Málé, Mr. Bell examined three or four copper plate grants (*M. lómáfánu*) undecypherable by any Máldivian. These are in a character older than *Dives Akuru*, and much resemble the script of mediæval Ceylon inscriptions.

|| For a full account of the Máldivian characters, see Geiger *op. cit.* and appendices with plates added by H. C. P. Bell, the editor.

Agassiz,—Maldives.

PLATE 53.



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Plate 53.

East face of Tukandu from the southeast, Marandu in line with the north end. North face of Tiladummati Atoll. W.

Northeast face of Tukandu, showing large undercut rocks. W.

The following tables show the occupations in which the largest number of males and females in each atoll were employed. More details are to be had in Table XXVII. in Volume IV. of the Census Publications, 1921.

TABLE No. 163.—Percentage of Male Earners engaged in Principal Occupations, one per cent. and over of the Total Male Population in each Atoll of the Maldive Islands, 1921.

Atoll.	Carpenters.	Cloth Weavers.	Coconut Pluckers.	Cultivators.	Dependents on Government.	Doctors.	Domestic Servants.	Fishermen.	Gold and Silversmiths.	Government Servants.	Kurán Teachers.	Net Makers.	Thatch Weavers.	Toddy Drawers.	Turtle Catchers.	Traders.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Maldive Islands	3..	—	—	2..	—	1..	3..	39..	—	2..	2..	—	2..	3..	—	1
Tiladummati Atoll	2..	—	—	—	—	1..	3..	44..	—	—	2..	—	5..	5..	—	2
Miladummadulu Atoll North*	5..	—	—	—	—	2..	2..	25..	—	—	3..	—	7..	17..	—	1
Miladummadulu Atoll South	4..	—	—	—	—	1..	2..	44..	—	—	1..	—	6..	—	—	1
Málosmadulu Atoll North	3..	—	—	—	—	2..	—	54..	—	—	3..	—	—	—	—	—
Málosmadulu Atoll South	—	10..	—	—	—	2..	—	54..	—	—	3..	—	—	—	—	—
Fádiffolu Atoll	1..	—	—	—	—	—	—	55..	—	—	1..	—	—	—	—	—
Málé Atoll (excluding the Island)	4..	—	—	—	—	1..	2..	44..	—	—	1..	2..	—	6..	—	—
Málé Island	—	—	—	—	2..	—	20..	5..	—	22..	—	—	—	—	—	5
Ari Atoll	4..	—	2..	—	—	2..	—	48..	—	—	2..	—	2..	4..	1..	—
Felidí Atoll†	4..	—	2..	—	—	—	—	44..	—	—	1..	6..	—	—	—	—
Mulaku Atoll	5..	—	4..	—	—	2..	—	42..	—	—	2..	2..	1..	—	4..	—
Nilande Atoll North	2..	—	—	—	—	—	—	58..	—	—	2..	—	—	—	—	—
Nilande Atoll South	—	—	—	—	—	—	—	45..	10..	—	1..	—	—	—	—	—
Kolumadulu Atoll	4..	—	—	—	—	—	—	53..	—	—	2..	—	—	2..	—	—
Haddummati Atoll	3..	—	1..	12..	—	1..	1..	32..	—	—	2..	—	1..	3..	—	—
Huvadú Atoll	6..	—	—	5..	—	1..	2..	35..	—	—	1..	—	2..	4..	—	—
Fua Mulaku Island‡	2..	4..	—	21..	—	—	5..	14..	—	—	—	—	—	9..	—	—
Addú Atoll‡	2..	3..	2..	10..	—	—	3..	18..	2..	—	—	—	—	7..	—	3

TABLE No. 164.—Percentage of Female Earners engaged in Principal Occupations, one per cent. and over of the Total Female Population in each Atoll of the Maldive Islands, 1921.

Atoll.	Cloth Weavers.	Coir Makers.	Cowrie Collectors.	Cultivators.	Dependents on Government.	Doctors.	Domestic Servants.	Kurán Teachers.	Lace Makers.	Mat Weavers.	Midwives.	Net Makers.	Sail Weavers.	Thatch Weavers.	Vegetable Collectors.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Maldive Islands	—	29..	1..	2..	—	—	2..	—	5..	2..	—	—	3..	2..	—
Tiladummati Atoll	—	49..	—	—	—	—	2..	—	3..	—	—	—	3..	—	—
Miladummadulu Atoll North	—	61..	—	—	—	—	4..	—	1..	—	—	—	—	—	—
Miladummadulu Atoll South	—	47..	—	—	—	—	1..	—	4..	—	—	—	—	—	3
Málosmadulu Atoll North	—	35..	—	—	—	—	—	—	2..	—	—	—	—	6..	—
Málosmadulu Atoll South	9..	44..	—	—	—	—	—	—	—	—	—	—	—	10..	—
Fádiffolu Atoll	—	8..	—	—	—	—	—	—	2..	—	—	—	40..	—	—
Málé Atoll (excluding the Island)	—	2..	—	—	—	—	2..	—	—	—	1..	4..	—	2..	—
Málé Island	—	—	—	—	—	—	10..	—	13..	—	—	—	—	—	—
Ari Atoll	—	27..	14..	—	—	1..	—	2..	4..	—	—	—	3..	8..	—
Felidí Atoll	—	1..	—	—	—	—	2..	—	—	—	—	—	—	2..	—
Mulaku Atoll	—	38..	5..	—	—	—	—	—	—	—	—	—	—	15..	—
Nilande Atoll North	—	48..	—	—	—	—	—	2..	8..	—	—	—	—	—	—
Nilande Atoll South	—	49..	—	—	—	—	—	—	—	—	—	—	—	—	—
Kolumadulu Atoll	—	48..	—	—	—	—	—	1..	4..	—	—	—	—	—	—
Haddummati Atoll	—	34..	—	4..	—	—	—	—	5..	—	1..	—	—	—	—
Huvadú Atoll	—	6..	1..	4..	—	—	3..	1..	9..	22..	—	—	—	—	—
Fua Mulaku Island	—	—	—	30..	—	—	11..	—	7..	—	—	—	—	—	—
Addú Atoll	—	25..	—	3..	—	—	5..	—	12..	—	—	—	—	—	—

Nearly 60 per cent. of the male earners depend upon *fishing* for their livelihood. The returns furnished give 4,411 boats in these islands, 1,730 of which are described as *fishing boats* and 1,598 as *ordinary boats*, 75 as *pleasure boats*, 74 as *rowing boats*, and 20 as *freight vessels*; 676 are termed *bokuras*, 160 *hodees*, and 52 *dhonees*. Besides these, there were at Málé Island 20 *cargo boats*, 4 *brigs* or large Ocean-sailing vessels, 1 *dangee*, and 1 *schooner*, which brings the annual tribute from Málé to Ceylon.

The fish is mostly dried and exported to India and Ceylon. Dried fish, generally called "*Máldive fish*" (*Kommala Mas*, Sin. *Umbalakada*) is largely used by the Indians and the Ceyloneses to flavour their curries, &c. The following figures of exports to Ceylon are given by Mr. Bell, ¶ viz., 1860, £13,098; 1870, £25,696; 1880, £32,919; 1890, £70,914; 1900, £172,040; 1910, £187,709; and 1919, £209,382; and he remarks that "the striking growth in importation . . . amounts to very nearly 1,500 per cent. . . . during the past sixty years."

* Also 2 per cent. basket makers.

† Also 2 per cent. blacksmiths.

‡ Also 2 per cent. callers for prayers.

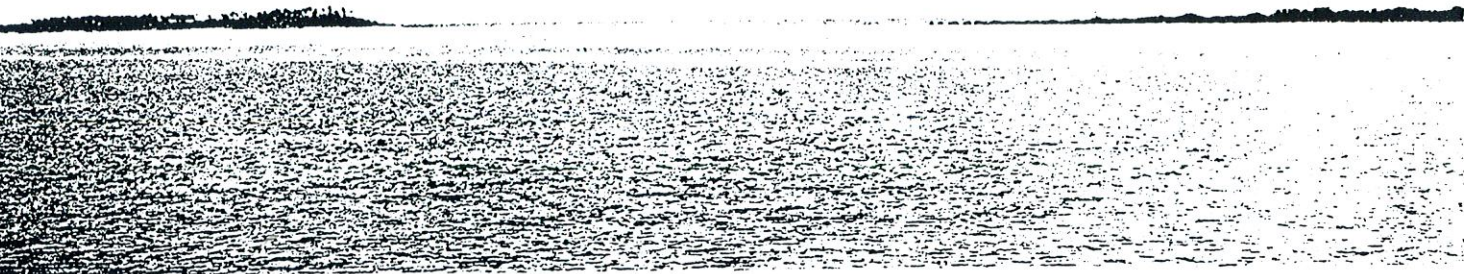
§ None in 1921.

¶ Only 9 females in 1921.

¶ "Report on a Visit to Málé" (Sessional Paper XV. of 1921), pp. 36 and 37.

Agassiz,—Maldives.

PLATE 54.



1



2

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Plate 54.
Gap between Muladu and Gumati.
East face of Ihavandiffulu Atoll. W.

South end of Hauwandu, seen from the east.
West face of Ihavandiffulu Atoll. M.A.

At the 1921 Census, 14,760 (all males) were enumerated as engaged in fishing, against 14,386 (all males) in 1911. Of these, 15·7 per cent. were in Tiladummati Atol, forming 44 per cent. of its male population; 8·8 per cent. were in Málósmadulu Atol North, forming 25 per cent. of its male population; 8·7 per cent. in Huvadú Atol, forming 35 per cent. of its male population; 8 per cent. in Kolumadulu Atol, forming 53 per cent. of its male population; 7·6 per cent. in Ari Atol, forming 48 per cent. of its male population; and the rest distributed in the remaining atols in varying proportions ranging from 58 per cent. to 5 per cent. of their respective male populations.

The next industry of importance is *coir making*. The coir of the Máldives has been famous for centuries for its light colour, fineness, and strength. The Portuguese in the olden days are said to have obtained most of the rope required for their fleets in the Indian seas from these islands. The coir trade with Ceylon since 1880 has been negligible—coconuts and coir from the islands go mostly to India. In 1921 there were 9,224 persons employed in the coir industry—all females, excepting 10 males in Kolumadulu Atol. The 1911 figures were 10,493 (all females, excepting 7 males—4 in Ari Atol and 3 in Addú Atol). A little over 25 per cent. of the 1921 figures were in Tiladummati Atol, forming 49 per cent. of its female population. The best sort of coir is reputed to come from this Atol.

Another principal industry is *lace making* which claimed 1,586 earners (all females, except 1 male in Addú Atol)—a considerable increase over the 1911 figure (322).

There were 2 *coir-mat makers*, one each in Tiladummati and Málé Atols.

Seventeen persons were returned as *lacquer workers* (all males) and 777 as *mat weavers* (of whom 4 were males), against 58 and 1,160 respectively in 1911. The Máldives are famous for their excellent lacquer work and finely woven mats. Mr. Bell says of the Máldivian lacquer work, "In painting fancy articles, such as favourite boats, lances, wooden dishes, axe handles, &c., the Máldivians have reached a degree of perfection, both in brilliancy and gradation of colour and beauty of design, which it would be difficult to surpass, throwing in the shade the by no means contemptible efforts of the Kandyans in similar lacquer work. The best specimens* are procurable at Tuládú in Málósmadulu Atol."† Lac used for colouring is not cultivated in the Máldives, but the crude material is imported and purified and prepared by methods kept secret amongst the few persons engaged in this work, whose number has now fallen to 17 from 58 in 1911. "The delightful lacquer work industry of the Máldive Islands," Mr. Bell remarks,‡ "is said to be steadily declining. None is now executed, apparently, except for Royalty and the Nobles. The gradual disappearance of this unique Máldivian art seems inevitable, unless it can be specially fostered by local aid and foreign encouragement.

"Anxious to see the actual *modus operandi*, Ahmad Dídí§ sent the only available worker at Málé to my residence with a half-completed lacquered vase of wood, already lathe-turned and coloured a rich black with bright red borders.

"Simply standing before me, holding the vase in his left hand, the artificer, with marvellous deftness, ran first one, then the other, of a couple of sharp-edged tools, not unlike short fine chisels, round the face of the black portions, gradually evolving therefrom exquisite foliated tracery by cutting down to the pale yellow base coating of lacquer which underlies the black. The man worked rapidly, and with no pattern as guide or other adventitious aid, the arabesque design assuming intricate shape with machine-like accuracy."

Of the 17 *lacquer workers* in 1921, 9 were in Miladummadulu Atol South, 5 in Málé Island, and 1 each in Málósmadulu Atol South, Ari Atol and Haddummati Atol.

Of the 777 *mat weavers*, 750 were *artistic mat weavers*—all females, of whom 749 in Huvadú Atol—and the rest (27) *ordinary mat weavers*, of whom 4 were males. Huvadú Atol is the centre of the mat industry, as the rush from which the mats are made is found there in abundance. The colours used are black, yellow-brown, and white, which are very tastefully blended.

Basket makers numbered 35 (all males)—32 in Miladummadulu Atol North and 3 in Felidí Atol. There were 10 in 1911.

There were 348 *cowrie collectors* (all females), against 194 males and 851 females in 1911. According to Mr. Denham,|| "the early export trade of the Máldives consisted principally of *cowries*, *coir*, *coconuts*, and *ambergris*, and the trade in the first two commodities was so great that in the eleventh century the Islands were divided by traders into two groups, which were known as 'Cowry Islands' (Dyvah houzah), and 'Coir Islands' (Dyvah Kanbar)."

Pyrard, as quoted by Mr. Denham,¶ writing in 1619, says: "They vend also little shells that contain a creature in them of the bigness of the end of one's little finger, white, very smooth and glittering

These go only to Bengal, the inhabitants of which esteem them so much that I have seen thirty or forty ships laden without any other commodity bound thither, though in Bengal they have gold and silver and plenty of other metals, yet these shells pass there as money, and the king and noblemen noard up prodigious quantities of them, accounting them their treasure. They give twenty coqueetes (? kegs) of rice for a parcel of shells, each parcel containing 12,000."

Of the 348 *cowrie collectors* in 1921, 256 were in Ari Atol.

A product largely imported into Ceylon from the Máldives is tortoise-shell. The trade in this article has been yearly improving, and from the figures given by Mr. Bell ** it is seen that the value of the import in 1860 (£1,778) was in 1919 on the way to double itself (£3,172). Persons engaged in the collection of this commodity and enumerated in 1921 were 67 *turtle catchers* (26 in Ari Atol and 41 in Mulaku Atol), and 4 *tortoise-shell collectors* (3 in Málé Atol, and 1 in Felidí Atol). In 1911 there were 27 *turtle catchers*.

There were 1,425 *cultivators* (853 males and 572 females, against 520 males and 851 females in 1911); 60 *vegetable collectors and sellers* (all females, in Miladummadulu Atol South); and 9 *tree-planters* (all males, in Haddummati Atol).

* Some of these are to be seen in the Colombo Museum.

† "The Máldivo Islands" (Sessional Paper, XLIII. of 1831), p. 88.

‡ In his "Report on a Visit to Málé" (Sessional Paper XV. of 1921), p. 61.

§ Eldest son of the Prime Minister.

¶ "Ceylon at the Census of 1911," p. 507.

** *Loc. cit.*

** "Report on a Visit to Málé" (Sessional Paper, XV. of 1921), p. 37.



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Plate 55.
North point of Beramundu,
East face of Ihavandiffulu Atoll. W.

Southwest pass leading into Ari,
between Ariadu and Mamigeli. W.

Carpenters numbered 1,133 (1,470 in 1911); *gold or silversmiths* 268 (398 in 1911), of whom 123 were in Nilande Atol South and 52 in Addú Atol; *blacksmiths* 220 (233 in 1911); *tailors* 33 (27 in Málé Island); *barbers* 29; *wood-turners* 19 (8 in 1911); *masons* 11 (all in Málé Island); *stone workers* 10 (6 in Ari Atol); *dhobies* 8 (all in Málé Island); *tinkers or copper-vessel menders* 7 (all in Tiladummati Atol); *ginners or cotton cleaners* 3 (all in Málé Island). There was one *grinding-stone maker* (in Tiladummati Atol), and one *carver* (in Felidí Atol). *Sail weavers* numbered 1,113 (all females, except 1 male in Ari Atol), of whom 668 were in Fádiffolu Atol and 387 in Tiladummati Atol. In 1911 there were 4 males and 1,409 females. *Weavers* numbered 457—331 males and 126 females, against 575 (all males) in 1911. Of these, 192 males and 125 females were in Málósmadulu Atol South. *Net makers* numbered 270, of whom 215 were males, against 299 in 1911, of whom 279 were males; *sail makers* 17 (all females, in Huvadú Atol); and *cloth weavers* 2 (both males, in Málósmadulu Atol North).

There were 1,251 *thatch weavers*—679 males and 572 females, against 1,189 males and 627 females in 1911; 1,273 *toddy drawers* and 231 *coconut pluckers*, against 431 and 1,663 respectively in 1911; and 1919 *domestic servants*—1,126 males and 793 females, of whom 622 males and 271 females were in Málé Island.

498 males and 34 females were returned as *traders*, of whom 161 males and 4 females were in Málé Island, and 127 males in Tiladummati Atol; also 18 males and 2 females were returned as *travellers*, of whom 10 males and 2 females were in Kolumadulu Atol.

611 were returned as *native doctors* (421 in 1911), of whom 178 (against 204 in 1911) were women. All the women in the Maldives are said to be treated by female doctors. The number of dispensaries in the atols was 610, an increase over the 1911 figure (439). The number of *midwives* was 179 (223 in 1911).

Charmers numbered 57 (142 in 1911) and *astronomers*, who were also *necromancers*, numbered 13 (28 in 1911). The Maldivians are historically* famous for their knowledge of spells and charms.

In 1911 there were 464 *mosque keepers*, 1 *shrine keeper*, 6 "*callers to prayer*," and 64 *priests*. Due to a change in definition these have been returned in 1921 under the following heads: "*callers to prayer*" (271), *ordinary priests* (216), and *high priests* (184). There were 487 mosques in the different atols in 1921, against 444 in 1911. Wherever there are forty or more adult males in any island a "*Khatib*" or high priest will have to be appointed for "*Jumu*" prayers (principal prayer on Fridays).

Of the learned professions, there were 2 returned as *Arabic teachers*, 18 as *instructors in navigation*, and 839 as *Kurán teachers*, of whom 240 were women. In 1911 these were classified as Kurán teachers (205, of whom 126 were women), secular teachers (407), instructors in navigation (44), and arithmetic teachers (all females, 3). In 1921 there were 3 Arabic schools (all in Málé Island), 839 Kurán schools (126 in Tiladummati Atol); and 18 navigation schools.

Professional and literary arts also included 7 *writers or copyists* (all in Addú Atol), 197 *Law or Peace officers*.

Persons maintained out of the public coffer were at this Census classified in the Maldivian returns under two heads, viz., *Dependents on Government* and *Government Servants*. The former term has been employed by the Maldivian Government to denote exclusively the servants in the household of the Sultan and in the dwellings of His Highness's relatives, and numbered 95 (72 males and 23 females), all in Málé Island, as against 104 in 1911. *Government Servants* numbered 692 males, 684 in Málé Island. Almost the whole of the earning male population in Málé belong to the land and sea forces in the pay of the Government. "So there are," says Pyrrard, "few men of means, but choose to join; albeit they must have the permission of the King; and it costs them sixty larins to enter, whereof twenty go to the King for permission and forty to be divided amongst the Company which one desires to join."†

The following is a brief note‡ by the Maldivian Government Representative regarding the various forces in the Maldives.

"The Land Forces consist of (1) the Lascoreens or Militia, (2) the Palace Guards or Volunteers, and (3) the Gunners.

"The *Militia* consists usually of 6 companies, each 100 strong, rank and file. They are used as police or for ceremonial purposes, and may be called by the Sultan to perform any public task requiring a large number of men.

"The *Palace Guards or Volunteers*, numbering about 25, are generally engaged in guarding the palace during the day. They also form the Sultan's 'Bodyguard,' and are liable to be called upon as a Guard of Honour upon all State occasions. They are the only units who are armed with rifles, and take their words of command in English. The night guards at the palace, about 49 in number, are usually drawn from the Lascoreens.§

"The *gunners* are grouped into four 'Batteries' of 12 each. Their duty is to look after the various pieces of ordnance in the island, and to fire the salute, whenever necessary.

"Besides these three distinct bodies there is also a small body of men (about 40), included among the *Government Servants*, whose duty is to maintain order at State ceremonies, and to inflict corporal punishment upon offenders against the State law.

"The sea forces include the seamen employed on the State vessels, formerly|| 14 in number, and on the Government trading vessels, consisting of a brig and three schooners, one being the 'Fath-ul-Majid' utilized for the annual embassy to Ceylon. Each of the State vessels was manned by 11 men called *Kalásin* (= seamen). The *Kalásin* were under the orders of a 'Vice-Admiral' called *Ranahamádi* and under him are one *Kuḍa Dandehelu* or 'Captain' who had command of the three most important vessels and an ordinary *Dandehelu* or 'Lieutenant' posted to each of the other eleven vessels.

"The Maldivian Government has nowadays no naval force. Out of the *Kalásin* about 120 were members of the navy which existed at one time. The *Kalásin* are at liberty to look after their own affairs whenever they are not employed on the State vessels or engaged in other Government duties (e.g., landing rice from ships, distribution of rice to the land forces and others, &c.). At the Census of 1921 the *Kalásin* have been returned under their private occupations, though in fact they should have been enumerated as *Government Servants*."

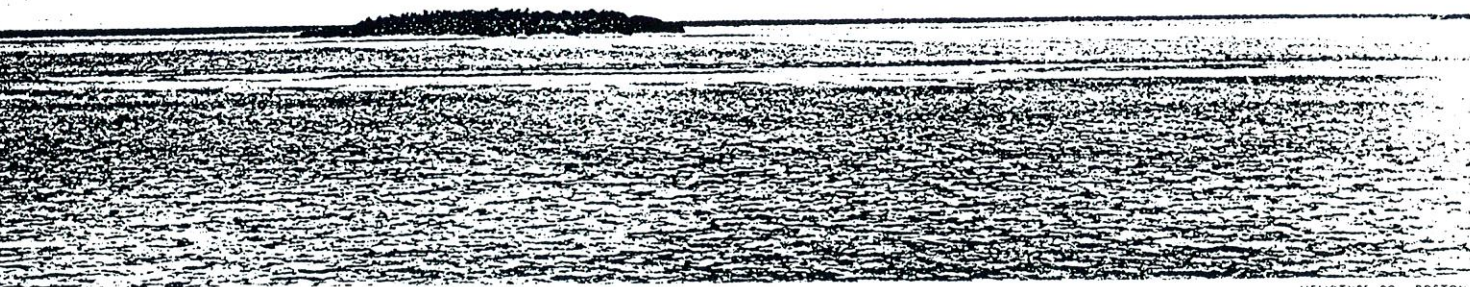
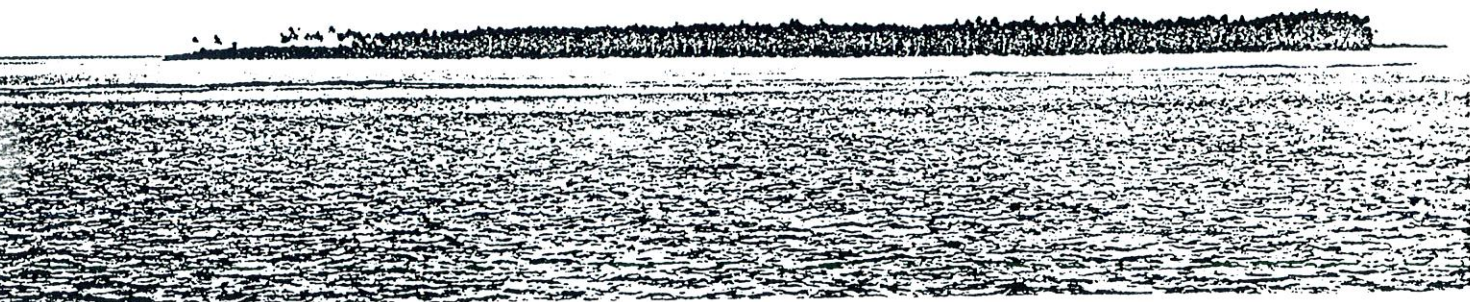
* See Barbosa (16th century), Hakluyt Society.

† As quoted by Denham, "Ceylon at the Census of 1911," p. 508.

‡ For further details see Bell's "Report on a Visit to Málé" (Sessional Paper XV. of 1921), pp. 27-29.

§ At present the palace guards do night duty as well.

|| By a fiction the "Navy" (14 *gurábu*), long defunct, is still held to exist. (Bell).



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Plate 56.
Mamigeli seen entering the southwest pass of Ari Atoll,
M.A.

Islet on the reef flat to the west of Mamigeli. M.A.

The total number of the Land Forces and the seamen is thus estimated at 800 to 1,000.

There were 27 persons (23 males and 4 females) returned as *beggars* (all in Málé Island), as against 40 in 1911.

Infirmities.—The following table shows the figures relating to the blind, the deaf-mute, and the insane persons in the Máldives. The Ceylon figures for 1921 are added for purposes of comparison :—

TABLE No. 165.—Number of Totally Blind, Deaf-mute, and Insane Persons of each Sex in the Máldives in 1911 and 1921, and their Proportion per 10,000 of each Sex of the Population.

		Blind.			Deaf-mute.			Insane.		
		Persons.	Males.	Females.	Persons.	Males.	Females.	Persons.	Males.	Females.
1		2	3	4	5	6	7	8	9	10
Total number in the Máldives *	1911 ..	147 ..	76 ..	71 ..	110 ..	55 ..	55 ..	58 ..	29 ..	29
	1921 ..	147 ..	70 ..	77 ..	82 ..	53 ..	29 ..	45 ..	20 ..	25
Proportion per 10,000 in the Máldives * ..	1911 ..	20.4 ..	19.5 ..	21.5 ..	15.3 ..	14.1 ..	16.7 ..	8.0 ..	7.4 ..	8.8
	1921 ..	20.9 ..	18.4 ..	23.0 ..	11.7 ..	14.0 ..	9.0 ..	6.4 ..	5.3 ..	7.7
Proportion per 10,000 in Ceylon, 1921	All Races ..	8.9 ..	9.9 ..	7.8 ..	6.0 ..	6.6 ..	5.4 ..	4.6 ..	5.7 ..	3.4
	Sinhalese ..	10.3 ..	11.7 ..	8.6 ..	5.5 ..	6.1 ..	4.8 ..	5.1 ..	6.4 ..	3.6
	Ceylon Moors ..	6.7 ..	7.4 ..	5.9 ..	6.2 ..	6.9 ..	5.4 ..	3.4 ..	4.9 ..	1.7

The proportion of the blind, the deaf-mute, and the insane in the Máldivian Islands are considerably higher than in Ceylon. Pyrrard records that "the eye sickness is common enough, and you see great numbers of people blind by it and most of them have short sight."† Pyrrard in Mr. Denham's opinion is referring particularly to "night blindness." The high proportion of blindness is probably attributable to the intense glare of the sun's rays falling on bare white sand. For Mr. Bell remarks, "a tropical sun in a brazen sky, beating down on blinding white streets and garden 'compounds' of finely powdered coral, renders the heat and glare, untempered by shade trees or breeze, very trying in the daytime."‡

Elephantiasis is said to be common, particularly in Huvadú Atol. Cases of Leucoderma have been reported also from Huvadú mostly and isolation of such cases, as they occur, is strictly enforced by Government. Most diseases in the Máldives may be ascribed to bad water. Mr. Bell remarks that "Water for drinking purposes, not always of good quality, is mostly obtained from shallow wells sunk in the compounds."§ The number of wells was very large (9,868), 1,720 in Málé Island and 1,592 in Tiladummati Atol; tanks numbered 1,880, 567 in Addú Atol, 594 in Huvadú Atol, and 426 in Mulaku Atol; and lakes 67, 20 in Tiladummati Atol and 15 in Miladummadulu Atol South.

Inhabitants. ||—The Máldivian Islands may be said to be peopled at this day by a civilized race, originally of Áryan origin; they exhibit characteristics both of the Áryan and Dravidian types. Very many present traces of Arab and Moplah physiognomy, which gradually lessen southwards from the more northerly atols. Many of the types are common enough in Ceylon among the Moormen and Southern Indian races.

The men are commonly of a dark brown colour; but some of the higher classes at Málé have a lighter complexion, due to intermarriage with Circassians and other fair-skinned aliens of pure race.

The women are usually somewhat fairer than the men. They have regular features, and shapely figures, and are for the most part good-looking, some being decidedly pretty. Their thick dark hair is tied into a knot high up—at Málé, the capital, on the right-side of the head.

General Character.—The Máldivians are an inoffensive race; formerly timid, and—from their isolation—a suspicious people. In conduct they are thoroughly humane and hospitable. Towards each other and strangers they are markedly kind and obliging. They readily assist one another on emergencies; to their kindred they are very affectionate. The upper classes are extremely hospitable and the better educated not wanting in sociability.

In their few manufactures they display much skill, taste, and expertness: as bold and skilful navigators they stand, perhaps, unrivalled.

"Crimes of a heinous character are scarcely heard of on these Islands, and even theft and personal violence are of rare occurrence: murder has been seldom known."¶

"As regards the inhabitants of Málé (whose physical characteristics have been frequently described by visitors),** it is pleasant to record, with the experience born of close observation, that a delightful spirit of ease and contentment seems to prevail universally. So far as can be judged, the natives appear to be healthy and well-to-do. They go about their respective business cheerfully, and with an air of settled purpose and determination, preserving the while the silent observant demeanour which customarily marks the Muhammadan. The very bázars (native and foreign) present none of that noisy bustle and semi-confusion daily experienced in the crowded marts of Southern Indian and Ceylon.

"Discipline and self-control rule from the highest to the lowest, side by side with the fullest toleration and freedom of action—the latter extending in the case of the ordinary women (albeit under Muslim régime) to the limit of permitting their appearance in the streets, unveiled.

"Málé, with its own quaint self-centred ways, is, in certain respects, an Oriental *Utopia*, which, at heart, desires nothing so greatly as to be left by the outside world as much as possible alone, to 'lotus-eat' undisturbed in its seagirt happy isolation."††

* Exclusive of the Indians and the Ceylon Moors at Málé.

† As quoted by Denham, "Ceylon at the Census of 1911," p. 509.

‡ "Report on a Visit to Málé" (Sessional Paper XV. of 1921) p. 51.

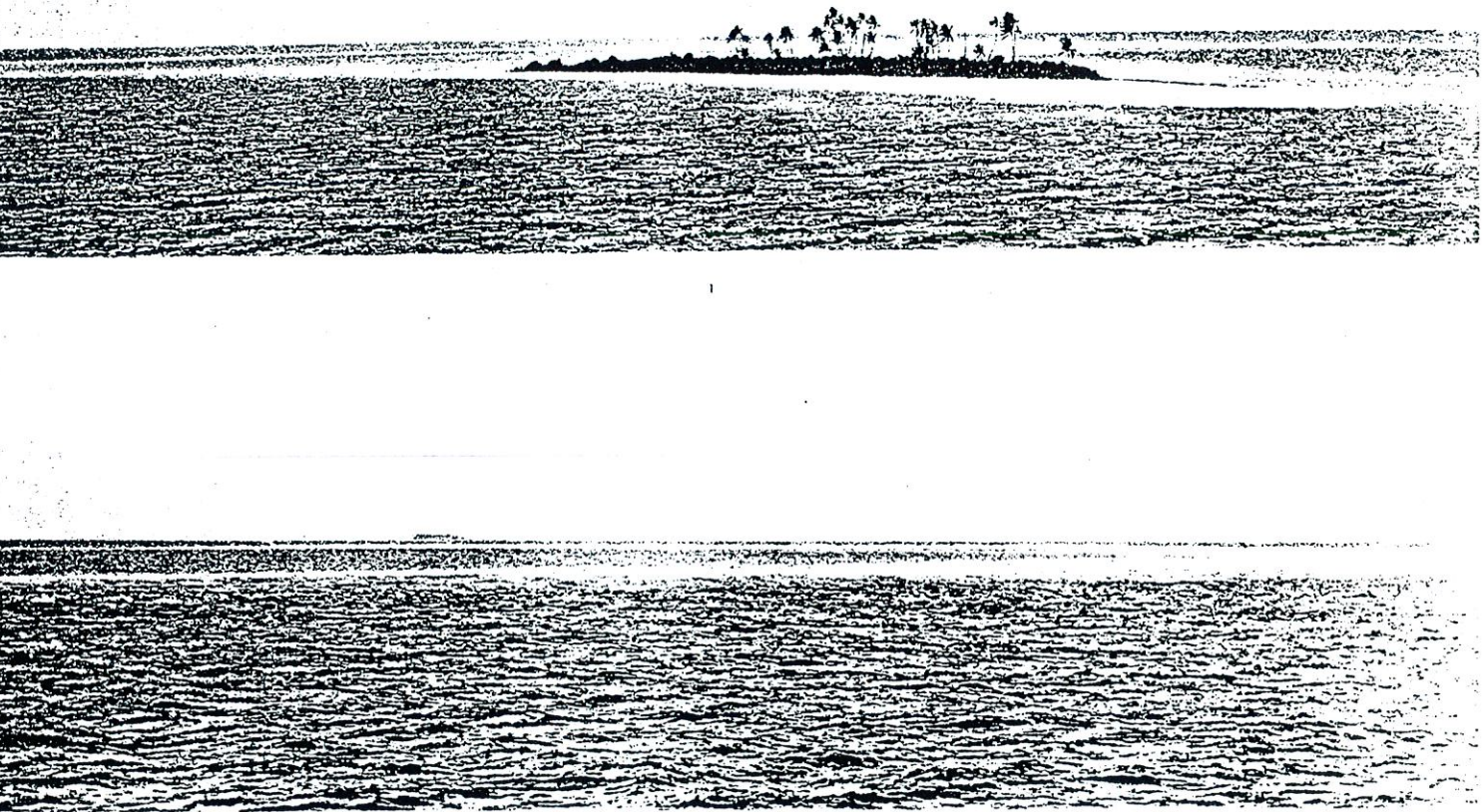
§ Bell, *op. cit.*, p. 42.

|| For detailed information, *vide* Bell, "The Máldivian Islands" (Sessional Paper XLIII. of 1881), pp. 21 *et seq.* and 53-55.

¶ Bell, *op. cit.*, pp. 53 and 54.

** "See in this connection, 'Memoir' by Lieut. Young and Christopher, 1836-8; Bell, 'Report on the Máldivian Islands' (Sessional Paper XLIII. of 1881-2); Hak. Soc. 'Pyrrard,' 1887-8."

†† Bell, "Report on a Visit to Málé" (Sessional Paper XV. of 1921), p. 43.



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Plate 57.

Island on the eastern extremity of a faro three and a half miles south of Furadu. Southern part of Ari Atoll basin, M.A.

Eastern part of ring, one mile S. of Furadu, Ari Atoll, M.A.

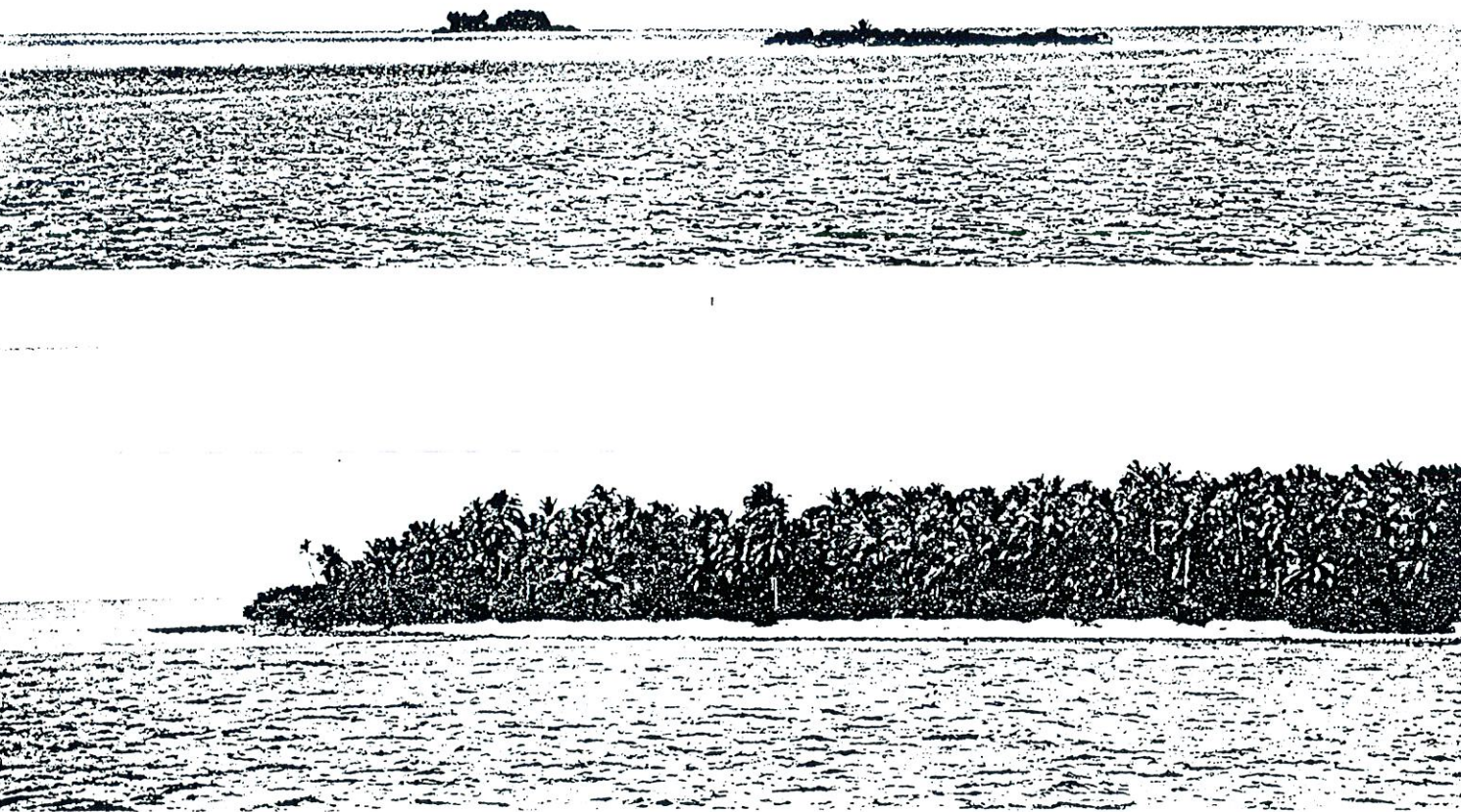


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Plate 58.

Islet on the southern part of Wataru Reef rim. W.

Furadu island, Southwestern part of Ari basin. M.A.



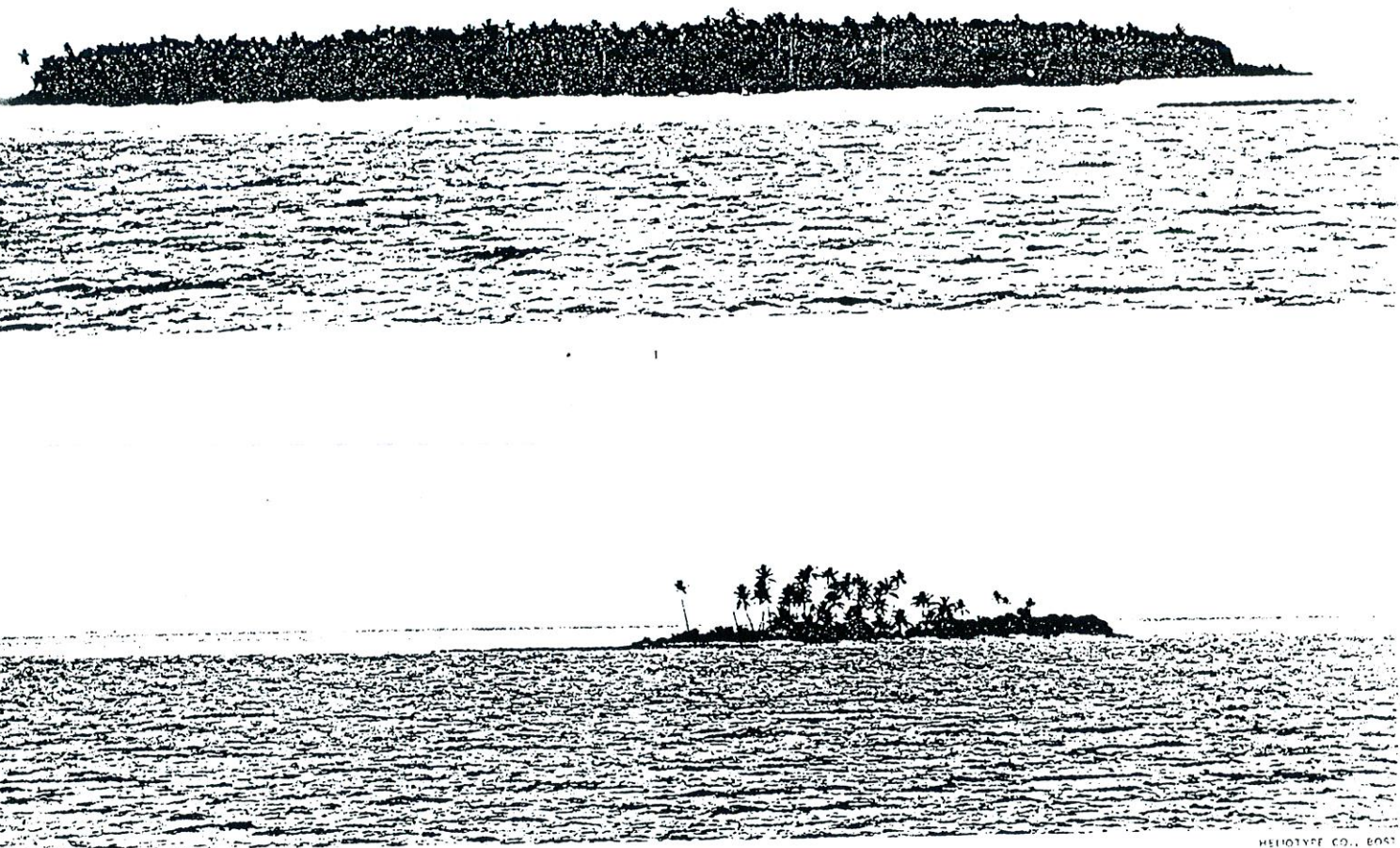
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Plate 59.

Sandbar island covered with bushes, south of Farna,
East face of North Nilandu Atoll. W.

Southern point of Farna, North Nilandu Atoll. M.A.

Name of Island.	Persons.									Literate, 1921.										Illiterate, 1921.									
	Occupied Houses.			1911.			1921.			Males.					Females.					Males.					Females.				
	1911.	1921.	Male	Female	Total.	Male	Female	Total.	0 to 9.	10 to 14.	15 to 19.	20 and over.	0 to 9.	10 to 14.	15 to 19.	20 and over.	0 to 9.	10 to 14.	15 to 19.	20 and over.	0 to 9.	10 to 14.	15 to 19.	20 and over.					
Male Atol (exclusive of Male Island)	554	555	1680	1347	3027	1676	1382	3058	12	33	92	514	8	16	34	63	409	193	174	248	389	167	217	488					
Karida	89	105	243	203	446	302	277	579	5	8	12	65	5	4	22	24	100	42	20	50	86	22	32	80					
Gafaru	18	18	111	111	222	106	106	212	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Difaru	48	40	183	130	313	142	110	252	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Tulusdu	20	68	221	199	420	195	181	376	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Hara	24	25	61	47	108	57	50	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Himmaturu	51	52	150	121	271	130	110	240	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Hulule	18	19	31	25	56	40	34	74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Wigili	12	12	34	24	58	34	29	63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Giravaru	43	20	117	141	258	91	94	185	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Guil	91	92	303	209	512	316	242	558	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Garadu	21	19	69	48	117	64	43	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mafuru	33	37	119	83	202	133	88	221	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Ari Atol	813	851	2284	1750	4034	2370	1849	4219	47	219	307	1152	10	138	338	749	518	106	12	9	497	91	8	18					
Readu	1	2	39	37	76	48	46	94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Kuramati	27	31	87	40	127	60	44	104	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Toddu	74	86	210	166	376	246	189	435	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Okulahu	36	60	173	134	307	182	120	302	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mafuru	24	29	71	57	128	78	65	143	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Boafolodu	43	36	183	138	321	174	151	325	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mafugali	5	5	11	12	23	16	14	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Foridu	37	34	71	53	124	97	70	167	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Molohu	30	39	108	89	197	91	74	165	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Himmendu	36	31	59	49	108	77	62	139	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mundu	18	12	31	21	52	30	29	59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Fonfuru	37	42	173	132	305	155	115	270	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mangili	69	72	200	163	363	227	183	410	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Diddu	7	10	19	17	36	22	10	41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Digaruwa	48	49	143	119	262	100	82	182	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Dangali	62	53	105	76	181	117	112	229	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mahibadu	68	80	180	151	330	200	190	390	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Kuburu	14	14	44	35	79	23	22	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Omadu	51	74	140	118	258	160	145	305	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Midu (Hanna)	67	66	129	112	241	141	124	265	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Felidi Atol	368	391	1288	1078	2367	1283	1003	2286	1	69	128	556	4	40	149	437	336	132	3	1	301	66	4	2					
Digaru	81	81	313	278	591	276	232	507	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mafuru	74	76	247	177	424	196	165	361	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Rakidu	34	34	116	103	219	123	114	237	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Keyodu	56	64	216	201	416	232	216	448	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Felidu	89	89	278	211	487	237	174	411	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Tinnadu	27	35	83	64	147	80	67	147	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Fulidu	17	17	40	44	84	39	31	70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mulaku Atol	301	382	948	712	1660	885	758	1744	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mulaku	51	75	183	128	312	204	171	375	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Muli	65	70	203	158	361	206	188	394	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Nafuru	43	43	183	165	348	219	178	397	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Waryafuru	21	23	73	38	111	82	38	120	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Kolufuru	21	26	70	43	113	77	50	127	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Raimundu	16	13	42	34	76	39	34	73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Mafuru	16	14	31	21	52	38	20	64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Wevaru	76	62	163	122	285	130	83	213	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Nilandu Atol North	314	404	948	778	1726	928	696	1622	4	26	39	232	8	28	144	232	63	83	247	172	46	67	230						
Midu	46	62	138	119	257	126	96	222	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Badidu	44	56	130	112	242	107	79	186	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Biloddu	30	70	161	125	286	162	113	275	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Mafuru	29	33	83	73	156	78	62	140	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Darabudu	34	53	98	86	184	104	74	178	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Nilandu	49	66	134	113	247	135	103	238	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Hinnu	33	35	85	81	166	86	62	148	—	—																			



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Plate 60.

East face of Hekara, showing reef rock ledge.
East face of North Nilandu Atoll. M.A.

Nipafura, a rocky islet seen looking into pass.
East face of North Nilandu Atoll. M.A.

TABLE XXVI.—POPULATION OF EACH ATOL OF THE MALDIVES, BY AGE AND CONJUGAL CONDITION, 1921.

Age	Maldivo Islands.				Tiledummati Atol.				Miledummeduhu Atol North.				Miledummeduhu Atol South.				Malommeduhu Atol North.				Malommeduhu Atol South.			
	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.
MALES.																								
Total all Ages	20380	13522	2985	36887	2723	2018	566	5307	633	584	209	1375	1277	821	337	2435	1227	900	279	2406	1073	673	160	1906
0	479	—	—	479	63	—	—	63	14	—	—	14	25	—	—	25	10	—	—	10	14	—	—	14
1	769	—	—	769	87	—	—	87	20	—	—	20	35	—	—	35	10	—	—	10	14	—	—	14
2	1228	—	—	1228	130	—	—	130	36	—	—	36	91	—	—	91	84	—	—	84	63	—	—	63
3	1503	—	—	1503	171	—	—	171	30	—	—	30	111	—	—	111	144	—	—	144	61	—	—	61
4	1920	—	—	1920	214	—	—	214	67	—	—	67	132	—	—	132	166	—	—	166	93	—	—	93
Total 0-4	5910	—	—	5910	635	—	—	635	167	—	—	167	395	—	—	395	487	—	—	487	217	—	—	217
5-9	3853	—	—	3853	533	—	—	533	134	—	—	134	281	—	—	281	348	—	—	348	228	—	—	228
10-14	3544	77	9	3630	518	38	18	574	128	49	18	195	251	59	42	350	423	71	269	62	217	109	9	335
15-19	3651	1603	263	6517	700	149	78	927	221	66	31	318	407	14	88	532	511	137	35	172	38	18	21	68
20-24	766	1337	603	2706	4	340	88	432	89	46	18	153	14	88	152	11	137	35	172	38	18	21	68	
25-29	272	1284	412	2368	2	240	88	332	17	68	24	109	9	59	72	10	128	33	123	17	6	122	24	155
30-34	183	2506	635	3324	6	500	110	616	7	132	39	179	8	209	52	272	10	128	33	123	17	6	122	24
35-39	61	1271	374	1606	3	323	40	366	2	53	7	63	3	59	10	73	3	78	13	94	5	60	12	64
40-44	73	1840	403	2316	3	282	58	343	3	68	24	116	7	81	22	111	3	75	16	94	5	60	12	64
45-49	17	876	154	1047	2	107	19	128	1	22	3	25	1	22	6	29	1	17	18	9	8	7	16	16
50-54	24	1297	262	1583	3	200	42	245	1	30	14	45	1	31	7	39	1	34	8	22	11	1	17	17
55-59	8	483	100	669	—	70	14	84	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
60-64	12	739	111	862	—	74	60	294	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
65-69	3	186	83	272	—	31	16	47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
70 and over	2	242	232	476	—	34	36	67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FEMALES.																								
Total all Ages	16818	13429	3232	33479	2247	2943	719	6909	414	422	361	1197	1089	829	186	2064	822	693	135	2650	664	677	189	1461
0	497	—	—	497	82	—	—	82	9	—	—	9	20	—	—	20	12	—	—	12	22	—	—	22
1	781	—	—	781	94	—	—	94	21	—	—	21	43	—	—	43	51	—	—	51	43	—	—	43
2	1185	—	—	1185	161	—	—	161	40	—	—	40	111	—	—	111	88	—	—	88	44	—	—	44
3	1475	—	—	1475	186	—	—	186	38	—	—	38	107	—	—	107	132	—	—	132	47	—	—	47
4	1796	—	—	1796	226	—	—	226	39	—	—	39	103	—	—	103	136	—	—	136	61	—	—	61
Total 0-4	5721	—	—	5721	705	—	—	705	164	—	—	164	394	—	—	394	416	—	—	416	247	—	—	247
5-9	3449	—	—	3449	533	—	—	533	130	—	—	130	273	—	—	273	307	—	—	307	179	—	—	179
10-14	4047	745	116	5008	661	116	61	838	206	6	—	212	304	299	201	294	201	1	—	202	200	—	—	200
15-19	1251	2562	611	4424	123	492	88	713	10	118	48	176	101	153	40	294	20	357	34	207	34	294	20	226
20-24	206	2817	637	3660	1	384	118	503	6	103	23	131	9	106	16	130	15	211	18	244	6	101	17	124
25-29	88	1781	379	2248	4	367	66	437	1	74	11	86	5	113	18	134	4	99	15	118	5	79	6	90
30-34	61	1935	453	2449	9	461	107	577	1	101	16	118	1	184	17	202	5	107	13	125	3	78	19	100
35-39	27	756	213	1036	6	178	43	227	—	47	6	53	—	52	6	63	—	29	7	35	—	39	12	51
40-44	29	800	374	1203	8	91	61	166	—	48	8	56	—	46	9	55	—	1	11	43	—	51	13	66
45-49	8	327	141	476	1	26	25	53	—	13	2	15	—	12	3	16	—	—	—	16	6	—	6	6
50-54	15	430	347	792	1	11	61	73	—	6	16	22	—	52	13	66	—	1	23	10	34	—	18	17
55-59	2	135	130	267	—	10	27	37	—	7	2	9	—	7	3	10	—	8	1	9	—	1	6	11
60-64	8	307	322	637	—	9	29	38	—	3	3	6	—	23	11	34	—	14	8	22	—	3	8	11
65-69	3	61	98	162	—	7	23	30	—	2	1	3	—	2	2	4	—	1	10	11	—	—	—	11
70 and over	1	172	172	345	—	1	13	24	—	1	—	1	—	1	—	1	—	1	10	11	—	—	—	11

* Exclusive of the foreign population, viz., Indian Borse 137, "Malabars" 22, Ceylon Moors 58.

TABLE XXVI.—continued.

Age	Fadivahu Atol.				Male Atol.				Male Island.				Art Atol.				Folhu Atol.				Mukku Atol.			
	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.	Un. married.	Married.	Widowed.	Total.
MALES.																								
Total all Ages	1129	673	156	1958	893	538	190	1621	1699	1134	499	3332	1287	644	262	2193	877	421	128	1426	542	313	131	986
0	36	—	—	36	31	—	—	31	72	—	—	72	13	—	—	13	10	—	—	10	5	—	—	5
1	57	—	—	57	19	—	—	19	45	—	—	45	21	—	—	21	19	—	—	19	19	—	—	19
2	71	—	—	71	58	—	—	58	81	—	—	81	74	—	—	74	60	—	—	60	37	—	—	37
3	121	—	—	121	71	—	—	71	53	—	—	53	114	—	—	114	58	—	—	58	39	—	—	39
4	84	—	—	84	84	—	—	84	70	—	—	70	118	—	—	118	76	—	—	76	46	—	—	46
Total 0-4	319	—	—	319	243	—	—	243	301	—	—	301	361	—	—	361	211	—	—	211	140	—	—	140
5-9	283	—	—	283	176	—	—	176	285	—	—	285	304	—	—	304	126	—	—	126	69	—	—	69
10-14	200	111	1	312	210	48	11	269	301	94	8	396	353	201	37	554	201	16	9	128	119	12	1	140
15-19	71	32	25	128	13	75	14	102	141	42	46	233	51	62	44	163	13	68	29	110	25	58	20	103
20-24	15	59	19	91	17	64	23	104	46	180	96	270	21	62	24	137	7	41	11	69	9	19	9	37
25-29	7	116	27	150	6	82	30	118	24	169	82	276	19	106	34	219	7	66	17	109	15	69	10	89
30-34	7	61	12	73	3	73	21	77	96	15														



HELIOTYPY CO., BOSTON.

Plate 61.
Pass north of Feartu, East face of North Nilandu Atoll. W.

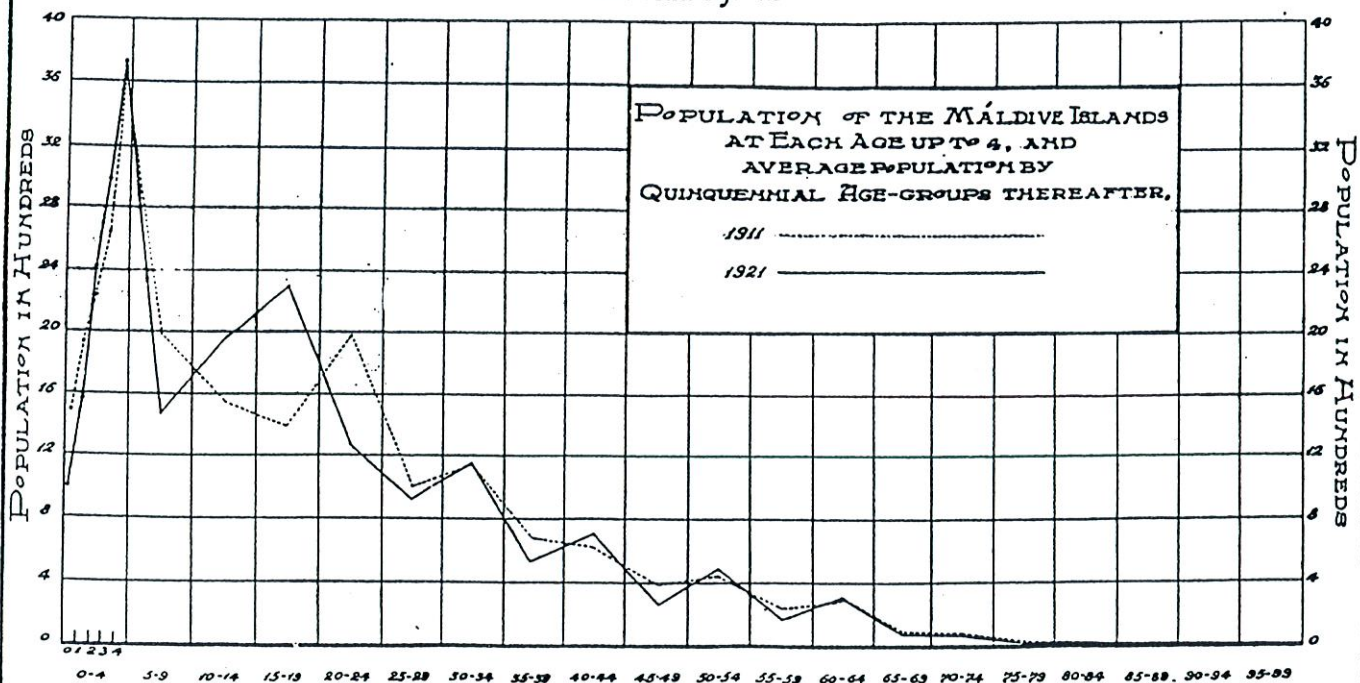
North end of Mawafuri looking into pass, showing
weathered reef-rock ledge. Mulaku Island. M.A.

TABLE XXVI—continued.

Age.	Nilande Atol North.				Nilande Atol South.				Kolumadulu Atol.				Maddummati Atol.				Huvadu Atol.				Fua Mulaku Island.				Addu Atol.			
	Un-married.	Married.	Widowed.	Total.	Un-married.	Married.	Widowed.	Total.	Un-married.	Married.	Widowed.	Total.	Un-married.	Married.	Widowed.	Total.	Un-married.	Married.	Widowed.	Total.	Un-married.	Married.	Widowed.	Total.	Un-married.	Married.	Widowed.	Total.
MALES.																												
Total All Ages	476	350	100	926	688	400	123	1211	1284	896	70	2250	918	530	211	1659	2058	1375	215	3648	639	321	182	1142	1254	802	184	2240
0	16	—	—	16	14	10	—	24	16	36	—	52	30	38	—	68	31	6	—	37	6	6	43	55	—	—	—	—
1	18	—	—	18	23	—	—	23	77	—	—	77	51	—	—	51	22	—	—	22	20	—	—	20	—	—	—	—
2	43	—	—	43	42	—	—	84	84	72	—	156	72	164	—	236	164	21	—	185	21	—	—	21	57	—	—	57
3	55	—	—	55	48	—	—	93	121	77	—	198	77	—	—	77	207	—	—	207	37	—	—	37	68	—	—	68
4	50	—	—	50	58	—	—	108	105	—	—	105	92	—	—	92	237	—	—	237	33	—	—	33	224	—	—	224
Total 0-4	183	—	—	183	147	—	—	147	423	—	—	423	330	—	—	330	701	—	—	701	117	—	—	117	440	—	—	440
5-9	54	—	—	54	108	—	—	108	229	—	—	229	164	—	—	164	320	—	—	320	98	—	—	98	251	—	—	251
10-14	80	—	—	80	89	—	—	169	379	—	—	379	218	77	8	303	618	—	—	618	101	—	—	101	251	—	—	251
15-19	130	—	—	130	166	—	—	322	316	—	—	638	147	72	27	246	423	67	—	490	37	—	—	37	145	—	—	145
20-24	18	31	22	71	61	19	7	87	102	—	—	102	84	31	131	246	21	172	27	400	16	—	—	16	56	—	—	56
25-29	6	34	17	57	8	55	20	83	2	94	6	102	2	49	31	82	3	117	11	131	24	16	30	60	15	131	28	174
30-34	8	70	17	95	4	82	19	105	1	123	9	134	2	49	31	82	16	162	20	200	18	50	43	111	15	131	28	174
35-39	16	—	—	16	4	—	—	20	3	67	4	74	1	32	14	47	3	117	11	131	24	16	30	60	2	111	10	123
40-44	7	79	8	94	1	22	13	36	3	114	10	127	2	8	12	22	7	201	23	231	1	64	26	91	—	108	13	123
45-49	11	8	—	19	1	36	5	42	2	28	3	33	2	2	6	10	—	36	7	43	—	5	4	9	4	1	77	86
50-54	4	10	12	26	3	23	13	39	1	19	3	22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
55-59	14	5	—	19	1	13	7	21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
60-64	34	—	—	34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
65-69	8	—	—	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
70 and over	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FEMALES.																												
Total All Ages	292	333	84	699	532	286	22	1018	835	721	123	1779	677	530	723	1330	1482	1366	261	3109	464	317	283	1064	942	813	371	2126
0	12	—	—	12	14	—	—	14	43	—	—	43	23	—	—	23	44	—	—	44	9	—	—	9	46	—	—	46
1	10	—	—	10	21	—	—	21	76	—	—	76	42	—	—	42	74	—	—	74	19	—	—	19	43	—	—	43
2	31	—	—	31	41	—	—	82	73	—	—	146	54	—	—	108	126	—	—	234	20	—	—	20	48	—	—	48
3	47	—	—	47	45	—	—	92	67	—	—	134	86	—	—	172	197	—	—	394	43	—	—	43	55	—	—	55
4	39	—	—	39	61	—	—	100	93	—	—	193	74	—	—	148	219	—	—	468	46	—	—	46	201	—	—	201
Total 0-4	139	—	—	139	143	—	—	282	370	—	—	740	279	—	—	558	661	—	—	1322	137	—	—	137	396	—	—	396
5-9	33	—	—	33	99	—	—	132	193	—	—	325	103	—	—	103	299	—	—	598	86	—	—	86	204	—	—	204
10-14	54	—	—	54	99	—	—	153	311	—	—	464	151	101	5	257	419	122	—	541	125	—	—	125	206	—	—	206
15-19	58	33	6	97	72	128	12	212	49	314	47	410	63	216	30	309	163	543	91	707	68	22	23	113	92	—	—	92
20-24	5	83	6	94	6	59	12	77	10	138	9	157	13	121	10	149	49	278	41	368	26	85	72	183	19	213	75	307
25-29	1	59	10	70	—	5	—	5	71	1	122	173	6	37	17	50	13	138	39	190	13	40	20	73	15	95	20	130
30-34	1	71	3	75	—	—	—	—	41	—	—	41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
35-39	1	14	1	16	—	35	8	44	—	26	5	31	1	14	23	38	7	156	31	194	6	80	47	133	8	132	30	170
40-44	1	42	4	47	—	10	7	17	—	21	1	22	—	18	18	36	9	20	23	71	1	40	29	69	—	82	29	111
45-49	—	4	—	4	—	14	3	17	—	9	—	9	—	—	—	—	—	14	6	20	—	2	6	8	—	40	25	65
50-54	—	19	4	23	—	12	4	16	—	28	3	31	—	11	19	30	4	36	28	64	—	17	18	35	—	31	10	41
55-59	—	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
60-64	—	18	13	31	—	—	—	—	—	14	9	23	—	4	4	8	—	—	—	—	—	—	—	—	—	—	—	—
65-69	—	8	—	8	—	—	—	—	—	4	10	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
70 and over	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

* Exclusive of the foreign population, viz., Indian Boats 137, "Malabars" 22, Orissas 11, and 56.

DIAGRAM No. 25



Agassiz,—Maldives.

PLATE 62.

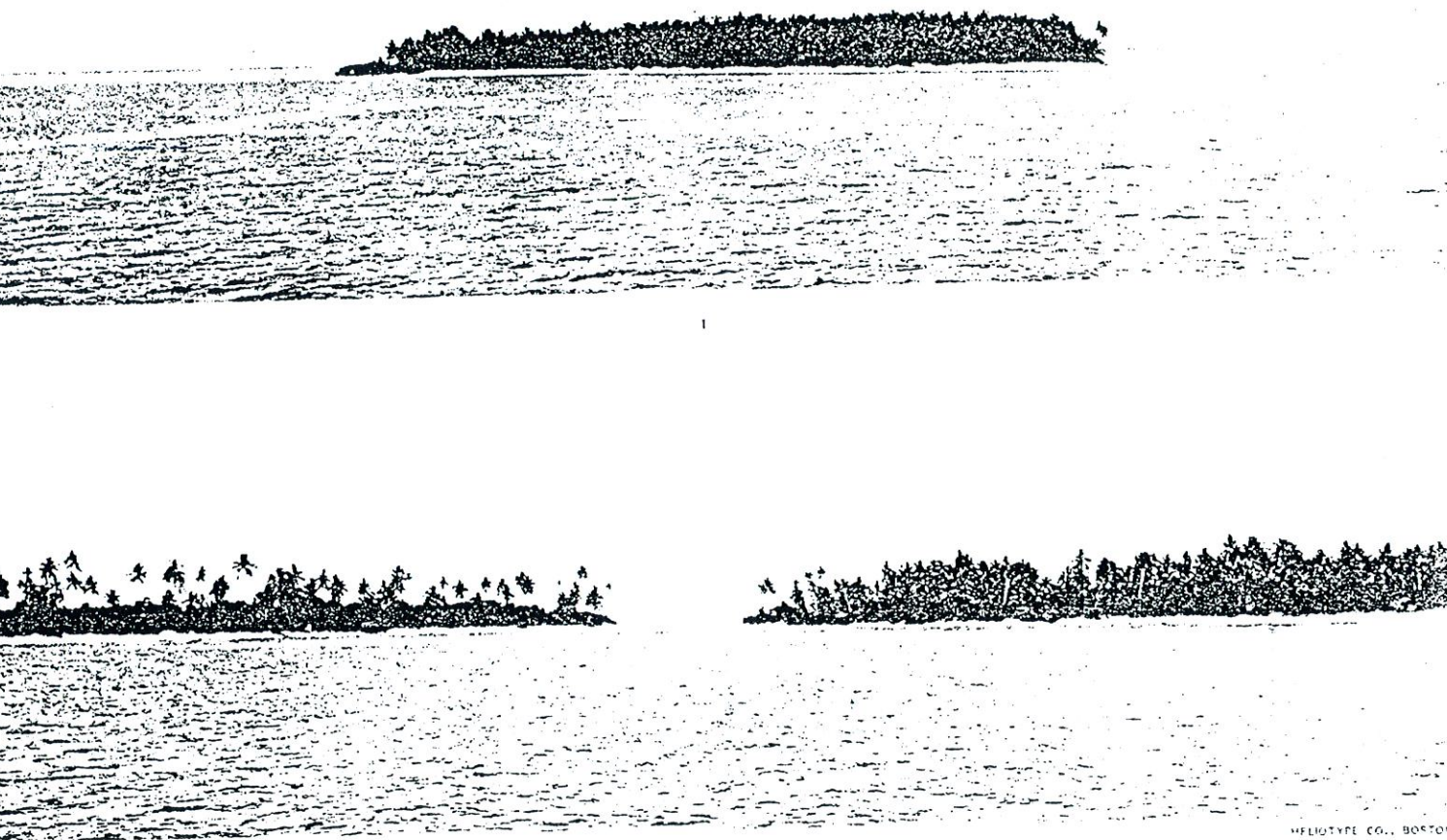


Plate 62.
Huluwa seen from the southeast,
East face of South Nilandu Atoll. W.

Gap between small islets north of Kandimas,
East face of South Nilandu Atoll. W.

1948. FERNANDO, W. L.

IN: W. L. FERNANDO, Times of Ceylon, Newspaper, Sunday Illustrated,
 May 2, 1948, Colombo. The same article once again
 IN: Ceylon Observer, August 4th, 1974 Colombo

After Ceylon got its independence from Great Britain in 1948, England had to sign a new treaty with the Maldive Islands as they still were a British protectorate. This is the Newspaper-man W. L. FERNANDO's view of Male at the time when the British High Commissioner went to Male to sign the new treaty with the Maldive Sultan in April 1948. [ENGLISH]

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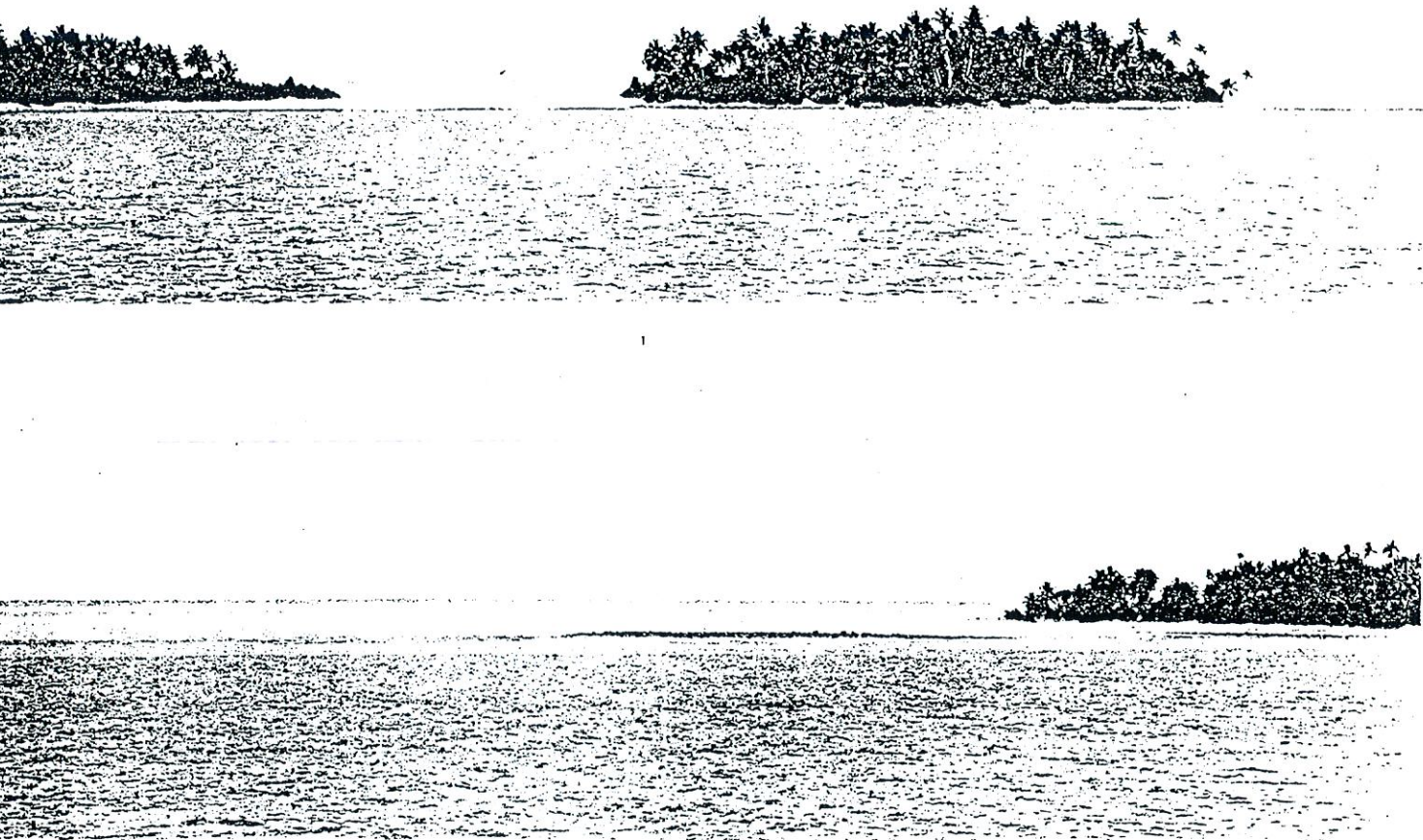
I was a Pressman on board the H.M.S. "NORFOLK" [Heavy Cruiser, 1928, 9,950 Displac, 32 knots, Guns: 8 of 20 cm, and 8 of 10 cm, 8 torpedos, One Airplain,] which carried a team of British officials to the Maldive Islands in 1948 to sign a treaty between the Government of the UK, and the Government of the Maldive Islands. The team consisted of the first Governor-General of Ceylon, Sir Henry Monck Mason Moore, Lady Moore, British High Commissioner in Ceylon Sir Walter Hankinson, Lady Hankinson and Chief Secretary of Ceylon Sir Charles Collins.

The "NORFOLK" sailed for the Maldives on April 23th, 1948 and last week, 26 years after Mr. H. C. P. Bell's note was written, I happened to visit the beautiful Island of Male in the Maldives on the occasion of signing of a "Treaty of Independence" with Britain. I found sanitation and health very much the same as H. C. P. Bell had found in 1922.

He wrote in his "Monograph on the History, Archeology and Epigraphy of the Maldive Islands" after a visit in 1922, "The Ceylon Government has not failed to place the vital question of Male sanitation before the Maldivian authorities in the most direct manner furnishing suggestive reports made from time to time by Medical Officers of the British Navy. Nevertheless, certain glaring abominations, continue to be treated with callous indifference and allowed to remain in conditions so appalling as to be well-nigh incredible.

Although the population of the islands, which according to the 1921 Census was 70,419, had since increased to between 80,000 and 90,000 [1948] there was only one doctor to minister to their needs. Having his headquarters in Male commonly known as the Sultan's Island, and the seat of Government, he concentrated mostly on its 8,000 inhabitants. Except cases of a grave nature which are brought to him, the sick in the other islands are treated in their homes by native physicians. Malaria and tuberculosis and social diseases are widely prevalent.

CONSTITUTION. As I walked along Male's clean, white pebbled roads under a full moon gazed at by veiled women, I wondered whether this new independence would come to much unless the Maldivian Government went all-out to build up the Health Services. This is a poor country, its



HELIOTYPIC CO., BOSTON.

Plate 63.

Gap between small islets north of Kandimas.
East face of South Nilandu Atoll. M.A.

Islets, sand-bar, and ledge in the gap
north of Kandimas. M.A.

annual revenue is about four lakhs of rupees, and there is scarcely any surplus at the end of a year.

The Maldives are governed by the People's Council, the Majlis, on a five year term and a Cabinet. A People's Councillor is payed Rs. 50 a months plus travelling, while Ministers receive from Rs. 300 to Rs. 500. The People's Council consists of 33 members, six nominated by the Sultan, 8 elected by the four wards of the Island of Male and 19 elected by the other islands. The People's Council sits once a fortnight. Men over 25 years of age who can read and write Arabic and Maldivian have the right to vote.

The Prime Minister is elected by the People's Council but his Cabinet is chosen by the Sultan in consultation with the Prime Minister and the People's Council. The Ministers are also virtually the Heads of Departments and are considered as Government servants for all purposes. They are payed pension provided they serve over a certain period, and the present Sultan designate who has been Prime Minister for over 30 years, receives a pension from the State.

The Departments of State are the Office of Prime Minister, Home Affairs, Law, Finance, Commerce, Public Safety, Education, Public Endowments, Public Works, Health and Agriculture. The State language is Maldivian and no foreigners are allowed to hold any Government Office except under unavoidable circumstances. The only outsider who holds a Government post is Dr. M. Gunaratnam, the Medical Officer who is a Jaffna Tamil.

PROPERTY RIGHTS. Foreigners cannot acquire property. Although the major part of the trade is in the hands of Bohrah merchants they have been by law prohibited from acquiring property. Most of the property is owned by the State, the people being allowed to enjoy the produce at a nominal rental.

Education is free and is conducted in the Maldivian language. There are ten schools in Male, five each for boys and girls. Urdu, Arabic and English are taught as second languages. Sinhalese is not taught, although most of the business of the Maldivians is with the Sinhalese-speaking community in Ceylon. The Minister for Education hopes to add Sinhalese to the curriculum of the studies as more students return after completing their education in Ceylon. The chief girls' school has a daily average attendance of about 200 and is in charge of a lady teacher. Her assistants are all women. The chief boys' school has a daily attendance of about 300. All teachers are paid by the State.

ONLY TWO MURDERS. Justice is dispensed according to Muslim jurisprudence. There is said to be very little crime. The Chief Justice is chosen by the Sultan in consultation with the People's Council, and has four judges under him in Male, and the Atolls have their own courts administered by the Chief Justice. Within living memory there have been only two murders.

The handloom industry was introduced recently with the assistance of Ceylon's Department of Commerce, and there are about 100 handlooms in Male now. The industry has a great future. In the sphere of agriculture, experiments are being conducted in the cultivation of onions and potatoes. The people are not taxed, in the sence in which we understand



HELIOTYPE CO., BOSTON.

Plate 64.

Pass north of sand spit with rocky edge, north of rocky islet. West face of Mulaku Atoll. W.

Gap north of Kandimas. East face of South Nilandu Atoll. M.A.

taxation, except that all have to pay a small trade tax on all articles exported.

DEVELOPMENT. There is no Party System in the Maldives and as the Home Minister, Mr. A. M. Amin Didi, the most powerful man in the Cabinet, told me, there are no Communists. Mr. Didi is perhaps the only Cabinet Minister who speaks English, he was educated in Colombo. He is also acting Prime Minister and holds in addition to the portfolio of Home Affairs, a number of other important portfolios. Virtually he rules the Maldives, although the Sultan, Designated a genial old man, who speaks Sinhalese fluently and does not know any English, is the Head of the administration. Mr. Didi holds the portfolios of Finance, Education, Commerce, Defence and External Affairs.

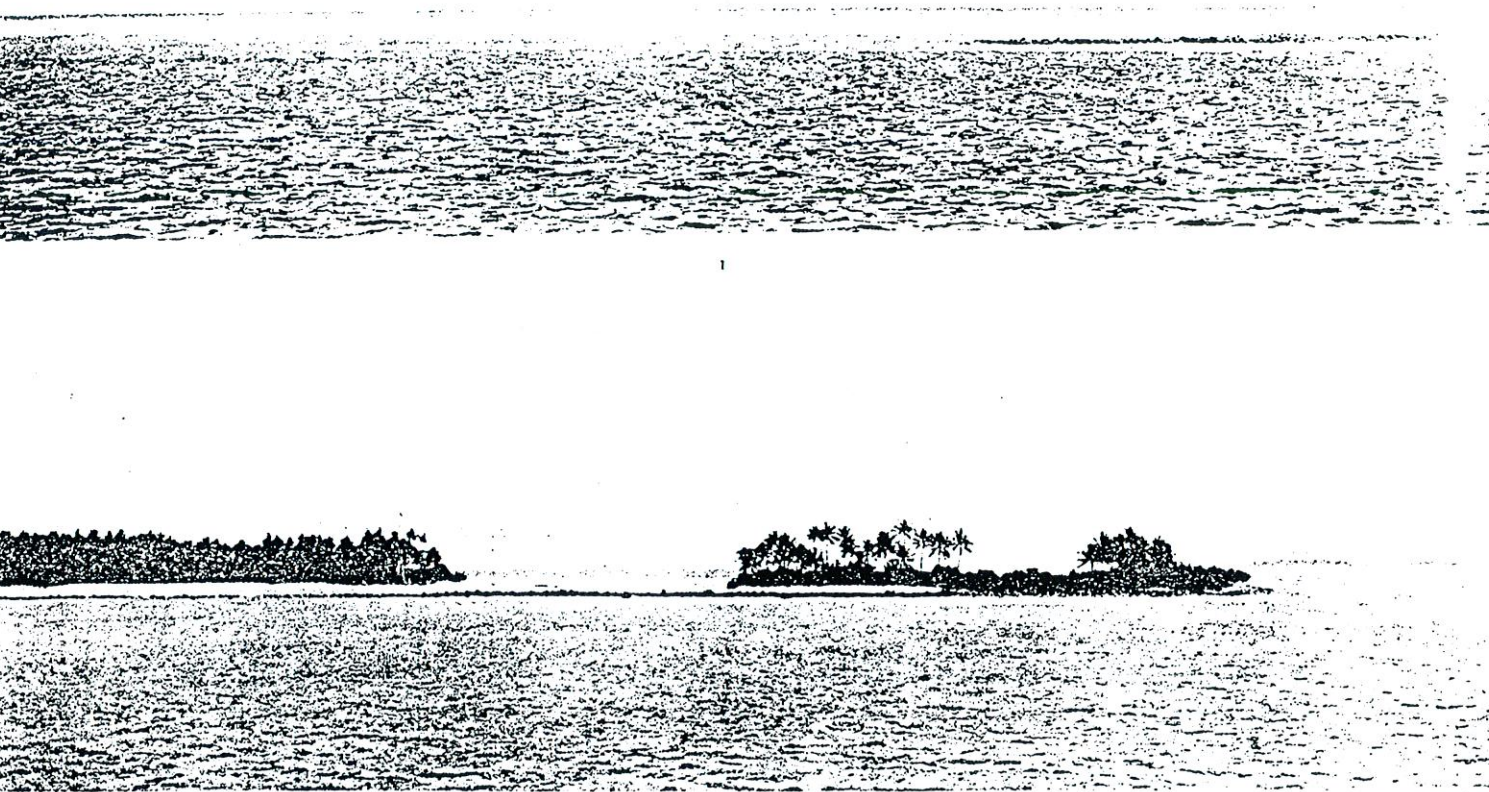
He has vast plans for improving his country and educates his daughter, his only child, in a Christian Girls' School in Colombo. He was himself educated in a Christian Boys' School in Colombo and has made arrangements to educate Maldivian girls and boys in Christian schools in Colombo. He is greatly interested in the education of the Maldivian children and has discussed the question of their higher studies with the Vice-Chancellor of the Ceylon University. The Sultan's youngest son will also leave the Maldives shortly to complete his education in Ceylon.

Mr. Didi, discussing the future of his Government, with me before I left the Maldives, said he hoped to see women members in the legislature before long. With this end in view he has started training them in administrative work and already a number of women are working under him in various departments. The only newspaper, which is State-owned is edited by a woman.

TRADE PACT. Mr. Didi wants his country to enter into a trade agreement with Ceylon. He has already discussed this matter with officials of the Government of Ceylon and he told me that without the assistance of the Government of Ceylon his country could not get on. The Maldives obtain all their essential requirements like rice and textiles through Ceylon and in return sells her Maldivian-fish. The Sultan Designate is in favour of this pact for he told me when I met him that he considered himself a Ceylonese.

The old palace where previous Sultans lived for over 150 years will be demolished and a new one built. It has features similar to Kandyan architecture, massive doors and so on. When I asked Mr. Didi whether this building should not be preserved as a monument of historical importance he explained that they were confronted with the difficulty of finding a suitable site. Plans have been prepared for the new palace and the building of it will be begun soon.

Everybody walks except the dozen or so who own bicycles. There are two motor cars in Male, the Sultan's gift of a local Bohrah merchant, and the Home Minister's. What struck me most forcibly when I went round Male with an English speaking guide was the unity of its people. A small nation of 80,000 to 90,000 people, still somewhat primitive, and happy and contented, have their own national flag, national anthem and national dress. The guide told me there are no dogs and no cruel men in the Maldives.



HELIOTYPE CO., BOSTON

Plate 65.

Sand spit and rocky ledge, on the northern part of Kureli reef flat, West face of Mulaku Atoll. W.

Southern point of Kureli showing high rocky ledge deeply undercut. W.

1962.

KASSIS, VADIM.

IN: Maldivy, Archipelag bez tajn, Reportaz s Atollon Ekvatora,
 By: VADIM BORISOVITJ KASSIS, 112 P, Ill. Biblioteka Isvestia,
 Moscow 1963. [English: "The Maldives, Archipelago without
 secrets. Information from the Atolls by the Equator.]

VADIM BORISOVITJ KASSIS was sent out from the Soviet Union, after an invitation from the Maldivian Government in 1962 in order to inform his principals what the Maldivian people felt about the British intervention in the Maldives by the establishment on the island Gaan in Addo Atoll of an airbase for the Royal Air Force. Most of his book, the ten first chapters, are interviews with different persons in Male Atoll, and a recapitulation of the Maldivian old legendary history. These ten chapters are here just translated in abstract. The last chapter, No.11, "Canon Diplomacy", is translated in full. He gives interesting Russian aspects about what happened when the British were stopped by the Male Government in their work with the Air base, and the British influence in the forming of the new "break out" nation, "The United Suadiva Islands Republic". The appearance in the self-governed Maldivian territorial waters of the British Cruiser "GAMBIA", the two Frigates "OWEN", and "FADE" and finally the destroyer "CASSANDRA" as well as the R.A.F.'s fightingplanes. He also mentions the work of the British "High Commissioner" DAWY, the Special Agent MOORLY, and the "Informer" Major PHILLIPS, as well as the Suadiva President ABDULLA AFFIF. The Russian viewpoint, forms a somewhat different angle to the conflict. [RUSSIAN]

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Chapter 1. "MALDIVE STAR"

The Maldivian Islands are seldom mentioned in the literature and if they are referred to, it is in just a few sentences. Information is given that the distance between the Ceylonese capital Colombo and the Maldivian capital Male is 417 miles (666 km.). The best description is a translation of a French book from 1837 [The Russian translation edition] by Pyrard de Laval who was shipwrecked there in 1602.

Kassis sailed the Indian Ocean from Colombo to Male on board the Maldivian ship "MALDIVE STAR". The ship was loaded with cotton, potatoes, sugar and rice, the usual import cargoes to the Maldives. The captain said "Without the rice there is no life on the Maldives". Rice and sugar are rationed and are sold only against special cards. The ship arrived at 6 O'clock P.M., but was not able to enter the harbour, as no experienced sailor dares to sail in the dark. The coral-reefs are very dangerous and there are no lighthouses in Male.

The Maldivian archipelago is built up of 2,000 small islands under the Equator, stretching 470 miles (750 km.) from North to South and it is



HELIOTYPE CO., BOSTON.

Plate 66.
 Island south of Naraka, seen from the west.
 West face of Kolumadulu Atoll. W.

Narrow gap north of Diyageli.
 East face of Kolumadulu Atoll. W.

divided into 19 Atolls. The scientists consider that the islands are the summits of an underwater mountain-ridge. Many islands are shaped in the form of a mushroom, growing up on a "coral-leg". I was later shown a small Island, that had appeared over the water level just four years earlier. Its beaches were weakly sloping into the sea, and had no dry place which was not more than one meter over the water-level. This is characteristic for all the islands.

It is important to explain what happens when the Maldive islands are growing. Almost all islands are surrounded by a coral-ring, all around the lagoon. During the centuries the coral sand and stones have accumulated in such a quantity that there will grow up a new island out of the water. Soon the cocoa-nut palm start growing on it, and their roots strengthens the soil. The islands do not only come up from the water, but some do disappear into the water. In the 16th Century, the Maldive Sultane called himself "Ruler over the 12,000 islands", but now there are only 2,000 left of them. [?!]

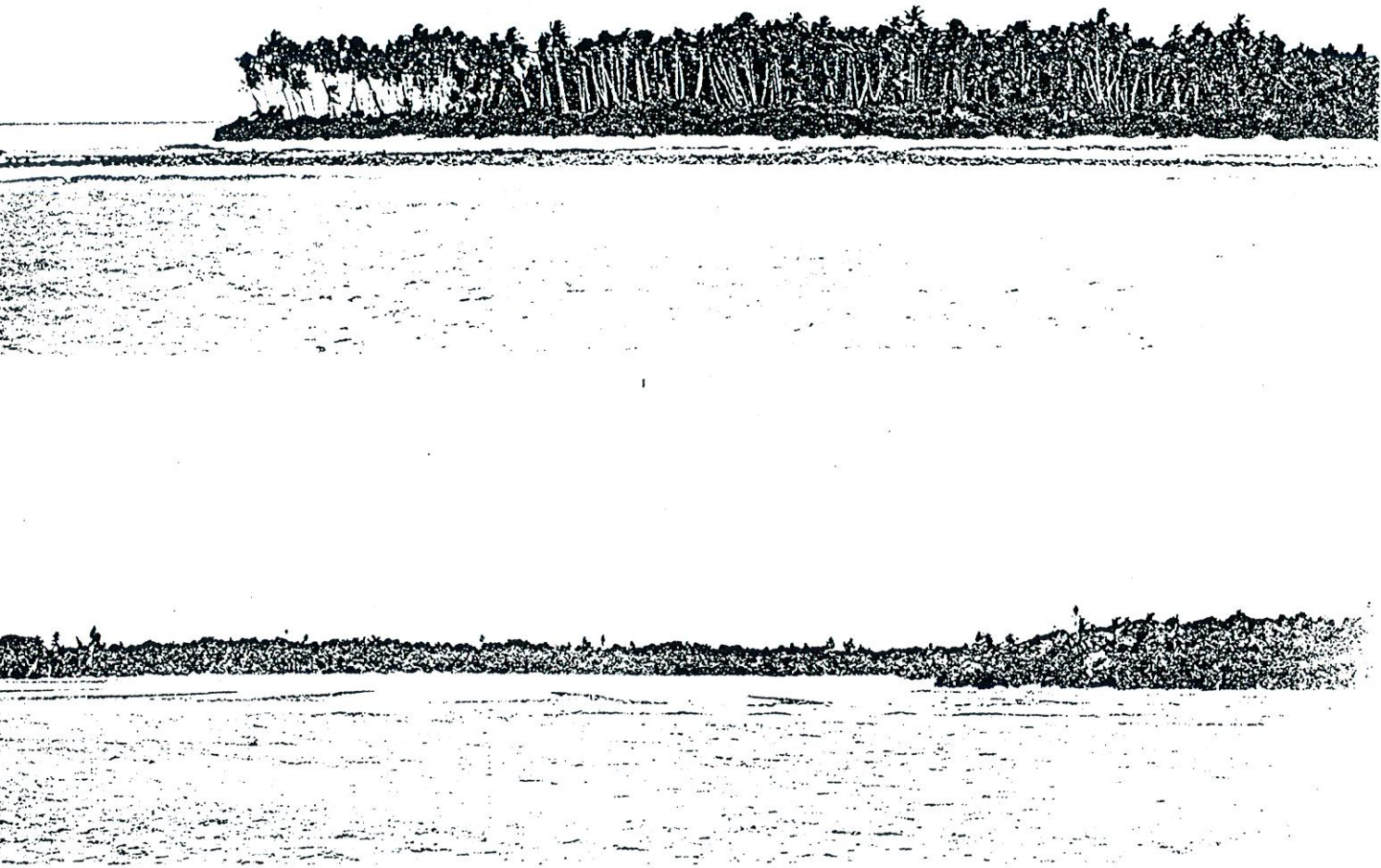
The first settlers on the Maldives came from Ceylon and were Singalese. Later came merchants from India and Arabia. In the year 1153 the Islam preacher Abdul Barakul Barbari to the islands arrived and he succeeded in converting the Buddhist population to the Islamic religion. The year 1153 is considered as the beginning of the new Maldive history.

The Maldive Islands were for longe times spared from the plundering of the Europeans, due to the population's poorness, and the great danger it was to approach through the coral-reefs. Between 1558 and 1573 the Portuguese had the Maldives occupied, and they built bastions on the Male island which they used as a good base for their ships. A liberation force was started with Muhammed Tarikufan Al Azam as leader. They formed a resistance movement and forced the Portuguese to leave.

1887 the Maldive Sultanate was declared as an English protectorate. On the island Dunidu, located about 300 meters [1,500 m.] from the capital town, lives the British "High Commissioner Mr. Davy. The Maldive Government prefers to keep him at a distance from their Government-buildings. Every morning Mr. Davy sits in his deck-chair and keeps the Government institutions under the surveyors optical instruments.

Kassis used to meet the Vice-minister for Home affairs Hassa Didi on the beach. He was dressed in a white shirt, coloured sarong, and on his head he had a hat of imitated Persian fur, like the ones the muslims in India and Ceylon usually wear.

The capital Male gives the impressions of cleanliness and is a joy for the eyes, good planing and many green areas. The streets are walled-in by white chalked partitions, just a little higher than a tall man, and made of coral-stones. Behind the walls, in the shade of cocoa-palms and gigantic bread-fruit trees, are the tiny houses. The windows are facing the garden, where the pomegranate trees and banana-plants grow. There are not many pedestrians in the streets, which are paved with crushed white coral-sand. It is easy to pass half the town on a bicycle in five to seven minutes.



HEIOTYPE CO., BOSTON

Plate 67.

North point of Mavaru, East face of Haddummati Atoll, M.A.

Closed Bay on the west face of Mavaru with
cusps of disintegrated reef rock, M.A.

There are about ten cars in the town but most persons use the bicycle. The traffic uses the left side of the streets, and from six o'clock in the evening to six o'clock in the morning it is compulsory to have a light. The women in the Maldives do not carry the veil. The young girls go to the school, and most of their time they are occupied in domestic work. People follow the time of the sun for their work. At six o'clock in the morning the leading Mudim of the biggest Mosque calls out for the morning prayer. Just in Male town there are 35 Mosques.

95 % of the export from the Maldives consists of tuna-fish, mostly imported by the Ceylonese. The main support for the Maldivian people is of course the fishing industry, as the soil is not good enough for any agriculture and the only tree that thrives is the cocoa-palm. The people of the islands say that, "the fish is our gold."

In the early morning the fishermen leave the islands and they return in the evening at 6 o'clock. The brave fishermen use to sail about 15-20 miles [ca 30 km] away from their island. In the evening they sell the fish at the fishmarket on the Male beach. After that they have sold the fish, they take care of their boats, dry their sails and then go to bed. Just in the early morning they raise by the first light of the sun and again sail out over the ocean.

Chapter 2. "THE PAGES TO BE WRITTEN"

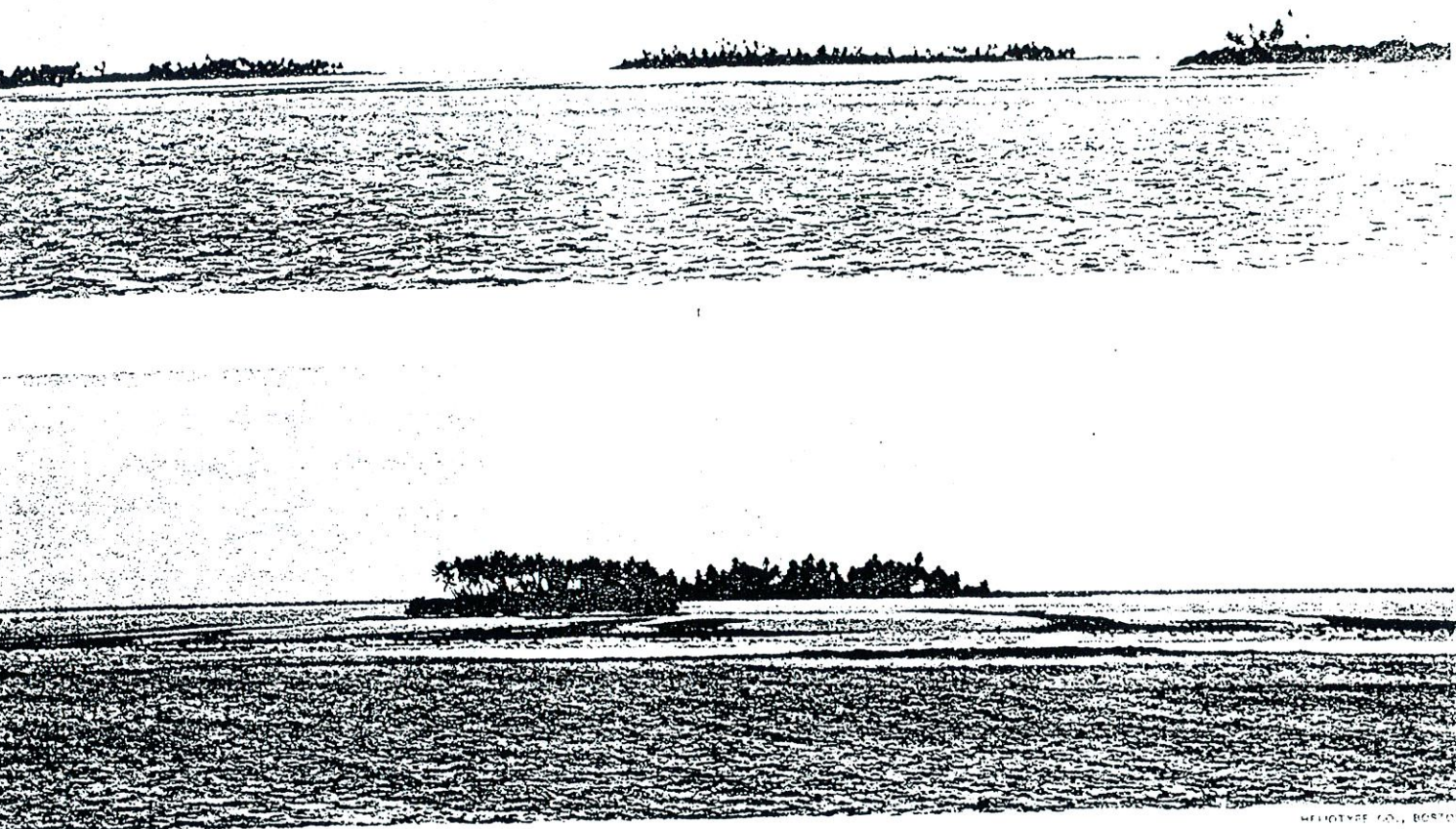
The Islands have never been the subjects for the Christian mission, and this has played a great role for their own national civilization and culture. During the old times until the 12th century, when they had close contacts with Ceylon, they copied the Ceylonese architecture and they built Dagobas. At the same time they built a drainage-systems with canals to save the rain-water and guide it into the fresh-water tanks. In the 12th century the inhabitants changed their religion from Buddhism to Islamism.

The population in the two islands "Minik" and "Malik" [Untraceable] have saved their peculiar Aryan practices, with traditional customs, folklore and linguistic similar to the Singalese. There are no scientific facts about the first Singalese settlers on the Maldivian islands, but the tradition says, that it all started with the marriage of the Prince Koimala Kalo and to the daughter of the Singalese King. During their wedding-voyage they came to the island Rasgetheemu in the North Malosmadulu Atoll. The people on the island asked the Prince to stay and to be their King, but he declined the offer.

The Prince and his Princess went away in their boat, and a flight of sea-gulls came along and showed them the way to an other island, where the gulls disappeared. The Prince and his company considered this as a good omen, and the Prince and his bride settled down on the Island. This Island was Male. They had a son called Kalamidscha, and later this son married a girl from the neighbouring island Giraavaru. The people on the island Giraavaru had no religion. To avoid conflicts Prins Kalamidscha, his wife and all the islanders accepted an entirely new religion, the Islam. This was in the year 1153 A.D. and Kalamidscha changed his name

Agassiz,—Maldives.

PLATE 68.



WELCHER CO., BOSTON

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Plate 68.

Islets forming a rectangular bay, with boulder cups and decomposed reef rock ledges, N. of Kakuni. W. of Haddummati. W.

Islets north of Kakuni, forming the west face of an open bay, with boulder cups on the outer edge. M.A.

to Muhammad-ul-Abdul, and hence after the Maldive islands was a Sultanate, and many Maldivians started going on pilgrimage to Mecca.

The Arabic culture came to the Maldives, and the Maldive people decreased their contacts with Ceylon. In an old manuscript from 1645, the Maldive Sultan styled himself, "King over 13 provinces and 12,000 islands, the ruler of the land and the ocean." The same year he sent the first Maldive ambassador to Ceylon. The Ambassador had a lot of gifts with him to the Ceylonese, 8,000 pounds of ropes of cocoa-nut fibre, 2,500 pounds of cowrie shells and other shells, and bags made of palm-leaves filled with dried Maldive-fish. Later the list of gifts was filled out with fruits and bast-fibre mats.

Every year from the year 1786 the Maldive Sultan sendt cocoa-nuts and pieces of crude ambergris to Ceylon. The tradition was formed that the gifts should be in two enormous chests, which the Sultan sent with his delegation to Ceylon. From Ceylon the Sultan received pepper, clove, cinnamon, and nutmeg. This kept on till the year 1887, the black year in the Maldive history, when England declared the Maldives as a British protectorate, due to the English need of protection for the Suez-canal. To the year 1948, when Ceylon was declared independent, the Maldives were under the Ceylon Governors responsibility, and the Sultan had to pay high taxes.

Just once during the 810 years since the year 1153, has the Maldives not been a Sultanate. After the Sultan Hassan Nur Uden [Sultan 1934-1943] had resigned his power, the Government took over as ruler according to the constitution of 1937. Some years later Amir Abdul Madzjid [Sultan 1943-1949] was elected Sultan of the Didi-dynasty. He was not present as he was in Egypt for medical treatments. Nevertheless he could not due to health problems take over, and he died in 1949. The Government voted that the prime minister Amir Amin Didi was to be the new Sultan. He decline to be Sultan, because of the problems the Maldives was facing.

Then the English colonizer recommended that Amir Amin Didi and his cousin Amir Isbragin Didi to make a coup d'état and declare the Maldives as a Republic, and to sign an agreement with England, which confirmed its rights to the Maldives. The 1st of January 1953 the Maldives were declared as a Republic, but the new regime lasted less than a year. The population soon realized that behind the Republic was antinational forces hidden under the British power.

To calm the people Amir Amin Didi went to India to get "information and explanation". In the meantime the Maldive people tore up the agreement with the British and re-established the Sultanate. In the end of 1953 they elected Muhammed Farid Didi Aval I. [Sultan 1954-1968], to be their new Sultan. He was answering to the demands, "The Sultan must be a healty man over 18 yers of age, true Sunit, with good judgements and intelligence, of noble birth, well known with the Maldive language, respect the population and follow all the Islamitic dogms."

Kassis used to meet miss Chabiboj, the first Maldive woman who had studied to become a teacher. Male town had two schools, the Madzjiki for the boys and the Aminija for girls. The schools were officially opened

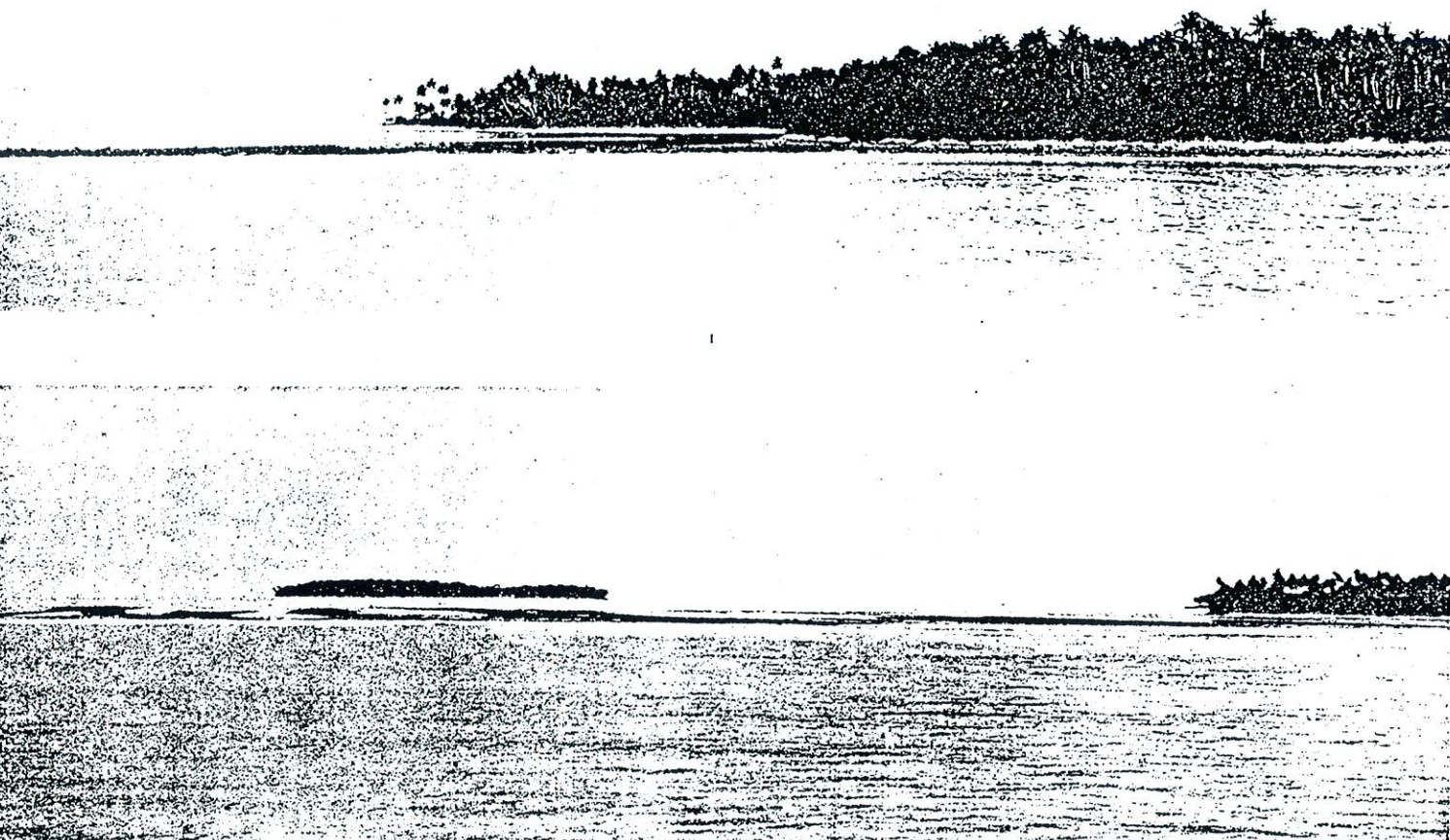


Plate 69.
East face of Karaidu, Northern part of east
face of Haddummati Atoll. W.

Looking across the Northeast horn of Haddummati,
through the gap south of Isdu to islet on the north
face of the northeast horn of Haddummati. W.

in the year 1948. In the 1930th some wealthy families started to send their children to schools in Ceylon. They are now in high positions in the Maldive Government. During that time the other boys were educated in their homes, and the girls and women did not undergo any theoretical schooling. They were by religion forbidden to leave their homes.

Among the Maldive people there was a narrow-minded view that the birth of a girl was a bad luck. "I would rather give birth to a shell. She is just good enough to lay the foundation of the house." This expression was used to meet a newborn girl. Education on the Maldives is free, and the school has six compulsory grades and after that there are two grades with economy, where students are educated in office-work and typewriting. Allmost all teachers are from Ceylon and working on contract.

The Maldive Sultan's power was until 1933 unlimited, but according to the new constituiton the crown was not hereditabile any longer. During the election afterwards, the Government's people selected the island Giraavaru for the voting procedure. On that island lived only uneducated fishermen, and they all voted as they were told, as they did not care about who was to be the new Sultan. [In the 1950;ies the Giraavaru people were a strange remain of an aboriginal tribe or cast. L.V.]

Later when a Maldive teacher came to the Giraavaru island, all the population joined up in the school. In the year 1957 the Maldive people rose up against the English colonizers. The fishermen of Giraavaru voted against the colonizers and the traitor Government. If the teacher had not been a Maldive man, the result had been the opposite.

Chapter 3. "UNDER THE BREAD-FRUIT TREE"

The Maldive Islands had in the 11th century a monopoly of the cowrie-shell. [The only place where they were caught. L.V.] In India and Ceylon these shells were used as small cash. The archipelagoe was called the "Cowrie-islands". The Sultan sold the shells to India, Arabia and Africa. Later the bronze took over and the need for cowries ceased. Now they are used for ornaments. Women collects them on the beaches and earn 14 rupies for 50 kg. shells. 100 gram of tuna-fish costs one rupie in the market. The fishing is taxed by the Government.

On the Maldives there are no industries, tourists or airports. Some of the islands manufacturs mats, nets and baskets. All these are just for their own use on the islands. The Government has made some attempts to encourage tourists to come, but a wealthy tourist is not prepared to go from Ceylon in a small sailing-boat to the Maldives. A small air-strip is just under construction on the island Huele for aircrafts going from Male to Colombo. But there are no aircrafts.

Kassis describes his meeting with the local smith Ibrahim. The present smith's father and grand-father were also jobbing-smiths. He lives in a great family-collective with his two brother's families. Some of the men in the older generation have two wives. Under the same roof there are 48 persons living. Kassis offers the smith Ibrahim a package of cigarettis called "Laika" with a picture of the space-dog Laika on it. #



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HELIOTYPE CO., BOSTON.

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Plate 70.

South face of Isdu, seen from the eastern point of the island, Northeast horn of Haddummati Atoll. W.

North face of Isdu, seen from the east point of the island, the islet to the west of Isdu, in the rear, the same islet as is seen on Pl.60, Fig.2. W.

Ibrahim gives the package back as it is forbidden for the Muslims to have anything to do with dogs. There are absolutely no dogs in the Maldivian Islands. This goes as well for cows and horses.

Nowadays they use banknotes called "Lari" and they are printed in London. The value is low, 100 Lari equals 100 gram of Tuna fish. As the smiths are not allowed to cast coins, he makes ornaments, fish-hooks and buckets. He earns about 5 rupies every day.

The Maldivian state got its first written constitution in 1933, but the Government was not used to rule in accordance with a written law. All the trade and businesses had been in the hands of foreigners, and that had led to ignorance and lack of experiences. After the year 1933 "The Maldivian National Trading Corporation" was established, with a permanent representation in Colombo. The Maldivian people had then no own merchant ships for their trade, and they had to hire freighters from India or Ceylon to be able to transport their commercial import and export.

This was a very expensive procedure, and there were many disagreements with the captains of the different ships. This led to a total isolation from their neighbour countries and the Maldivian people was starving. England, whose protectorate they were, did not give any help at all, but just at one occasion the English sent rice and sugar. Even to day the rice and the sugar is rationed, 5 pound (2,3 kg) sugar per months, and 15 pound (7 kg) rice per month. The average expected length of life is 30 years. The people are suffering from a want of vitamin "A", and from malaria.

All land, 184,000 square ^{kilo-}meters, belongs to the Sultan, and that enables him the sole capability to create plantations. Nevertheless, the Sultan does rent out islands for cash, with permissions to grow banana-plants, cocoa-palms or areca-trees. The greatest problem is that there are no good connections between the different islands. There is a radio link between the island Male and the air-strip on the double-island Gaadhoo - Hulhule. The average temperature range from 25° to 35° Centigrade.

The natives do not drink alcohol, as it is prohibited in the Muslim religion. However, the cocoa-nut palm sap coming from the stem of the cut-off flowers, and from this sap is it possible to make the "Toddy". It is not unlike beer, and when destillated they get an even stronger drink called "Arrak". All the male population chew "Du Fawang", made of a leaf from the betel tree, with a layer of lime and chopped up areca-nuts, all wrapped together. This is put in the mouth behind the chin.

Chapter 4. "COCOA STREET"

There is an explanation to the Maldivian flag. The red colour symbolizes the blood of the Maldivian heroes who lost their lives for the freedom. The green rectangle in the middle stands for the peace and the flowering of the Maldives. The white Crescent moon stands for the Muslim faith.

The day 26-27 July in the year 1573 the Maldivians liberated themselves from the Portuguese occupation, and is celebrated as the national commemoration day. The calender of the year follows the Muslim



METEOR. ED., 1954

Plate 71.
East side of Mafuri. West face of Suvadiva Atoll. M.A.

"Chidzjie", and therefore the year is 11 days shorter than that in Europe. The Male town is divided in four wards, 1) the pink, 2) the light-blue, 3) the grey, and 4) the green. All houses along the streets have no numbers at all but have names, for instance "Blue Heaven".

The Maldives have 93.000 inhabitants. There are three newspapers, and the news in them are mostly copied from English newspapers, but some news are taken from the radio, even the Radio Moscow. The army holds 400 soldiers. Medical attendance is free for the people who earn less than 60 rupie per months, the others have to pay. There are almost no native medical doctors, therefore they employ Ceylonese doctors on contract. There is much malaria in the Islands, and the population is examined by blood samples.

Kassis met with the local painter Muhammed Didi, and he told him why the women wear a piece of cloths in the form of a rosette on the right side of their head. It is a remaining tradition of the use to wear the veil. In the old Persia there was a primary religion worshipping the fire. [The Parsers], The women had the responsibility to maintain the fire in the household. In order not to violate or profanate the sacred fire with their impure breath and thereby offend the Fire-God, they were strained to close their mouth and nose with a particular clip. That is why Mohamed invented the use of the veil. Even the womens' hair was considered as impure.

Chapter 5. "IN THE SHADE OF THE PALM-TREE"

The fishermen of the Maldive Islands do not use pilot-books, sextants, maps or that sort of things. They depent entirely on their own experience. Nevertheless, there is one sextant saved in its original construction in the Museum in Male. It is said to have been used by the Maldive sailors hundreds of years ago on their voyages to Ceylon and Arabia.

Kassis made a visit to the island Thulusdhoo [Male North Atoll, eastern side]. It is in no way different from all the other populated islands in the Maldives. On all the inhabited islands there is a life-saving station, equiped with a boat and some sailors to handle it. These are the first to encounter a visitor. On the beach all the men of the island were assembled. Women are according to the religion prohibited to leave their homes. The village headman gave a speech, and solemnity invited Kassis to the whole island, with the exceptance of the sacred Mosque.

The island had 342 inhabitants and 6.740 palm-trees. The main occupation of the men is fishing. There is also a small shop on the island, and there it is possible for the fishermen to trade their fish for needed commodities. As soon as they have sufficient with dried fish they ship it to Male. In Male they trade it for what they need. All the shops in Male are connected to one of the four big organisations:

- 1). Maldivian National Trading,
- 2). Maldivian Industrial Trade Establishment,
- 3). Male Cinema Company, and
- 4). The Orchard Company.

The monetary system is less developed, and barter-trade is used.

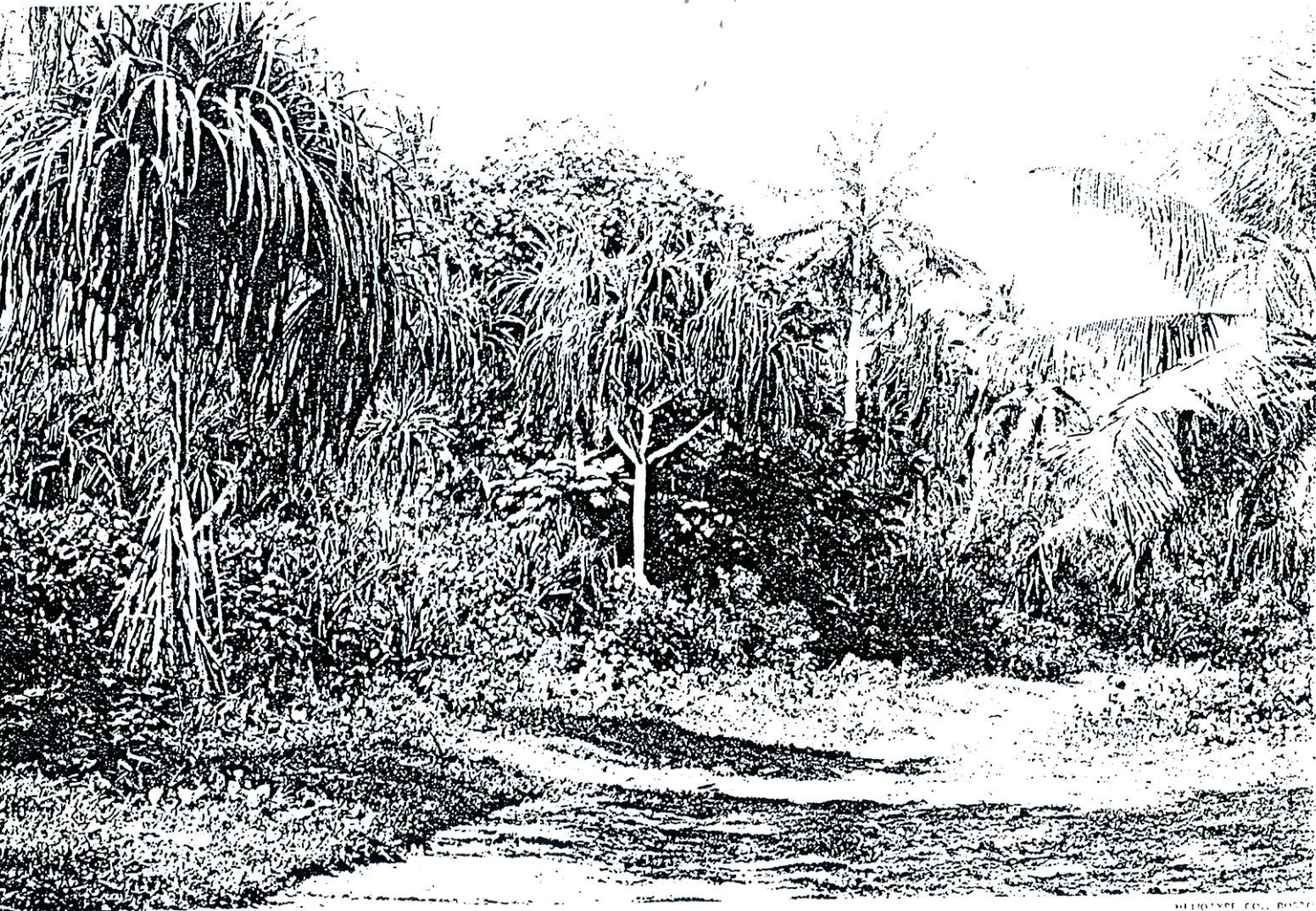


Plate 72.
Vegetation on the road across Mafuri,
West face of Suvadiva Atoll, M.A.

The daily foodintake for the inhabitants is like this:

Morning 5:30. Breakfast: Te, Bread, Fish with Curry.

Midday 12:00. Lunch: Rice with Curry, "Pan"-bread, Cocoa-nut.

Evening 19:00. Supper: Bread, Dried Fish, Bananas, Fresh Fish, Curry.

Chapter 6. "OLD HUSSAIN'S SECRET"

Kassis describes a turtle hunt, in which he takes part. He tells that the idea is to catch the turtles with the bare hands, and without any tools or knives. No turtles are caught as the crew is affraid of the "Evil Eye". Before the hunt is started, there is a special ceremony to be performed. A small model boat is built and filled with aromatic resin and flowers, after this the boat is set to fire and put into the ocean-water to drift away in the wind.

In front of one of the fisherman's huts, a little cabin is built without using any stones. In the center of it is a stick, on which a flag or banderole is fastened. On the banderole there are written different verses out of the Koran. The direction of the wind is indicated during the fisherman's prayer.

The fish caught in the lagun inside the coral-reefs is never sold, 15 to 20 seamiles (30 km) outside the islands where the big shoals of tuna-fish are, and there the fishermen catch the "Bonito" [Tuna fish]. Fresh "Bonito" is sold on the market in Male town. Most of the tuna fish is dried and smoked and after this procedure it is called "Maldive Fish" in the market all around the Indian Ocean. The only places where the fishermen are permitted to sell the fish are either in the local shop or at the big enterprisers in Male, mentioned above.

Early in the morning a whole fleet of fishingboats leaves the island. The tuna-fish is found by observing where the seagulls are. When they reach the place of the fish shoal, small bait-fish is thrown into the water, and this causes the tuna-fish to jump up over the water surface for the bait. That is when the fishermen cast out their hooks on the rods and catch the "Bonito". In a lucky day they can in ten minutes trap about 400 kg. fish.

The economical situation for a fisherman's family of four persons is like this. The monthly income from the fishing is 740 rupies. 460 rupies goes to food and 320 rupies for the housekeeping. Other expences like taxes, ship-sails and oil is covered by the money earned from the cocoa-palm products. The Government is preparing for improvements in the living-conditions of the people. They want to mechanize the fishing-boats and the fishing industry.

The fisherman do not want to reveal the secret recipe of the "Maldive Fish" so any factory has not been built. The fish is prepared after a many centuries old tradition. They cut the fish in four pieces, with the bone removed, and cook it in saltwater. The cooked fish is placed on a grating, and the smoke from the fire passes through the fish. After this the smoked fish is placed in the sun and dried.



HERBERT G. BOSTON

Plate 73.
Pitted and honeycombed elevated reef rock on the west
face of Mafuri. West face of Suvadiva Atoll. M.A.

Chapter 7. "THE BEATING OF THE DRUMS"

Every day in the capital Male commence in the same way. In the early morning they start beating the drums because of the following reason. Long ago, when Male was not more than a small village, there was on the Eastern side a Buddhistic temple. Then a sea-devil called "Fureta", appeared in the water. He demanded from the natives a virgin girl every month, and the people of Male took the girl to the temple, where the sea-devil raped her and where the girl always was found dead the next morning. This kept on every month over the years. The people of Male had to select a new girl every day with full-moon.

One day a strange man arrived in Male, dressed in a long white robe, quite different to the ordinary dress in town. He was informed about the tragic murders in the temple, and went to the shrine where he stayed with the girl till next morning. They both came out alive, and in his hand he had a clay-vessel, and there were seen the feet of the devil pointing out. The man threw the vessel in the ocean and told the people that if the shy turns red in western horizon, that indicated that the devil is trying to climb out and come back. To prevent that this shall happen, they still keep on beating the drums every night to scare off the sea-devil "Fureta".

Kassis informs about a visit to the Sultan Muhammed Farid Didi Avala in his palace. The entrance door is made of wood with the height of two men and divided into thirty square fields with inscriptions. To the left of the port there is a white coral wall inlaid with shells. On the exercise field inside the port is a white-painted circular and narrowing minaret in traditional Muslim manner.

In its vicinity are the flagstaff with the Sultan's banner exhibited from 6 AM. to 6 PM. The Sultan's flag has a five-pointed star with a crescent on it [Formerly an Octopus]. Military guards in "British like" uniforms are placed at the entrance port. The inner courtyard of the palace is very big, and resembles most of a labyrinth, divided by walls into small yards with small doors. In the first is the Sultans garage with his own limousin. It is the first automobil in the Maldives, and arrived here more than forty years ago. [Gordon-Bennet landed his car in Jan. 1908. May be he left it there? L.V.] At the second court-yard is the private Mosk for the palace's servants.

The palace is planed so that a stranger must get lost if he enters it unannounced. The palace is the highest building in the town. The present Sultan has no harem, but the earlier Sultans had many wives. Obviously that tradition is in decline. According to the Muslim law it is forbidden for a man to have more than four wives, and nowadays they mostly have one or two. Not long ago it was possible to participate in the solem ceremony every Friday when the Sultan went to attend the prayers in the main Mosk. Nowadays the Sultan has no time for this ceremony, as he is busy with the problems that the Englishmen has caused by occupying the Gaan island in Addu Atoll.



Plate 74.
Pass to the south of Kandu Huludu.
East face of Suvadiva Atoll. W.

South face of Hibadu island, about two miles east
of Mafuri. In the basin of Suvadiva Atoll. M.A.

Chapter 8. "WHAT IS THE SONG ABOUT ?"

Male town has an excellent sports ground. Kassis relates a football-match he watched. Each of the four wards in Male has his own athletic club. It is open for any person to become a member if he pays an admission fee and a monthly fee. Most of the inhabitants can not afford this, that is why the majority of the club members are from the Government, high officials and rich business persons and their children. The club Kassis watched had 84 member. The club spends 4,470 rupies a months and earns 4,660 rupies in the same time. It has different sport sections and groups, and they have their own library. In the evenings they whatch films from Ceylon. In the year 1962 there was the first film festival, with films from the Soviet Union. The film "Back to the Stars" about the Russian Cosmonauts was shown.

The Maldive people use their own spoken language as well as their own writing called "Tana". Their language is connected with the Singalese language, but with a quite different pronunciation. They use as well many Arabian and Indian words. The written script is based on the Arabian and Persian language, and was invented in the 15th century.

Close to the harbour is the bazaar district which is divided in three parts, the "Madzjidi", the "Achmadi", and the "Ismailio". In the year 1946 there were 8,500 persons in Male, and now (1962) there are 10,000 inhabitants. In Male there is a local museum "Darlasar", filled with old dresses and weapons used by the Maldive people.

Chapter 9. "LIGHT-BLUE SKY"

The medical and health care is very backward. In every inhabited island there is a "Medicine Man" who uses traditional cures. The "Medicine Man" is called "Ajorebi", and they consider the navel as the centre of life and blood circulation. In the human body there are 400 blood-vessels, 24 nerves, 500 muscles, 900 tendons, 300 bones, 107 joints, and 9 organs. In their books they have 760 remedy-plants and other drugs like milk, skin, brain, gall. Their knowledge is far from scientific.

A person who had the smallpox was seen as a messenger from the God "Gimale" who had taken possession in his body. They considered it as a benefit to touch the smallpox-man, and this led to that the sickness was spread fast and wide. There are just a few European educated doctors. There is a high infant mortality. They do not have any telephones.

Chapter 10. "DJAFAR GOES TO THE PLANTAGE"

During the wedding ceromony the bridegroom is dressed in a chequer "Sarong", white shirt and with oil in his hair. The bride is dressed in a clear-red dress without any collar. Under the skirt the "Kandiki" is just visible, that is a black peticoat with white ribbons. Around the neck she wears necklaces made of gold-coins, "Fattaru". The biggest coins are hung around the waist, and indicates the wealths of the family. The custom demands that the ceremony starts with the breaking of a cocoanut and the drinking of its milk. ##



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Plate 75.
Beach on the east side of Dandu, Nilandu island in
the distance, East face of Suvadiva Atoll, M.A.

In the Maldive Islands the year is not divided in seasons. The natives part the year in the South-West monsoon and the North-East monsoon. The first with tropical storms and rain is from April to October. After this comes the North-East with almost no rain, high temperature and strong currents. Then the fishermen can not go out for fishing every day.

Mostly the dwelling-houses are divided into one part for the women and one part for the daily life including the daily praying. In the houseyard there is a water-well, and in addition to it is the cookhouse. The tradition says that they must hide two big living shells under the North-Eastern door if the house is built in the North-East monsoon time. The foundation is made of coral-stones.

Many of the food-dishes are made of Cocoa-nut copra crumbs. The cocoa-nut milk is used as sauce, and the cocoa-nut sap as a drink. The nutshells are used as fire-coal for cooking. Each palm gives yearly about fifty nuts, and there are 78 to 80 palms on every hectare.

Chapter 11. "DIPLOMACY OF GUNBOATS"

[This is a translation of the whole text.]

About seven years ago [1955] the Maldive people lived under the oppression of a despotic ruler. It was forbidden to own a radio, a bicycle and even an electric torch-light. Kassi's informer told that the Sultans Government under the British influence prohibited the common use of the electric torch. Most or almost all of the people had till then used oil-lamps. The history about the torch-lamp is significant for the former Sultans' policy.

The natives were totally uneducated and they were not aware of their own Government's tyranny regims compared to other Government. The constitution says that the Sultan is the head over the Maldive Islands, and he has to appoint a Prime Minister after hearing the recommendations from the Parliament.

The Prime Minister appoints the other ministers. The Parliament, here is called "Rajetuge Madjlis", and consists of 56 members who are selected by the male population every fourth year. Besides this there is on each of the nineteen Atolls one from the Male Government appointed representative, who is called "Atoll Veri". The Sultan is elected to his position, and his position is not inherited. The Sultan has the right to pass laws, created by the Parliament. However, if the Sultan has rejected a proposed law, and the Parliament once again acknowledge it, then the Sultan is obliged to approve of it.

Until December 1957 the head of State [Sultan] was a man of the Didi-dynasty, with the high title of "Kilegefenu", and he was very sympathetic to the English. He was indifferent to the conditions of the population. He enjoyed himself and his friends in the nightclub "Moon-Shine" (Moon-Shine = Illicit Destillated Alcohol). He repeatedly sent his confirmations to England and declared his loyalty to the Royals.

England had a string of military bases over Gibraltar, Malta, Suez, Aden, Ceylon and Singapore. These bases covered a line of 13,000

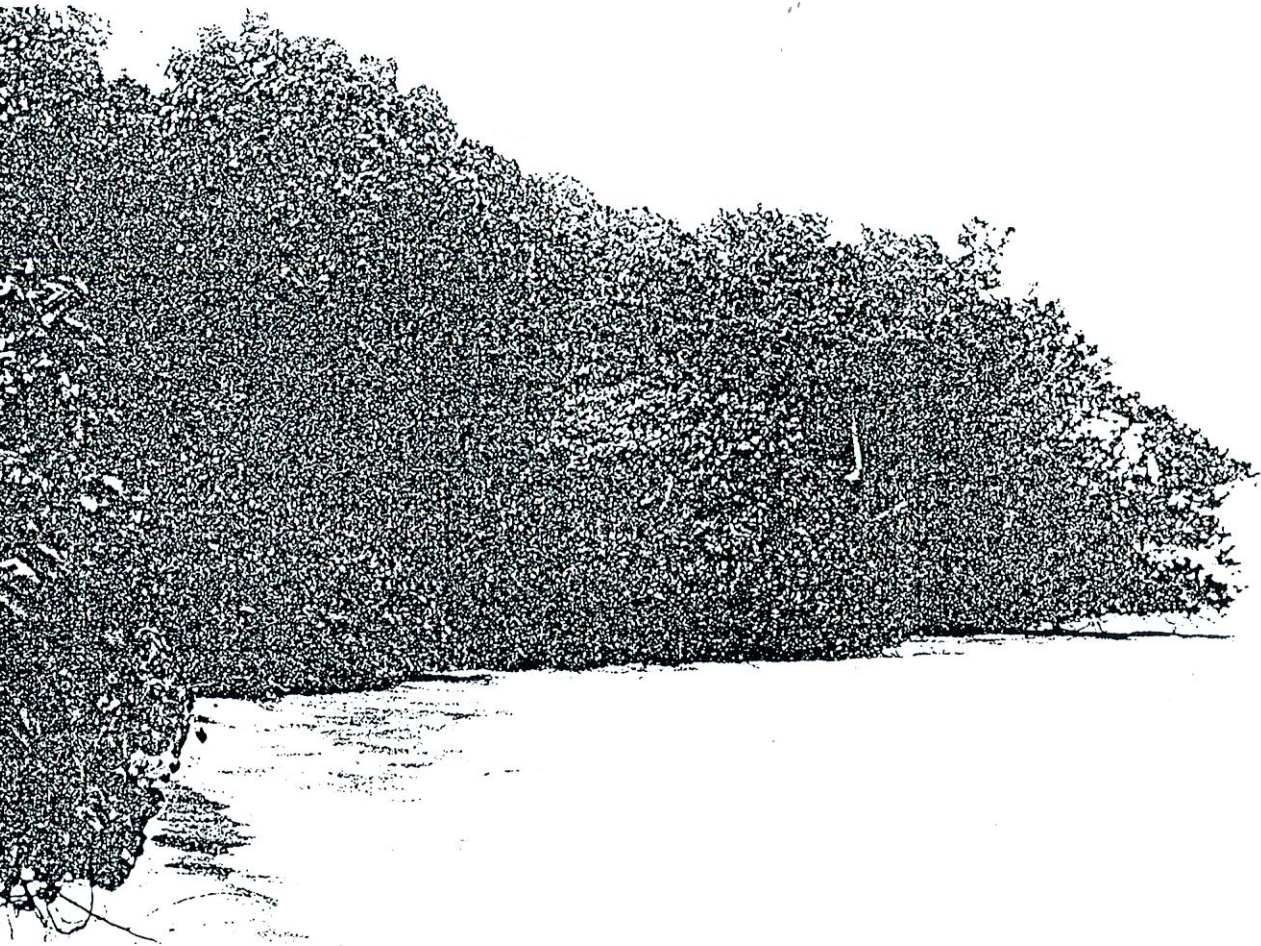


Plate 75.
Beach on the east side of Gan, west face of Addu Atoll,
M.A.

kilometres, and by them they controlled the vast territories in Africa, Arabia, India and all coastal states in the Far East. As a consequence of the collapse of the British Empire the English Government, on Ceylon lost their air-base in Katunajke and their navy-base in Trincomalee.

The British were not interested in giving up their power in this part of the world. The English Journal "Airplane" wrote openly; "We are in the utmost need of a new air-base in this part of the world, and we are compelled to immediately build these new bases." The Air-force at once appointed a committee, to find a suitable location for an Air-base. The Committee decided that it had to be an intermediate landing place for English airplanes, and the same time an outpost for combating various revolutionary movements. It was not hard to find out that between Aden and Singapore it is about 4,000 miles [6,600 km.], and at exactly half the distance are the Maldivé Islands located.

The English had already during the second world-war built and used an Air-base on the southernmost island Gaan in Addu Atoll. The decision to take up this abandoned airfield was made, and the Maldivé Prime-Minister passed the new agreement. The English colonizer immediately started the construction of the extended new air-base. 1,700 men were engaged in the work, and most of them came from Pakistan. The local people were driven out of their houses, mosques and archeological dagobas were pulled to pieces and the palm-tree plantations were destroyed.

At the same time a big radio transmitting station was constructed on the near-by island of Hithadhoo. The cost for the construction of the base was estimated to about 5,000,000 UK,£, and one English newspaper mentioned that it equalled the cost for a whole year of support to more than 800 scientists at the wellknown Hammersmith Institute.

The English expected the construction work to be painless and uneventful. The Times wrote; "What can 90,000 unarmed natives in one of Asia's smallest countries do. It is unbelievable that the Maldivé people shall demand independence like the natives of India and Ceylon has done." A old German ship-torpedo in the National Museum in Male was a present given to the Maldives from the English in those days. Signifying the English strengths and power. We do not use this weapons any more but,!! we have more interesting weapons. Nevertheless, it did not impress or scare the Maldivé people.

The Maldivé people considered the English acting as a mean to implicate the Maldives in the military organisation S.E.A.T.O. (South East Asia Treaty Organisation) and as an interference in their own freedom. In December 1957 the Maldivé people desposed their Prime Minister and his Government. As new Prime Minister they elected the patriotic Ibrahim Nasir. His new Government rejected all collaboration with England, and the construction of the Air-base on the Maldivé island Gaan was immediately stopped. The English High Commissioner Moorley answered the 3rd of Mars 1958, by sending the cruiser "GAMBIA" [Depl. 10,300 ton, 31 knots, 9pc of 15 cm guns and 8pc. of 10 cm guns] and the frigate "OWEN" [Depl. 2,200 ton] to the Maldivé capital Male.



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Plate 77.

Part of east face of Karaidu, showing the islets on
the boulder cups, East face of Haddummati Atoll. W.

Looking into Addu Atoll lagoon across the pass between
Gan and Wiringilli, seen facing the east face of Gan. M.A.

He presented a final dictate for a settlement, which the Maldivian Government were told to sign under the force of the warships. The Maldivian people was very negative to the action, and they did not like to have the English warships inside their Atoll-waters. They demonstrated on the seashores, and all around the Male town were black flags hung up in protest. Moorley was too afraid to leave the ship and therefore sent some representative for the negotiation. In accordance with the constitution Ibrahim Nasir told the Parliament to decide if they wanted to sign or not. Moorley stayed for two weeks onboard his ships in front of Male town, and then they had to sail away without any answer.

As usual the English turned to their favorite method, "Divide and Rule". They acted in a very orthodox way. The Major in the British Royal Air Force William Philips was told to create an insurrection in the Southern Atolls in order to establish a new independent republic, in opposition to the central Government in Male. In this way the English should be able to sign an agreement with the new state and then continue the construction of the air-base.

Under the prospect of studying the local nature, flora and birds William Philips went to the different islands during 1959 [1956-59, L.V.] and with the help of the local traitor Abdulla Affif he succeeded in creating a revolt. The English gave the population of the new state the impression that the English were their benefactors.

They started to distribute rice to the people in the Southern Atolls, and that was the same rice they earlier had bought up so the people were starving in want of it. The rebels received weapons from the English, and finally they were able to proclaim a new independent state, "The United Suvadiva Islands Republic". Abdulla Affif turned to England and asked for recognition, and at the same time he gave permission for England to rent the island Gaan for the construction of the Air-base. But the colonizers plot were to be revealed.!

The Maldivian Government protested against the English illegal and dirty behaviour and claimed that they had interfered into the Maldivian home policy. In July 1959 the inhabitant natives on the Islands of Suvadiva Atoll and Fua Mulaku Atoll stopped to support the rebels. The new republic started to fall apart. The English supported, against all international rules and moral, the last Atoll, the Addu, with Gaan Island, where the English lived with all their supplies. They were openly giving help to the rebels, and did not take in account a Maldivian law saying that, "It is not permitted (for Maldivians) to trade with merchandises or receive anything from foreigners without the Sultan's permission." This regulations are written in the "Pilot Book" published by the Government in London. The English ignored this law.

The Maldivian Government protested in a letter to the High Commissioner Moorley, saying that the English Government tried to destroy the population of the islands. Then the English transferred parts of their Air-command, including fighting planes from Singapore to Gaan, under the prospect that it was a military manaeuvre. But the people on Gaan made a new revolt, and the English military forces opened fire against the natives. In the fighting many islanders died or were wounded. After

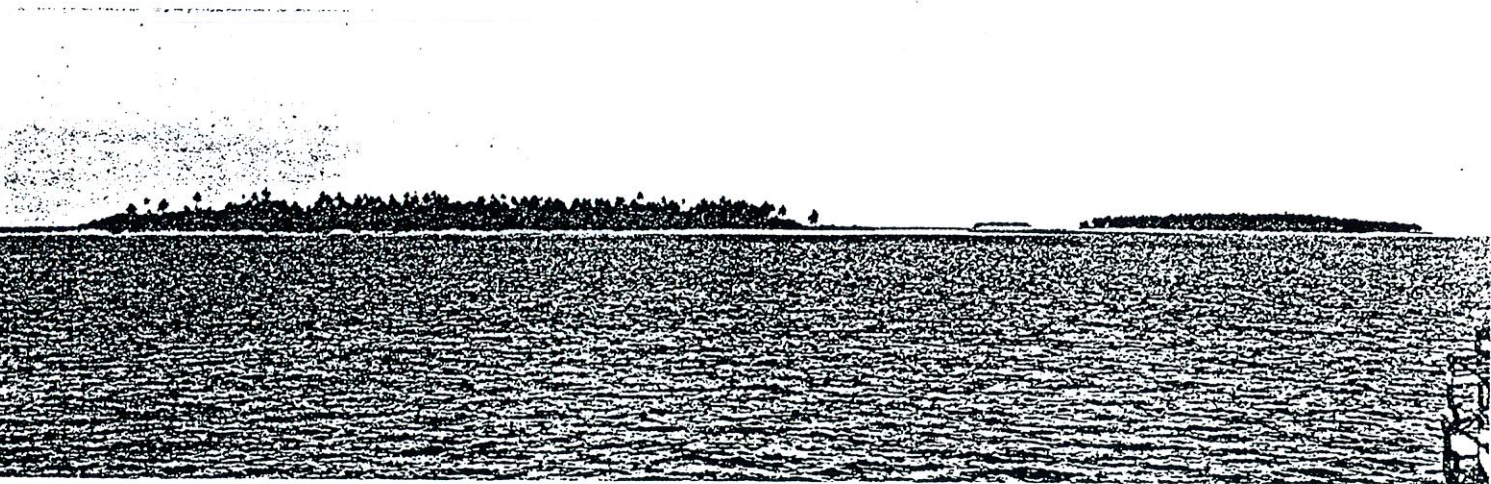
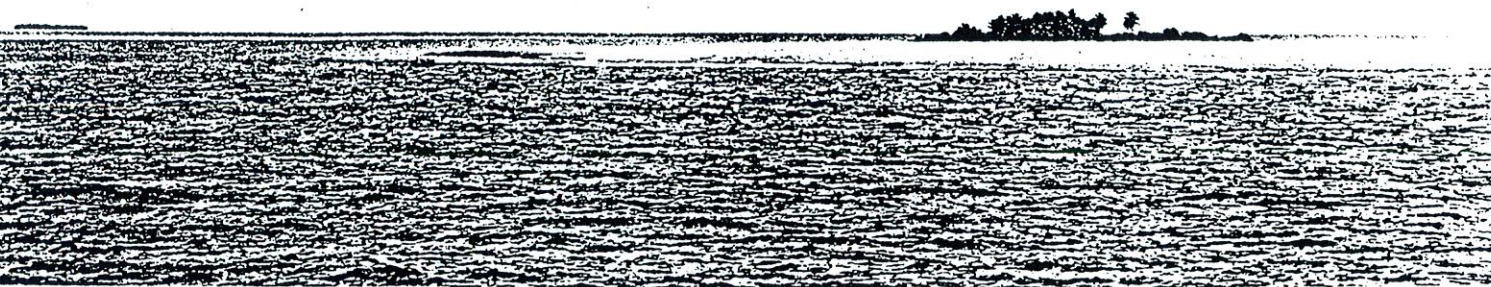


Plate 78.

South point of Farna and pass to the south, seen from the east. East face of North Nilandu Atoll. W.

"Jeweller's, Islands" (HULHUDHELLI), seen from the S.W. In northern part of lagoon of South Nilandu Atoll. W.

continuant fighting the English had to abandon the island, [Read; "The Times" Maldives, Reports about the debates in the U.K. Parliament.]

After reconsidering the situation the English told that they were open for negotiations, and prepared to give up some of their conditions. In January 1960 a new agreement was signed by the English and the Sultan dealing with the main conditions. The Maldivian Government has the right to decide about their own economy, trade, culture and to act against other nations and international organisations. Gaan and an area of 110 hectares were leased to England for a period of thirty years. England promised to help the Maldivian Islands and the Sultan with a financial help of 850,000 UK £. for a number of projects.

It seemed that now was the time to solve all actual problems. Today (1962) it can be of interest to add up what has been achieved by the Englishmen of their commitments to the Maldivian Islands. "Much talk, Nothing done" is the statement by one official in the Maldivian State Department. The Health Minister showed a model of the promised hospital in the Scale 1 to 10,000. The site ground for the building is prepared since three years. We hope that they will start the building of it in the next two years time.

The Minister told me about the ambulance-boat, which was given to them after many problems. It soon broke down and was put to rest in the Male harbour. The English has promised to enlarge and dredge the Male sea-port, but up till today nothing more than some bottom samples have been sent to London for examination. This is the present view of the English assistance to the Maldives. In reality the English do not fulfil their part of the agreement.

On the third day of my stay in the Maldives I went to one little island about 20 miles [Thulusdhoo?] from Male. When we came out from the Male port we noticed a small fast boat coming quickly like a seagull and approaching Male. In my binoculars I saw that the people onboard were Europeans. My pilot told me that it was the English Government's "High Commissioner" for the Maldives, Mr Davy, and the English Government's special representative Mr, Arthur Snelling, who had just arrived to the Maldives. He was here to solve the problems concerning the Addu Atoll.

Some days later [1962] I met in the Sultan's palace the Sultan's assistant Ibrahim Halim. He had just returned from the Addu Atoll, where he had acted as head of the Maldivian Government's delegation involved in the negotiation with the English. He is not a young man, and he gives a nice impression. It was hard to imagine him to behave in a bad manner, but when he started to talk about the English he lost his temper. Ibrahim Halim said: "I was forced to leave the Atoll (Island Gaan). The English did not give in in any part. They did not want to have a person on the Addu Atoll, who was a legal representative for our Government. They keep on supporting the rebels, and it is really time to stop their occupation of the land. The occupants have nothing to do on our Islands". His provoking words reminded me of the story about the torches.

The Maldivian Islands do not have any minerals and no fertile soil is to be found. Their only advantage they have is their strategical position. In



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Plate 79.

Islets in the lagoon of Suvadiva Atoll
to the northeast of Mafuri. W.

Clump of cocoanut-trees on the reef flat north of Mafuri
in South Male. Starting-point of the line of soundings
east of the east face of South Male Atoll. W.

East face of Kuludu. East face of Miladummadulu Atoll. W.F.

the second half of the 20th century the English have landed here just by that same reason. It has been profitable for the English to keep the people ignorant and illiterate, nevertheless, their efforts were in vain, the population wants independence and freedom. The favourable news about the liberation from the colonizers of the people of other nations, has arrived over the ocean and given hope for the Maldivian nation. The Maldivian people asked me about the life in the Soviet Union and other socialistic states, where the past has been abolished.

In the negotiations held on the Maldivian islands with the Representative Snelling, the English used their favorite method, "The Diplomacy of the Gunboats". After this they sent the [?Frigate?] "FADE" [Depl.2,200 tons] to Male. The colonizers thought that the threats should change the Parliament and the whole population. They well know that the Maldivian people were ignorant and without a regular army, and that they had never been in a war, except for the fightings against the Portuguese in 1550.

Hundreds of the natives went with their boats to the island Dunidu, where the English representatives were living. Here they demonstrated against the English suppression, and demanded them to leave the Maldives and stop the provoking actions against the people in Addu Atoll. After this the English realised that their situation was bad, and that their warships had no effect, so they again changed their strategy. The English newspapers started to write that the Russians wanted to build strategic bases on the Maldivian Islands. "The Russians are trying!" wrote the editor of "Daily Sketch".

Without hesitating the editor informed that the Maldivian Islands were subjects to a Sovietic attempt to build big military bases close to the two neutral states India and Ceylon. A number of Conservative newspapers like "Ceylon Daily Mirror" and "Ceylon Observer" fell in with the same information. This was however ignored. Then the English pointed out the Soviet film "Back to the Stars", which had been appreciated by the people in Male at the local film-festival, and the newspapers told that this was the first step to build a Sovietic military base. Even this argument was without effect. The English did not give in, they decided to change the fregate for the destroyer "CASSANDRA" [Depl.2,600 tons. 31 knots, 3pc. 11 cm guns and torpedos.], but the local protesters kept on in their fight for freedom.

The Maldivian people can recognize the difference between the guns of the English warships and the peaceful Sovietic motion-films. When I left the nice Maldivian Islands the local journalist Abdullah told me: "Understand this as a lesson for the Englishmen. They will never get permanent control over the Addu Atoll, their century has passed, and will never come back again."

My strongest impression from the Maldivian Islands is the inhabitants great will to be independent and free. With the help of guns and bullets the Englishmen got control over the island Gaan, but they will never control the population, who are doing a admirable effort in the fight against the 20th century English colonizers. ### ***

MALDIVE ODD HISTORY.

Contents of Volume One.

A Collection of 44 Entries transliterated or translated into English from 11 Languages, 258 pages with 130 fig.

YEAR CONCERNED	AUTHOR. or ITEM	ORIGINAL LANGUAGE	ENGLISH TRANSLITERATION	WRITTEN / PUBLISHED	PAGE TEXT
630	HSUAN TSANG	Chinese	Watter, Thomas	London	1905 1 1
792	DU YOU	Chinese	Vilgon, Lars	Stockholm	1991 1 3
850	SULAIMAN	Persian	Gray, Albert	London	1890 1 5
916	MASUDI	Arabic	Sprenger, Aloys	London	1841 1 7
946	AL MUQADDASI	Arabic	Rancing, G S A	Calcutta	1897 1 9
1026	ABUL HASSAN	Persian	Vilgon, Lars	Stockholm	1991 1 11
1150	IDRISI, SHARIF	Arabic	Elliot, H M	London	1867 3 13
1178	CHOU CHU FEI	Chinese	Hirth, Fredrich	Petersburg	1911 1 19
1290	MARCO POLO	Italian	Logan, William	Madras	1887 1 21
1292	JOHN OF MONTECORVO	Italian	Vilgon, Lars	Stockholm	1991 1 23
1344	IBN BATUTA	Arabic	Gray, Albert	Colombo	1883 15 25
1349	WANG TA-YUAN	Chinese	Rockhill, Willi.	Leide	1915 1 55
1425	MA HUAN	Chinese	Phillips, George	Shanghai	1885 2 57
1442	ABD-UR-RAZZAK ARABIA	Persian	Major, R H	London	1857 1 61
1497	HIERONIMO DI STEFANI	Italian	Major, R H	London	1857 2 63
1503	SORDRE, VICENTE	Portugu.	Vilgon, Lars	Stockholm	1991 2 67
1505	ILHA DYWE	Portugu.	Vilgon, Lars	Stockholm	1991 4 71
1529	PARMENTIER, JEAN	French	Gray, Albert	London	1890 2 79
1555	CAMOES, LUIS DE	Portugu.	Vilgon, Lars	Stockholm	1991 1 83
1599	HOUTMAN, CORNELIS DE	Dutch	Markham, Albert	London	1880 1 85
1599	HOUTMAN, FREDRIK DE	Dutch	Vos, F De	London	1887 1 87
1605	PYRARD, FRANCOIS	French	Gray, Albert	London	1887 2 89
1632	RESENDE, PEDRO DE	Portugu.	Vilgon, Lars	Stockholm	1991 1 93
1658	MIDDLETON, ROGER	English	Middleton, Roger	Bombay	1902 2 95
1683	HEDGES, WILLIAM	English	Hedges, William	Colombo	1898 5 99
1685	HOSSAYS, S	French	Herbert, William	London	1775 1 109
1697	KIDD, WILLIAM	English	Defoe, Daniel	London	1724 2 111
1710	HAMILTON, ALEXANDER	English	Pinkerton, John	London	1812 2 115
1726	ISKANDAR II, IBRAHIM	Divehi	Bell, Harry C P	Colombo	1934 2 119
1753	TERMELLIER, LE	Divehi	Bell, Harry C P	Colombo	1940 2 123
1762	FORREST, THOMAS	English	Forrester, Thomas	London	1792 1 127
1777	BLANCHARD, C	French	Magnus, F	London	1789 1 129
1788	PAGES, FRANCOIS	French	Vilgon, Lars	Stockholm	1991 1 131
1835	HUMBOLT, ALEXANDER	French	Vilgon, Lars	Stockholm	1991 1 133
1835	CHRISTOPHER, W & YOUNG, I	English	Christopher, Wil.	Bombay	1838 23 135
1843	TRESORIERE, BARBOT DE	French	Vilgon, Lars	Stockholm	1991 7 181
1844	QUINHONES, MANUEL DE	Portugu.	Bell, Harry C P	Colombo	1931 2 195
1879	BELL, HARRY CHARLES P	German	Vilgon, Lars	Stockholm	1991 4 199
1899	CHUN, CHARL	German	Vilgon, Lars	Stockholm	1991 2 207
1905	KEANE, JOHN	English	Keane, John	London	1907 6 211
1917	MEADE, ABBOTT	English	Meade, Abbot	London	1918 7 223
1917	NERGER, K & SZIELASHO, R	German	Vilgon, Lars	Stockholm	1991 4 237
1917	CLARKE, ALFRED	English	Clarke, Alfred	Colombo	1920 6 245
1921	MALDIVIANS IN AFRICA	English	Bell, H C P	Colombo	1940 1 257

Stockholm 15 March 1991

Lars Vilgon.

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A Collection of 31 Entries transliterated or translated into English from 10 Languages, 258 pages with 130 fig.

YEAR CONCERNED	AUTHOR. or ITEM	ORIGINAL LANGUAGE	ENGLISH TRANSLITERATION	WRITTEN or PUBLISHED	PAGE TEXT
200 BC	SUGATHAPALA DE SILVA	English	De Silva, Maniku	Oxford	1971 2 1
658	SRI BALADITYA	Chinese	Vilgon, Lars	Stockholm	1992 1 5
800 ca	SIMBAD THE SAILOR	Arabic	Vilgon, Lars	Stockholm	1992 1 7
953	BUZURG IBN SHAHRIYAR	Persian	Vilgon, Lars	Stockholm	1992 1 9
1030	AL BIRUNI MUHAMMAD	Arabic	Sachau, Edward	London	1888 2 11
1135	AL JAWALIQI, MAWHUB	Arabic	Vilgon, Lars	Stockholm	1992 1 13
1307	PRINCE HAYTHON	Latin	Vilgon, Lars	Stockholm	1992 1 15
1320	AL DIMASHQI, SHAMS	Arabic	Vilgon, Lars	Stockholm	1992 1 17
1436	FEI HSIN	Chinese	Rockhill, Will.	Leiden	1915 1 19
1503	VASCO GA GAMA	Portugu.	Richardson, Will.	London	1799 1 21
1512	ALBUQUERQUE, ALFONSO	Portugu.	Gray-Birch, Walt.	London	1880 1 23
1520	HUANG SHENG TSENG	Chinese	Rockhill, Will.	Leiden	1915 1 25
1742	GOLLENSE, STEIN VAN	Dutch	Vilgon, Lars	Stockholm	1992 1 27
1776	SONNERAT, PIERRE	French	Magnus, F.	Calcutta	1789 1 29
1780	LAHARPE, JEAN FRANCOIS	French	Vilgon, Lars	Stockholm	1992 9 31
1805	WAHL, SAMUEL F G	German	Vilgon, Lars	Stockholm	1992 3 49
1819	SCHULTZ, M. Officer	French	Vilgon, Lars	Stockholm	1992 6 55
1819	MUHAMMAD MUINUDDIN, I.	Divehi	Didi, Abdul H.	Colombo	1924 1 69
1819	SARTORIUS, M. Captain	French	Vilgon, Lars	Stockholm	1992 4 69
1840	BONNAND, Monseigneur	French	Vilgon, Lars	Stockholm	1992 6 77
1859	TENNENT, JAMES EMERSON	English	Tennet, J. E.	London	1859 1 89
1885	ROSSET, CARL WILHELM	German	Vilgon, Lars	Stockholm	1992 4 91
1889	LOGAN, WILLIAM	English	Logan, William	Edinburgh	1889 27 99
1900	DUTTON, FRANK	English	Dutton, Frank	Johannesburg	1900 5 153
1905	HULBERT, A. R.	English	Hulbert, A. R.	Colombo	1905 1 163
1909	MARSHALL, H. J. T.	English	Marshall, H. J. T.	Colombo	1909 1 165
1910	DIDI, MOHAMED ISMAIL	Divehi	Ali Risa Didi	Male	1992 11 167
1911	DENHAM, EDWARD BRANDIS	English	Denham, Edw. Br.	Colombo	1911 12 189
1912	DUCKWORTH, WYNFRID L H	English	Duckworth, Wynfr.	Cambridge	1914 11 213
1920	LAWSON ROBINS, Mrs.	English	Lawson Robins.	Colombo	1920 10 235
1929	RIEL, P. M. VAN	Dutch	Riel, P. M. Van	Leiden	1929 1 255

Stockholm 28 April 1992

Lars Vilgon

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YEAR CONC-ERNED	AUTHOR OR ITEM	ORIGINAL LANGUAGE	ENGLISH TRANS-LITERATION	WRITTEN / PUBLISHED	YEAR	PAGE TEXT
362	AMMIANUS MARCELLINUS	Latin	Rolfe, John	London	1937	1 1
525	COSMAS, INDICOPLEUSTES	Greek	Yule, Henry	London	1866	1 3
1518	CASTANHEDA, FERNAD DE	Portugu.	Vilgon, Lars	Stockholm	1993	2 5
1519	GOMES, JOAD	Portugu.	Vilgon, Lars	Stockholm	1993	1 9
1554	SEIDI ALI REIS	Turkish	Vilgon, Lars	Stockholm	1993	4 11
1586	COMMELIN, ISAK	Dutch	Vilgon, Lars	Stockholm	1993	3 19
1690	DUQUENSNE, ABRAHAM	French	Vilgon, Lars	Stockholm	1993	2 25
1783	H.M.S. "CATO" 1,2,3,4.	English	Vilgon, Lars	Stockholm	1993	10 29
1785	DICKSON, ADOLPHUS	English	Dickson, Adolphus	Goa	1785	2 49
1787	MALDIVE FOLKLORE	Malayalam	Vilgon, Lars	Stockholm	1993	3 53
1805	LEYDEN, JOHN CASPER	English	Vilgon, Lars	Stockholm	1993	6 59
1833	MUHAMMAD MUR-UD-DIN I	English	Vilgon, Lars	Calcutta	1834	1 71
1836	MORESBY, ROBERT	English	Moresby, Robert	London	1840	28 73
1838	PARIS, FRANCOIS	French	Vilgon, Lars	Stockholm	1993	2 129
1885	BARTHOLMEUZ, OLIVER	English	Bartholomeusz, O.	London	1885	28 133
1885	ROSSET, CARL WILHELM	German	Vilgon, Lars	Stockholm	1993	5 189
1886	CENSUS. VILGON, LARS	Divehi	Vilgon, Lars	Stockholm	1993	6 199
1921	MALDIV-AFRICA. VILGON, L.	Divehi	Vilgon, Lars	Stockholm	1993	6 211
1993	MALDIV MAP. VILGON, L.	Divehi	Vilgon, Lars	Stockholm	1993	18 223

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A Collection of 13 Entries transliterated or translated into English from 7 Languages, 258 pages with 126 fig.

YEAR CONC-ERNED	AUTHOR or ITEM	ORIGINAL LANGUAGE	ENGLISH TRANS-LITERATION	WRITTEN / PUBLISHED	YEAR	PAGE TEXT
1295	DIMASHQI, SHAMS AL DIN	Arabic	Vilgon, Lars	St Petersburg	1866	1 1
1316	WILLIAM ADAM	Armenian	Vilgon, Lars	Paris	1906	2 3
1414	IBRAHIM I, RASGE KALA	Chinese	Vilgon, Lars	Peking	1597	2 7
1596	HOUTMAN, CORNELIES DE	Dutch	Vilgon, Lars	Dortrecht	1828	2 11
1683	WARREN, Naturalist	English	Vilgon, Lars	London	1684	7 15
1805	LEYDEN, JOHN CASPER	Divehi	Vilgon, Lars	Madras	1805	3 29
1819	SAYYID AGANMA DULLA	Divehi	Vilgon, Lars	Male	1819	2 35
1835	MORESBY, ROBERT	English	Vilgon, Lars	Bombay	1835	7 39
1835	ROBINSON, GEORGE	English	Vilgon, Lars	Bombay	1835	5 53
1835	CAMPBELL, DAVID	English	Vilgon, Lars	Bombay	1835	21 63
1836	BOYCE, Purser	English	Vilgon, Lars	Bombay	1837	24 105
1900	FESTETICS TOLNA, RUDOLF.	French	Vilgon, Lars	Paris	1904	21 153
1977	MALDIVE LANGUAGE	Divehi	Original text.	Male	1978	32 194

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A Collection of 11 Entries translated or transliterated into English from 4 Languages, 258 pages with 70 fig.

YEAR CONC-ERNED	AUTHOR or ITEM	ORIGINAL LANGUAGE	ENGLISH TRANS-LITERATION	WRITTEN or PUBLISHED	YEAR	PAGE TEXT
1600-						
1822	HORSBURG, JAMES	English	Horsburg, James	London	1826	20 1
1740	RAYNAL, GUILLAUME	French	Vilgon, Lars	Paris	1770	2 41
1828	"E. R." COMMANDER	French	Vilgon, Lars	Paris	1829	2 45
1835	MALDIVE CENSUS 1835	Svedish	Vilgon, Lars	Stockholm	1994	2 49
1840	HALL, WILLIAM HAROLD	English	Bernard, William	London	1844	3 53
1887-						
1904	117 MALDIVE LETTERS.	English	Bell, Harry C P	Colombo	1904	105 59
1908	GORDON-BENNETT, JAMES	English	Vilgon, Lars	Colombo	1908	1 164
1931	MALDIVE CENSUS 1931	Divehi	Didi, Abdul Ham.	Male	1935	28 165
1934	PLATT, ARTHUR JAMES	English	Platt, Arthur J	London	1936	5 223
1938	MURPHY, W. L.	English	Murphy, W. L.	Colombo	1938	5 231
1943	GRIFFITHS, J. C.	English	Griffiths, J C	London	1943	9 241

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A Collection of 16 Entries transliterated or translated into English from 5 Languages, 258 pages with 70 fig.

YEAR CONCERNED	AUTHOR or ITEM	ORIGINAL LANGUAGE	ENGLISH TRANSLITERATION	WRITTEN or PUBLISHED	YEAR	PAGE TEXT
150	PTOLEMY, CLAUDIUS	Greec	Vilgon, Lars.	Stockholm	1996	1 1
890	ABU ZAYD AL BALKHI	Arabic	Vilgon, Lars.	Stockholm	1996	1 3
1321	ABU L FEDA	Arabic	Vilgon, Lars.	Stockholm	1996	1 5
1330	FRIAR JORDANUS	Latin	Yule, Henry	London	1863	1 7
1513	TOME PIRES	Portugu.	Cortezão, Arm.	London	1944	1 9
1783	H.M.S. "CATO" No.5.	English	Vilgon, Lars.	Bombay	1835	2 11
1834-						
1837	MORESBY, R. LETTERS	English	Vilgon, Lars.	Maldive I.	1837	27 15
1835	MORESBY, R. LETTER	English	Vilgon, Lars.	Maldive I.	1835	4 69
1835	MORESBY, R. REPORT	English	Vilgon, Lars.	Maldive I.	1835	7 77
1835	MORESBY, R. MILADUNMADU.	English	Vilgon, Lars.	Maldive I.	1835	12 91
1838	MORESBY, R. SUMARY	English	Vilgon, Lars.	Maldive I.	1837	5 115
1886	INDIAN EXHIBITION	English	Governm. Ceylon	[London]	1886	5 125
1893	COLUMBIAN EXPOSITION	English	Governm. Ceylon	[Chicago]	1893	3 135
1904-						
1910	327 MALDIVE LETTERS.	English	Bell, H.C.P.	Colombo	1910	114 141
1908	GORDON-BENNETT, JAMES	English	Vilgon, Lars.	Stockholm	1994	1 255
1945	GILBERT, WILLIAM	English	Gilbert, W.	Washington	1945	1 256
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YEAR CONCERNED	AUTHOR or ITEM	ORIGINAL LANGUAGE	ENGLISH TRANSLITERATION	WRITTEN or PUBLISHED	YEAR	PAGE TEXT
300BC	DIPA, KHUDDAKAPATHA.	Pali.	Rhys Davids, T.	London	1925	1 1
200 c	PALLADIUS, Bishop.	Greec	Vilgon, Lars.	Stockholm	1997	1 3
400 c	FA HSIEN.	Chinese	Vilgon, Lars.	Stockholm	1997	1 5
600 c	ANANIAS OF SIRAK.	Armenian	Vilgon, Lars.	Stockholm	1997	1 7
700 c	KING RAJASIMHA II.	Sanskrit	Krishna Sastri	Calcutta	1926	1 9
1515	BARBOSA DUARTE.	Portugu.	Vilgon, Lars.	Stockholm	1997	2 11
1519	GOMES, JOAO.	Portugu.	Vilgon, Lars.	Stockholm	1997	5 15
1592	LANCASTER, JAMES.	French	Vilgon, Lars.	Stockholm	1997	1 25
1600c	SEYCHELLE, MALDIVE NUT.	English	Morovian Missi.	London	1814	1 27
1600c	ADEN, MALDIVE NUT.	Divehi	Bell, H.C.P.	Colombo.	1918	1 29
1601	DIEGO A DUARTE.	Spanish	Vilgon, Lars.	Stockholm	1997	1 31
1602	DOMBURGH. "ZEELANDIA"	Dutch	Vilgon, Lars.	Stockholm	1997	2 33
1631	ALMEIDA, JORG DE.	Portugu.	Vilgon, Lars.	Stockholm	1997	1 37
1700	WINTERGERST, MARTIN.	Greman	Vilgon, Lars.	Stockholm	1997	1 39
1728	KEULEN, JOANNES VAN.	Dutch	Vilgon, Lars.	Stockholm	1997	4 41
1780	ELMORE, H. M.	English	Elmore, H. M.	London	1802	1 49
1783	H.M.S. "CATO" No.6,7,8.	English	Vilgon, Lars.	Stockholm	1997	4 51
1798	FRENCH SHIP-WRECK	English	Vilgon, Lars.	Stockholm	1997	5 59
1806	OWEN, W. F. W.	English	Owen, W. F. W.	London	1832	2 69
1824	HEBER, REGINALD.	English	Heber, Reginald.	London	1829	1 73
1835	POWELL, FREDRICK T.	English	Powell, Fred.	Calcutta	1835	3 75
1858	THOMAS, EDWARD G.	English	Thomas, Edward.	Madras	1860	12 81
1882	YULE, HENRY.	English	Yule, Henry.	London	1882	10 105
1885	ROSSER, CARL WILHELM.	German	Vilgon, Lars.	Stockholm	1997	3 125
1896	ROSSET, CARL WILHELM.	German	Vilgon, Lars.	Stockholm	1997	27 131
1921	CENSUS 1921.	English	Turner, Lewis.	Colombo	1921	18 185
1948	FERNANDO, W. L.	English	Fernando, W. L.	Colombo	1948	3 221
1962	KASSIS, VADIM BORIS.	Russian	Vilgon, Lars.	Stockholm	1997	15 227
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