



# Barry Lawrence Ruderman Antique Maps Inc.

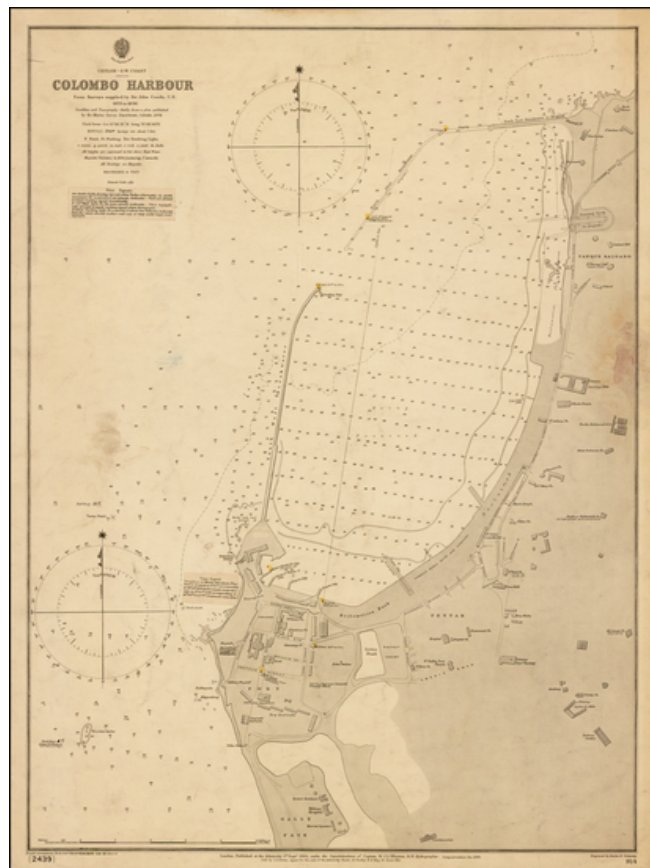
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## Ceylon -- S.W. Coast -- Colombo Harbour From Surveys supplied by Sir. John Coode, C.E. 1878 to 1896. Coastline and Topography chiefly from a plan publisehd by the Marine Survey Department, Calcutta, 1878.

**Stock#:** 39336  
**Map Maker:** British Admiralty  
**Date:** 1896  
**Place:** London  
**Color:** Uncolored  
**Condition:** VG  
**Size:** 24.5 x 18 inches  
**Price:** SOLD



### Description:

Sir John Coode's own copy of this highly detailed map of the Harbor at Colombo (Sri Lanka), with an extra paste down including updating Pilot Signals.

The finely detailed chart reflects the revisions of the Admiralty over a number of years, with lighthouses colored in yellow and red.

The chart reflects Coode's own survey work.

Although the British captured Colombo in 1796, it remained a British military outpost until the Kandyan Kingdom was ceded to them in 1815 and they made Colombo the capital of their newly created crown



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colony of British Ceylon. The British began constructing houses and other civilian structures around the fort, giving rise to the current City of Colombo.

Initially, they placed the administration of the city under a "Collector", and John Macdowell of the Madras Service, was the first to hold the office. In 1833, the Government Agent of the Western Province was charged with the administration of the city. Centuries of colonial rule had meant a decline of indigenous administration of Colombo and in 1865, the British conceived a Municipal Council as a means of training the local population in self-governance. The Legislative Council of Ceylon constituted the Colombo Municipal Council in 1865 and the Council met for the first time on January 16, 1866. At the time, the population of the region was around 80,000. In 1912, the Port was converted into a sheltered harbor, and the Colombo Port Commission was established in 1913. Much of the city was planned during the British occupation of the Port of Colombo.

The chart was previously owned by Sir John Coode, founding member of the engineering firm of Coode Matthews, Fitzmaurice & Wilson, of 9 Victoria Street, in London. In the late 19th and early 20th Century, Coode Matthews was the engineering firm which had charge of the harbor at Dover, along with the harbors at Colombo and Singapore, and were consulting engineers to the Colonial Crown Agents for a number of other British Colonial harbors, including major projects throughout Australia.

Sir John Coode (1816-1892) has been described as the most distinguished harbor engineer of the nineteenth century. He was in charge of the Portland Harbor works in 1856-72. The most famous colonial works, for which he was responsible, are the harbors of Table Bay and Colombo. In 1849, he was elected a member of the Institute of Civil Engineers and was president from May 1889 to May 1891. He was knighted in 1872 and appointed K.C.M.G. in 1886. He served on the International Commission of the Suez Canal in 1884-92. He was also an active member of the Royal Colonial Institute and chairman of the Colonial and Continental Church Society.

Coode first visited Australia in 1878, when he was brought out by the Melbourne Harbor Trust to report on works for improving the port. Coode recommended improvement of the existing channel in preference to the direct canal advocated by many local authorities. His recommendations formed the foundation for the modern port of Melbourne. Coode was then retained by the Australian government to report on other harbors. His earliest work resulted in recommendations and improvements of Portland Harbor, Geelong, Warrnambool and Port Fairy. In South Australia, Coode reported on navigation of the Murray River mouth.

In 1885, Coode revisited Australia and examined harbors and river mouths from Fremantle round the



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southern and eastern coasts, to the Gulf of Carpentaria. He reported from London in 1887-88, to the New South Wales government on the Clarence River, where he recommended the building of two moles or piers, to act as breakwaters and training banks and the removal of the rocky reef across the entrance, to provide a fixed navigable entrance and reduce damage from floods and tides. At Richmond River, he recommended breakwaters and training banks to neutralize the shifting character of the river entrance. These two reports were put into effect and helped to develop the trade of rich agricultural hinterlands. At Lake Macquarie, to give better access to the collieries, Coode recommended improvement of the channel connecting the lake to the sea. In his Macleay River report he recommended two breakwaters and training banks to regulate the river entrance.

In 1887 Coode made two reports for the Queensland government; both were carried out. At Mackay, he recommended extensive training banks and the dredging of a continuous deep water channel from the entrance of the Pioneer River up to the town. For the port of Townsville, he proposed breakwaters and dredging operations. In the same year Coode made two reports for Western Australia. He chose a site for Fremantle Harbour and reported on harbour works, but the plan was rejected. At Geraldton, he recommended a jetty with railways and warehouses to increase accommodation for loading and discharging ships. In South Australia, after personal inspection, he recommended an outer harbor for Port Adelaide.

**Detailed Condition:**

Minor soiling. Paste down with updated Pilot Signals.