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முதுசொம் முத்திரை

தமிழ்ப்பாதுகாப்பின் அக்கறை

GEOGRAPHY AS A BASE FOR HISTORY

GEOGRAPHY IS SPACE RELATED
HISTORY IS TIME RELATED

K.R.A. Narasiah

GEOGRAPHICAL BACKGROUND

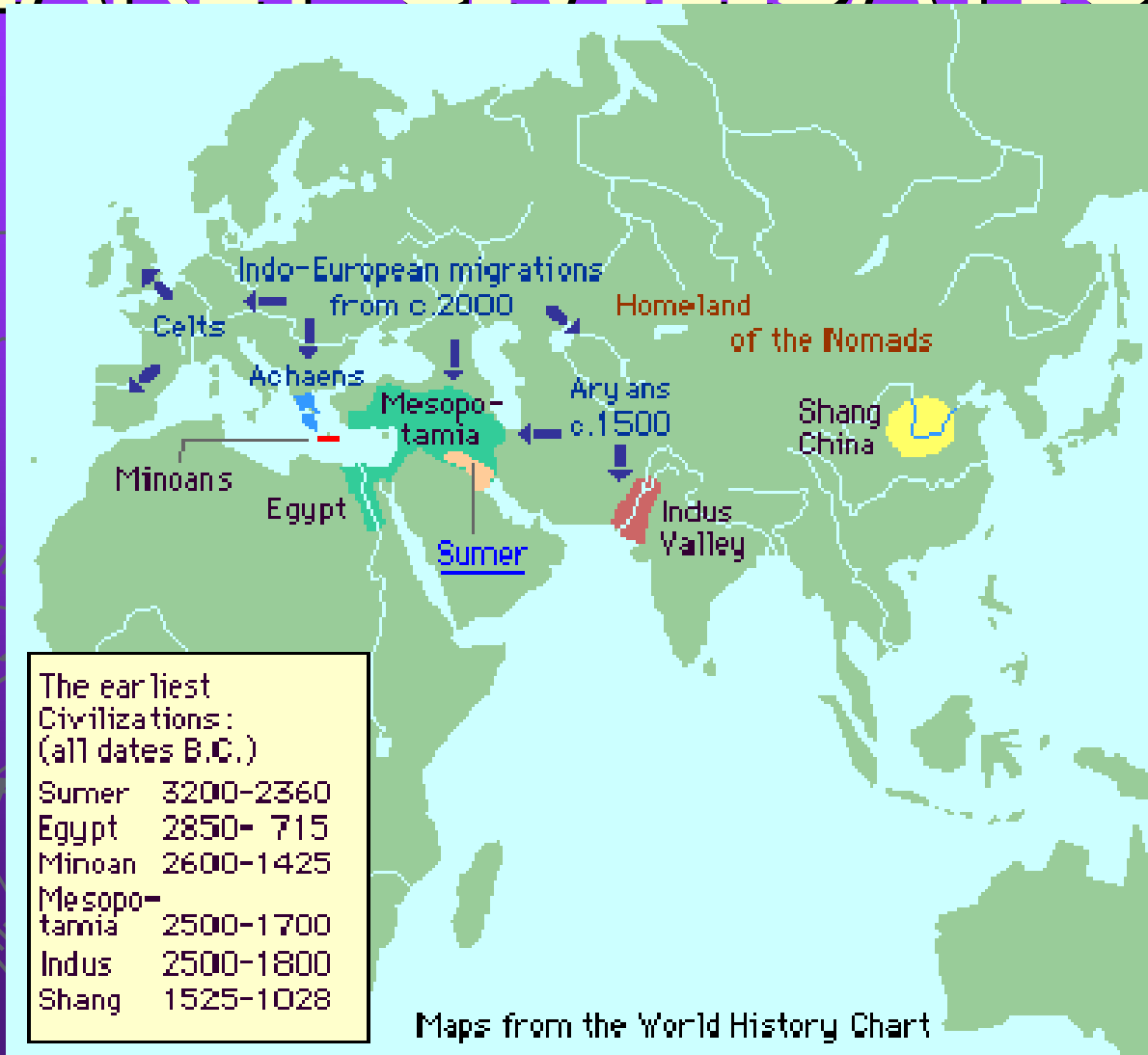


**GEOGRAPHY WAS
THE BASE FROM
WHERE HISTORY
STARTED**

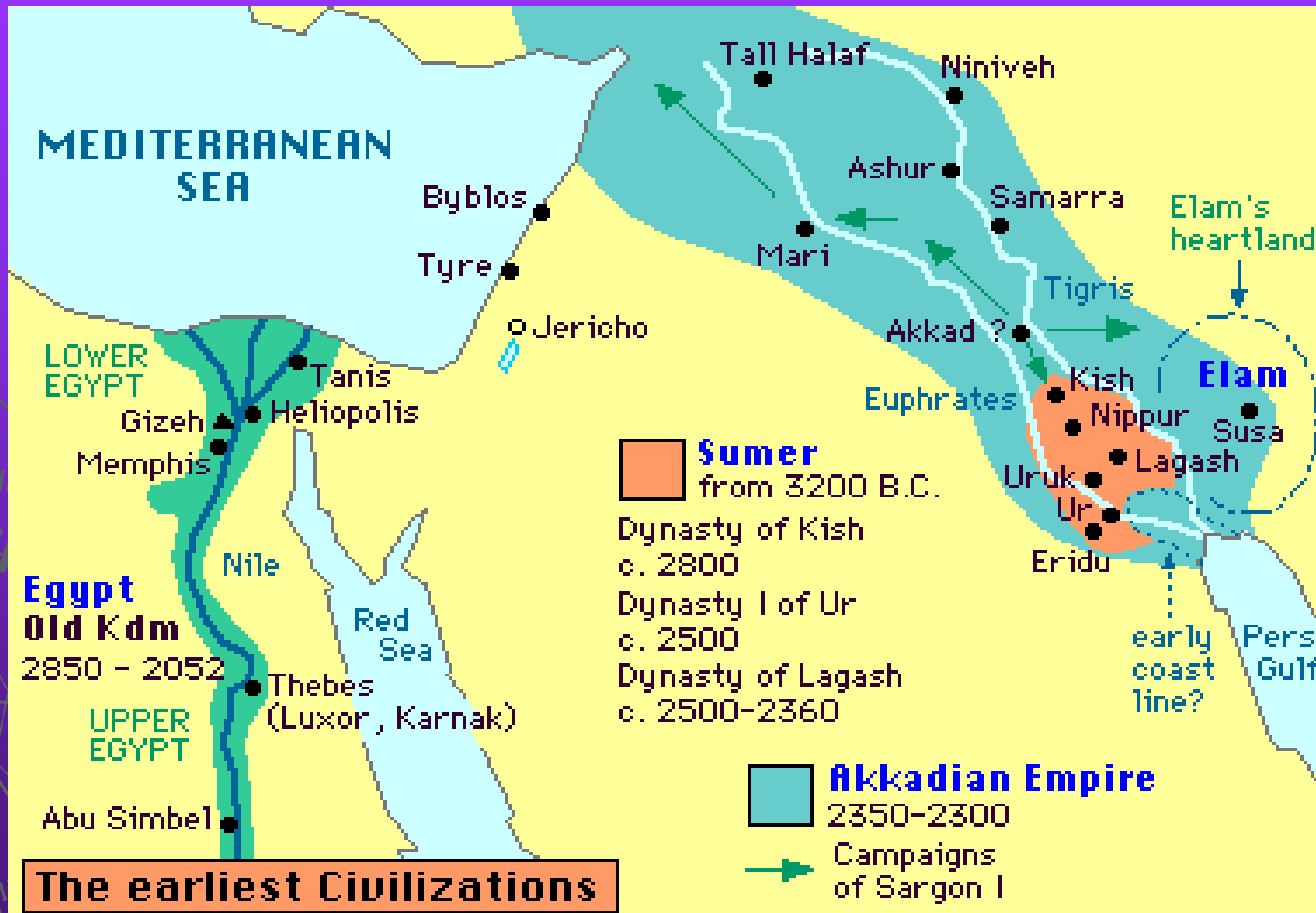
HISTORY AND GEOGRAPHY

- ▶ History and geography are cooperative disciplines.
- ▶ The aim is for students to have a synthesized time-related and space-related awareness as their knowledge base.
- ▶ With basic knowledge of geography, the students will be able to accurately interpret the historical evolution.

EARLY CIVILISATIONS



EARLY HISTORY TIMELINE



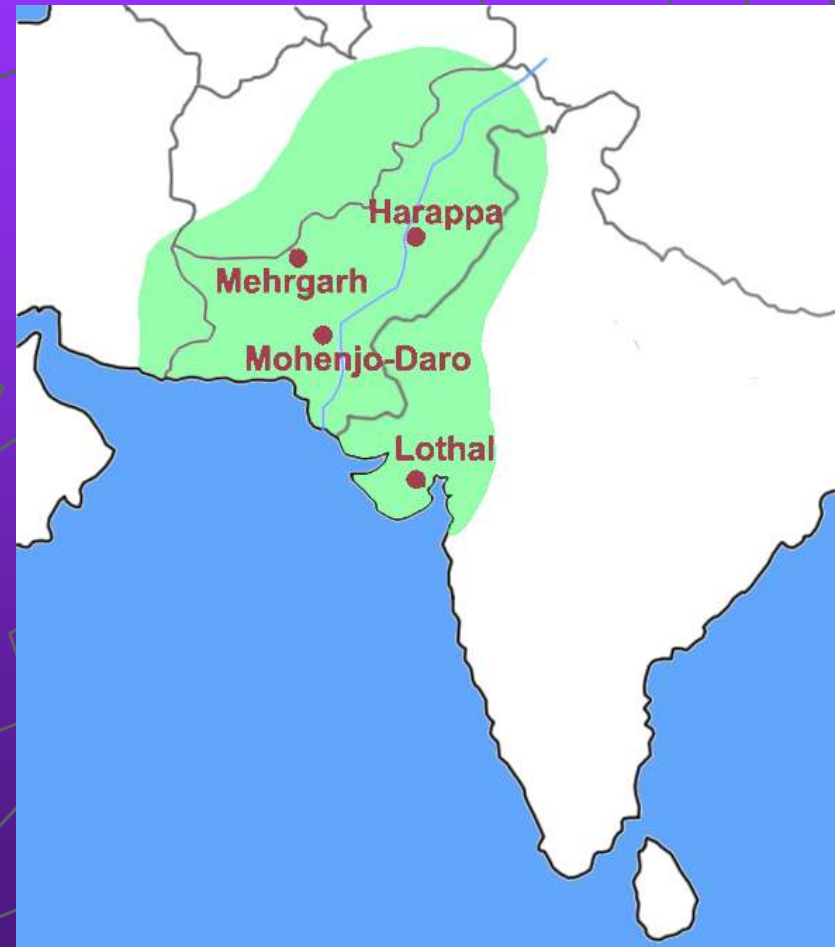
SUMERIAN EMPIRE

Ruins of Babylon (Baghdad Iraq)
Their dynasty started by about
2900 BC, and lasted for 650 years.



INDUS VALLEY CIVILISATION

- A FERTILE AREA



THE FOUR ANCIENT CIVILISATIONS

- ▶ The **FOUR MAJOR** ancient civilisations of the old world are:
 - ▶ **Sumerian** – 3500 BCE
 - ▶ **Egyptian** – 3000 BCE
 - ▶ **Indus Valley** – 2500 BCE
 - ▶ **Chinese** – 2200 BCE

CIVILISATION BASE

- ▶ Thus we see all early civilizations were based on the **SUITABLE** geographical locations.
- ▶ The people chose river banks as their main palce of living.
- ▶ The early people lived by hunting and slowly they became agriculturists.
- ▶ Man's wealth was known by the cattle he possessed.
- ▶ Land was the next acquisition.

SEA ROUTES

- ▶ In 275 BC, Ptolemy II (285 BC—246 BC), king of Egypt, founded a shipping port on the Red Sea coast and named it after his mother, Berenike I.
- ▶ The geographic position of Berenike was eminently suitable since it was a natural harbour, protected against the prevailing northern winds by a large peninsula.
- ▶ Furthermore, the dangerous shipping route over the Red Sea, with its treacherous coral reefs and its pirates operating from the Arabian peninsula made it desirable to have a safe landing place as far to the south as possible.
- ▶ From Berenike there were overland routes through the Eastern desert to the Nile valley, protected by way-stations (*hydreumata*).

BERENIKE DEVELOPS

- ▶ In the Roman period, Berenike developed into a trade emporium.
- ▶ Spices, pearls and textiles were shipped via Berenike to Alexandria and Rome.
- ▶ The nature of this trade was more or less known from textual evidence, especially from the so-called *Periplus* of the Erythraean Sea which lists the harbours along the Red Sea.

LOCATION OF BERENIKE

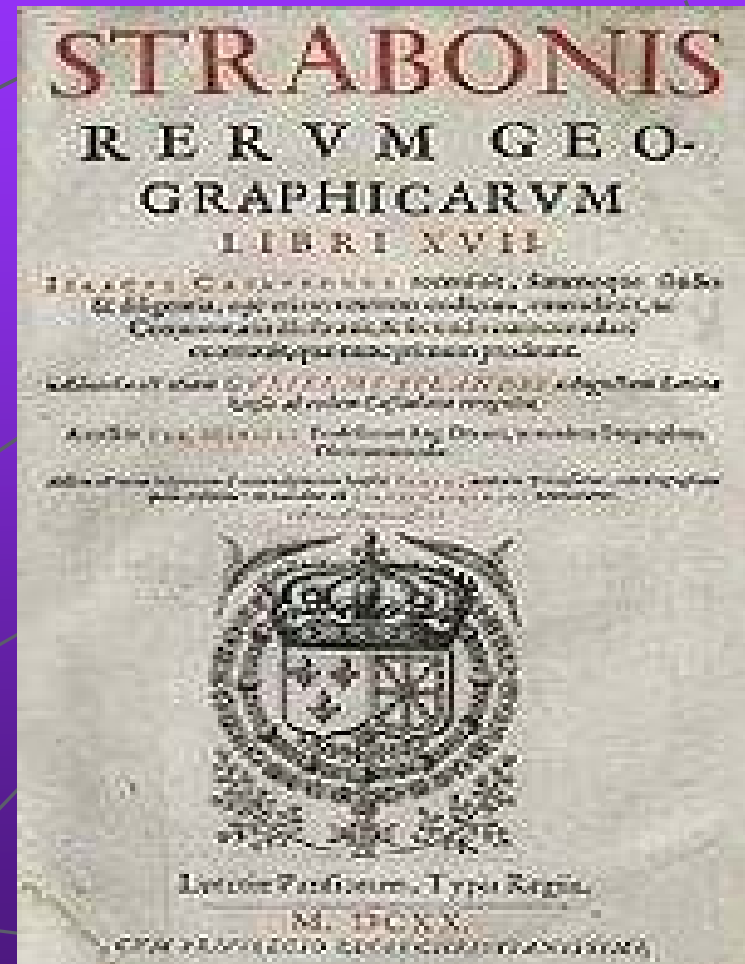


GEOGRAPHY AS A BASE FOR HISTORY

TRADE FROM INDIA

- ▶ A story relating to Strabo says that an Indian sailor was found on the banks of the Nile and he had narrated about a sea voyage.
- ▶ For developing the trade with East, in Egypt two ports played important role. Alexandria in the North and Bernike in the East.
- ▶ Separated by a land route of about 20 days the cargo found its way to both seas of the east and west through these ports. Cargo like gold, wine used to be transported to Indian ports by sea from the west to Alexandria and from there by land to Bernike by land.

STRABO AND GEOGRAPHY



STRABO BORN 64/63 BC - AD 23

- ▶ Greek geographer and historian whose **GEOGRAPHY** is the only extant work covering the whole range of peoples and countries known to both Greeks and Romans during the reign of Augustus (27 BC–AD 14).
- ▶ Its numerous quotations from technical literature, provide a remarkable account of the state of Greek geographical science, as well as of the history of the countries it surveys.

Greek geographer Strabo

- ▶ Strabo is famous for his 17-volume work *Geographica*, which presented a descriptive history of people and places from different regions of the world known to his era.
- ▶ It is an important source of information on the ancient world.
- ▶ Within the books of *Geographica* is a map of Europe

▶ MAP OF EUROPE - STRABO



THE MONSOON WINDS

- ❖ Hippalus was probably the first (in the west) to recognize the north-south direction of India's west coast and of the regularity of the monsoon winds.
- ❖ Before Hippalus' discovery of regular trade winds, Greek geographers thought that the Indian coast stretched from west to east.
- ❖ The use of Hippalus' direct route greatly contributed to the prosperity of Trade contacts between the Romans and South Indians.
- ❖ From Red Sea ports like Berenike, large ships crossed the Indian Ocean to the Tamil kingdoms.

PERIPLUS OF THE ERYTHRAEAN SEA

- ▶ The *Periplus of the Erythraean Sea* (*Periplus Maris Erythraei*) is a Greek Periplus.
- ▶ It describes the navigation and trading opportunities from Roman Egyptian Ports along the coast of red sea and the coasts of Africa and India.
- ▶ A mid-1st century date is now the most commonly accepted date of the writing.
- ▶ Though the author is unknown, it is clearly a firsthand description by someone familiar with the area providing accurate insights into what the ancient world knew about the lands around the Indian Ocean.

PERIPLUS OF THE ERYTHRAEAN SEA (1st Para)

1. Of the designated ports on the Erythraean Sea, and the market-towns around it, the first is the Egyptian port of Mussel Harbor. To those sailing down from that place, on the right hand, after eighteen hundred stadia, there is Berenice. The harbors of both are at the boundary of Egypt, and are bays opening from the Erythraean Sea.

PERIPLUS OF THE ERYTHRAEAN SEA



AN ANCIENT MAP



PERIPLUS OF THE ERYTHRAEAN SEA (59th Para)

- ▶ 59. From Comari toward the south this region extends to Colchi, where the pearl-fisheries are; (they are worked by condemned criminals); and it belongs to the Pandian Kingdom. Beyond Colchi there follows another district called the Coast Country.
- ▶ At this place, and nowhere else, are bought the pearls gathered on the coast thereabouts; and from there are exported muslins, those called Argaritic.

PERIPLUS OF THE ERYTHRAEAN SEA (60th Para)

- ▶ 60. Among the market-towns of these countries, and the harbors where the ships put in from Damirica and from the north, the most important are, in order as they lie, first Camara, then Poduca, then Sopatma; in which there are ships of the country coasting along the shore as far as Damirica; and other very large vessels made of single logs bound together, called sangara; but those which make the voyage to Chryse and to the Ganges are called colandia, and are very large. There are imported into these places everything made in Damirica, and the greatest part of what is brought at any time from Egypt comes here, together with most kinds of all the things that are brought from Damirica

THE MERCANTILE PERIOD

- ▶ Eleventh century was the period of warriors
- ▶ Thirteenth century belonged to great merchants
- ▶ The discovery of great number of Chinese ceramic-shreds of 13th Cent. And later period in TN confirms this
- ▶ There are several inscriptions found in SE Asia and China
- ▶ The important fact is the language used in those inscriptions.

AN INSCRIPTION IN CHINA



TEXT OF THE ABOVE INSCRIPTION

1. harah swasti sri sagaptam 1203 vatu cittirai
2. Cittirai nal sri ce[kace]kan tirumenikku nan
3. Raka udaiyar tiruk[ka]niccuramudaiya nayanarai
4. Eriyarulap panninar campndap perumal
5. Ana tavaccakravartikal ce[ka]caikan parman
6. padi

CHENNAI – MADRAS

- ▶ Today's Chennai was caused to be here because of geographical reasons!
- ▶ The English were looking for a place to trade from, by sea.
- ▶ They knew the value of the cotton material available in South India, especially north Madras area.
- ▶ Chintz was a special item for them.

TRADE AND MERCHANDISE

- ▶ The English and other Europeans bartered Indian goods like cloth for spices in South East Asia, which they sold in Europe.
- ▶ Masulipatnam Chintz was very popular. The madder and vegetable dyes used were unknown in the West.
- ▶ These were available only near Masulipatnam.
- ▶ Golconda diamonds were another attraction. (Kohinoor, Pitt's diamond etc.,)
- ▶ Indians had lost their shipping skills and that proved the advantage of the West.

CHINTZ COTTON MATERIAL



- ▶ By late 1600 the Coromandel Coast was the scene of rivalries among European powers for control of the India trade.
- ▶ The English established themselves at Fort St George.
- ▶ The Dutch at Pulicat
- ▶ The French at Puducherry and Karaikkal.
- ▶ The Danish at Tarangambadi

COTTON MATERIAL FROM INDIA



- ▶ Chintz was originally a wood block printed, painted or stained calico produced in India between 1600 to 1800.
- ▶ This material was popular in Europe
- ▶ These early fabrics were extremely expensive and rare.
- ▶ By 1680 more than million pieces of chintz were imported into England.

THE DYES USED

- ▶ The most common colors of red, black, blue, violet, green, and yellow were obtained from plants and minerals native to Andhra region.
- ▶ Indigo plants are processed and traded in the form of dried cakes that are used to create different shades of blue.

GEOGRAPHY DECIDES LOCATION

- ▶ Madras/Chennai as a town was non-existent.
- ▶ In north Thiruvottiyur was an ancient town
- ▶ In south it was Thiruvannamiyur.
- ▶ In between Mylapore was known from the beginning of Common Era.
- ▶ Foreign travelers have noticed Mylapore.
- ▶ Evidence is there to show that Mylapore functioned as a port.

CHOICE OF MADRAS

- ▶ Cooum was a river flowing from west to east. Elumur river was flowing from north to south. Adyar was flowing from west to east.
- ▶ The place chosen by the English to build a storage area, that came to be known as Fort was where Elumur or North river met the Cooum.
- ▶ It was named after the patron saint of England

COROMANDEL COAST



SEA TRADE STARTED WITH MADRAS AS A ROADSTEAD PORT



THE RIVERS

- ▶ Elambore river flowed from North parallel to the coast, curved near the present GH and met the Cooum
- ▶ Cooum then known as Komalewaram and Triplicane river, flowed from the West and joined with this northern river and emptied into the Bay of Bengal.
- ▶ The natural marshy area there was called ISLAND a portion N. East of it was Narimedu

MADRAS AS A BUSY HARBOUR



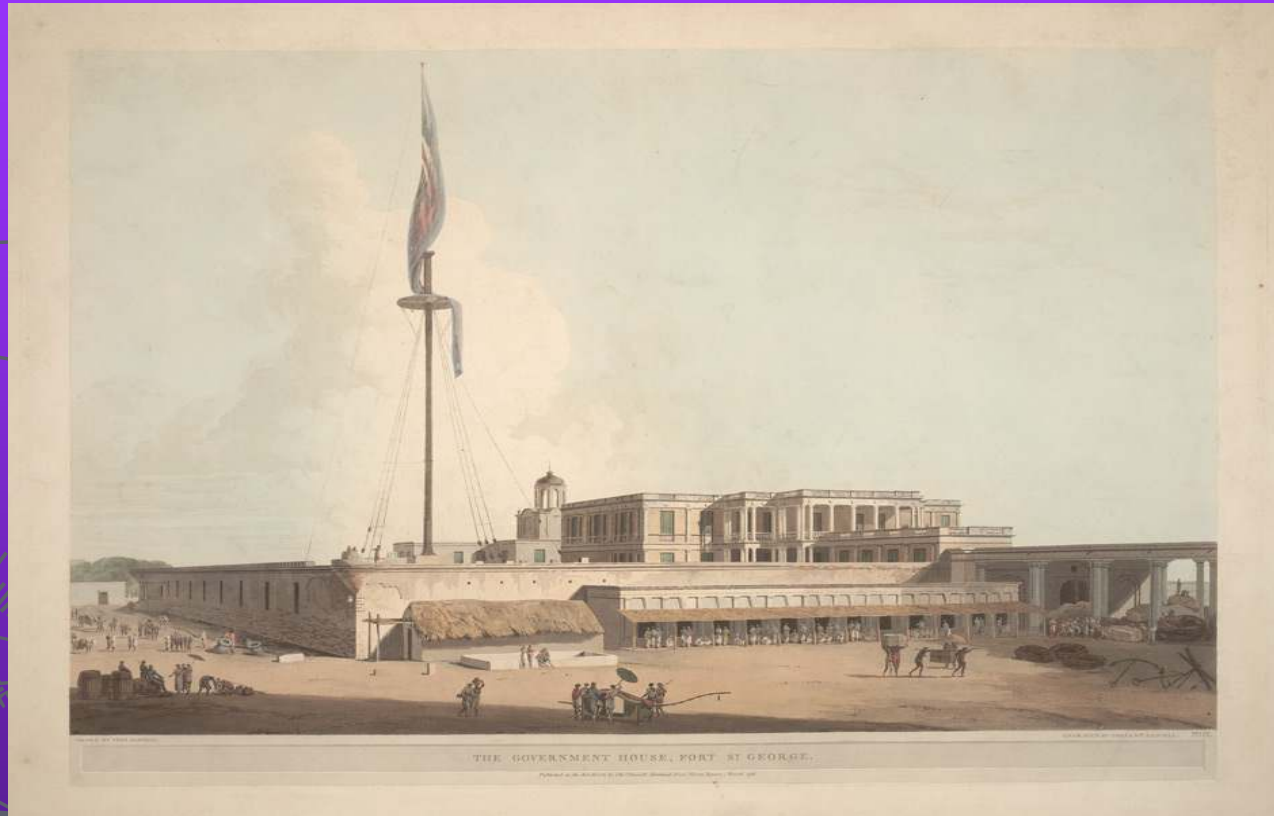
Fort St. George on the Coromandel Coast.
Belonging to the East India Company of England.

Le Fort St. George sur la Côte de Coromandel.
Appartenance à la Compagnie Anglaise des Indes Orientales.

THE TOWN DEVELOPS

- ▶ Madrasapatnam developed as Black and White towns
- ▶ This brought in the need to have services
- ▶ The governors developed the towns.
- ▶ Later Madras became the first Corporation in India
- ▶ That needed full fledged administration

MADRASAPATNAM



The flagstaff is a 150 ft (tallest in India) teak wood mast got from a foundered ship (Loyall Adventure) erected in 1687, and the flag (cross of st George) hoisted by Elihu Yale.

THE ADMINISTRATION

- ▶ In 1652 the Fort was made a Presidency and the Agent was renamed the PRESIDENT
- ▶ He had three hereditary Indian officials Adhikari. Kanakkuppillai and Pedda Naik
- ▶ Pedda Naik was the Chief watchman and had Talayaris to assist him

FRENCH OCCUPY MADRAS

- ▶ The French capture of Madras by Labourdonnais in 1746 is a great event in the history of the City.
- ▶ The French were in occupation of the City for three years till August 1749. They planned to retain it permanently. They demolished the Indian houses of Old Black Town which adjoined the north wall of the Fort and formed a glacis with the debris.
- ▶ On 21st August 1749 Madras was restored to the British under the treaty of *Aix-La-*

THE THEN PARRY'S CORNER



GEOGR
HISTOR

parrys corner-Chennai-

www.karaikal.cc

HARBOUR AS IT LOOKED FROM THE CITY



THE FIRST SCREW PILE JETTY



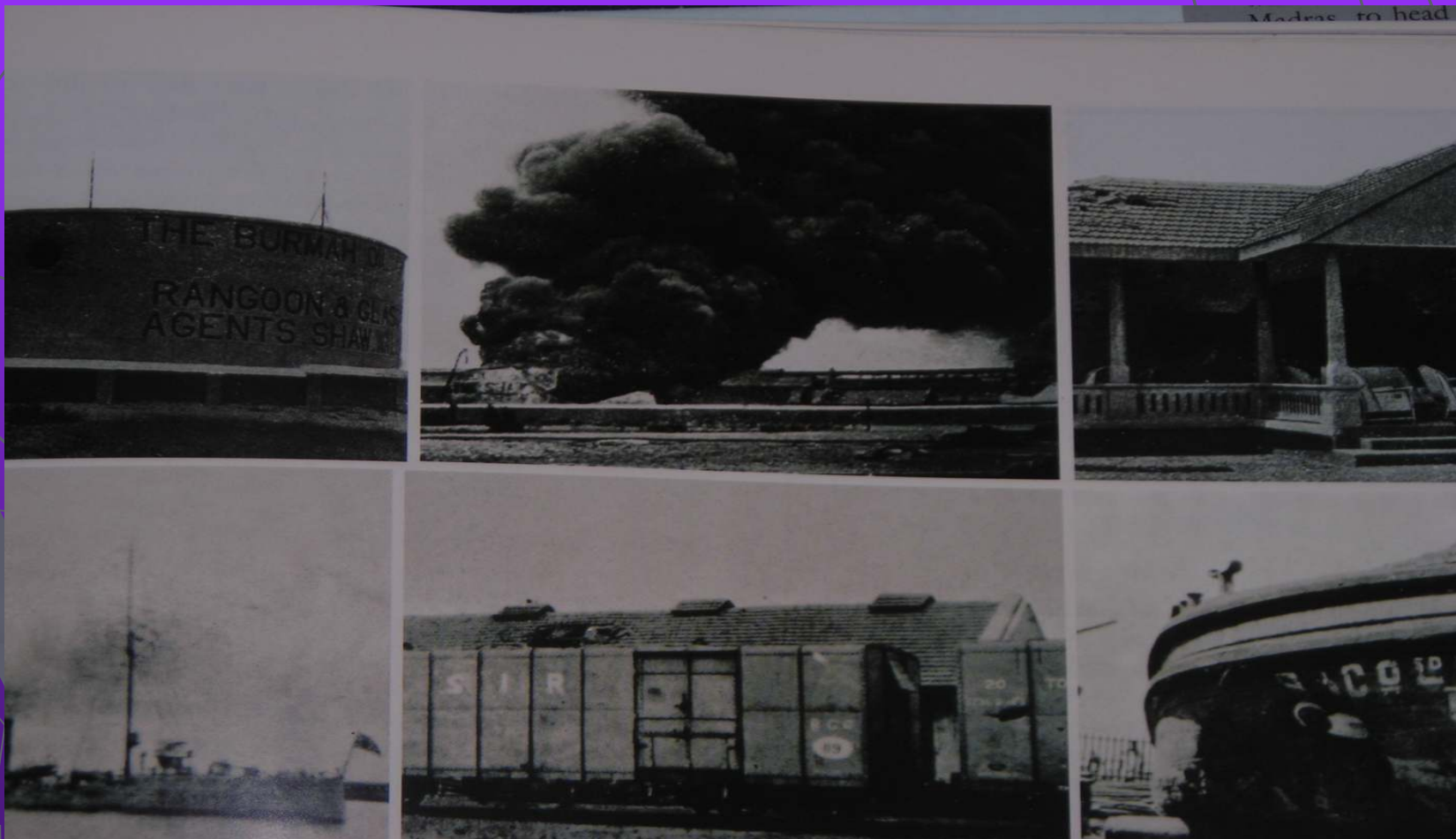
CARGO MOVEMENT THEN



S M S EMDEN



WHEN EMDEN ATTACKED MADRAS HARBOUR



MADRAS IN THE EARLY STAGES



GEOGRAPHY AS A BASE
HISTORY

MADRAS EARLY 1900s



GEOGRAPHY AS A BASE FOR HISTORY

HARBOUR AS OF NOW

